

Planning Committee

Tuesday 6 October 2020

6.30 pm

Online/Virtual: Members of the public are welcome to attend the meeting.

Please contact Constitutional.Team@southwark.gov.uk for a link or telephone dial-in instructions to join the online meeting

Supplemental Agenda No.1

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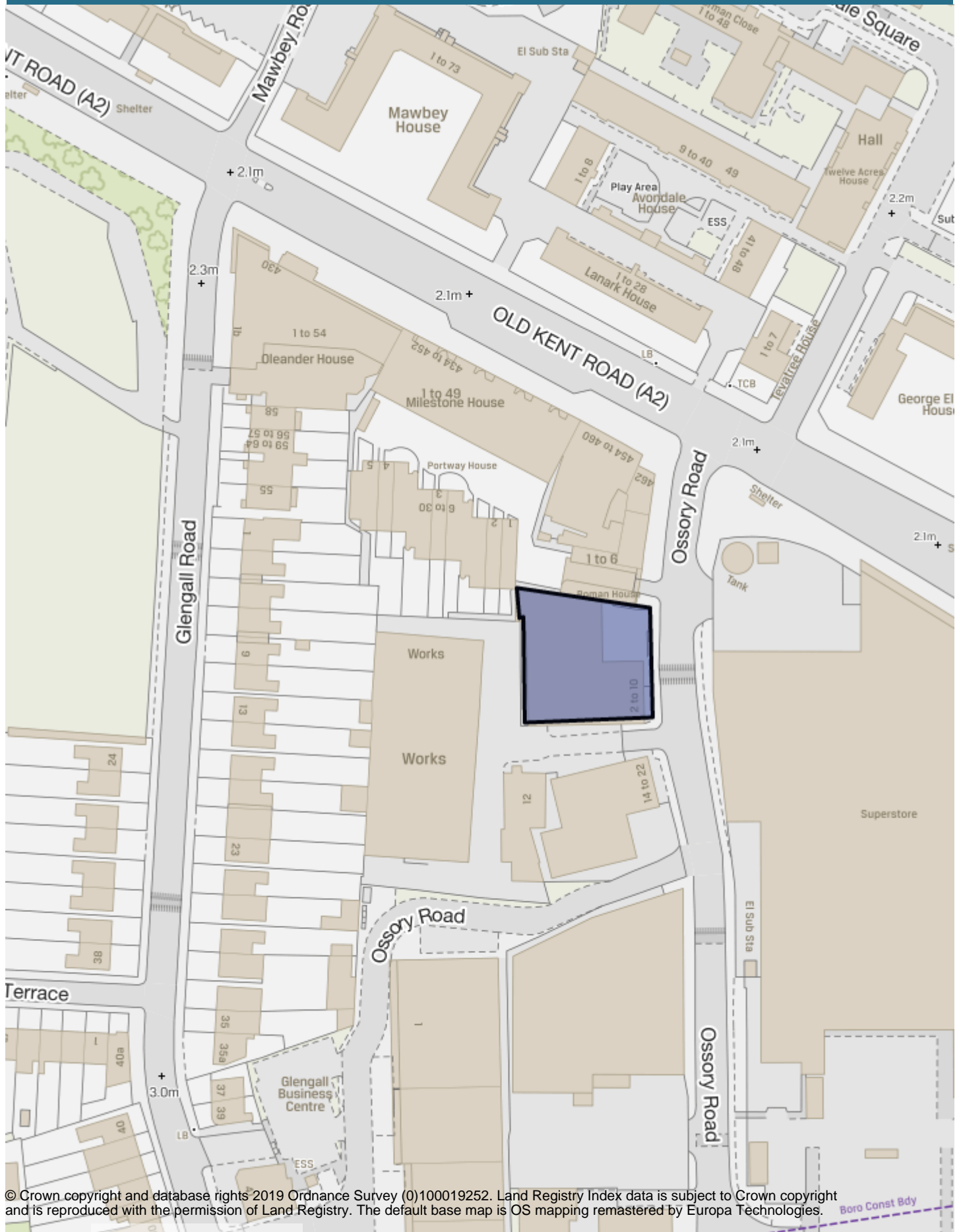
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Date: 21 September 2020

2-10 Ossory Road, London SE1 5PA



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Item No. 8.2	Classification: OPEN	Date: 6 October 2020	Meeting Name: Planning Committee
Report title:	Development Management planning application: Application 20/AP/0009 for: FULL PLANNING APPLICATION Address: 2-10 OSSORY ROAD, LONDON SE1 5PA Proposal: Demolition of existing building and redevelopment of the site to construct a part two, part ten, part eleven storey (AOD +44.61m) building comprising of 105 units (Use Class C3) 100% affordable by habitable rooms, 1,439 sqm of light industrial space (Use Class B1) including service yard, cycle storage and associated plant rooms This application represents a departure from strategic policy 10 'Jobs and Businesses' of the Core Strategy (2011) and Saved Policy 1.2 'Strategic and Local Preferred Industrial Locations' of the Southwark Plan (2007) by virtue of proposing to introduce residential accommodation in a preferred industrial location.		
Ward(s) or groups affected:	Old Kent Road		
From:	Director of Planning		
Application Start Date 20/01/2020		Application Expiry Date 20/04/2020	
Earliest Decision Date 06/04/2020			

RECOMMENDATIONS

1.
 - a) That planning permission is granted, subject to conditions and referral to the Mayor of London and the applicant entering into an appropriate legal agreement by no later than the 6 of April 2021.
 - b) That the environmental information be taken into account as required by Regulation 30 of the Town and Country Planning (Environmental Impact Assessments) Regulations 2017.
 - c) That following issue of the decision it be confirmed that the Director of Planning shall place a statement on the Statutory Register pursuant to Regulation 30 of the Town and Country Planning (Environmental Impact Assessments) Regulations and that for the purposes of Regulation 30(1) (d) the main reasons and considerations on which the Local Planning Authority's decision is based shall be set out as in this report.
 - d) In the event that the requirements of (a) are not met by 6 April 2021 that the director of planning be authorised to refuse planning permission, if appropriate, for the reasons set out at paragraph 223 of this report.

EXECUTIVE SUMMARY

POCKET LIVING

2. Pocket Living is a private developer which specialises in building space efficient, compact units of accommodation in London at a lower cost, and without public subsidy. Pocket units are principally one bedroom units (a minimum of 37sqm) designed specifically for single occupiers who wish to own their home outright, and are sold with a minimum discount of 20%. This is the second of three Pocket applications in Old Kent Road. The first at Varcoe Road was completed in December 2019 having been granted consent in July 2017. It provides 57 affordable one bed flats. All the flats were sold to people who either lived or worked in Southwark and 82% were sold to people on or below the Southwark intermediate household income threshold. The remainder were sold at GLA household income threshold levels. A statistical breakdown of the Varcoe Road scheme is detailed below:

Varcoe Road development Stats

3. Varcoe Road – completed in December 2019

Buyer profile:

- Average age – 30
- Average household income is £44,306 (versus £47k income cap)
- 100% of the buyers lived and/or worked in Southwark prior to buying. This is broken down as follows:
 - 46% lived in the borough
 - 35% worked in the borough
 - 19% lived and worked in the borough

Site at 2-10 Ossory Road:



Existing land use (Paragraphs 4 and 5)

- A former showroom and maintenance garage
- Currently occupied on a meanwhile basis by an online retail distribution company
- The existing building is an L-shaped footprint containing 966sqm GIA of

floorspace and associated parking.

AAP Masterplan (Paragraphs 31-33)

- The site is identified in the AAP as having a mix of uses with small industrial units at ground and first floor and residential over. The height of buildings in the masterplan is identified as being 8-10 storeys reducing towards Burgess Park.

Proposed Development (Paragraphs 12 - 18)

Industrial (Ground and First Floor)

- 1,439 sqm GIA of industrial space (providing 77 jobs on site compared to 20 existing jobs – a 284% increase)
- 49% uplift compared to existing building
- 4m floor to ceiling height
- Large service yard with a goods lift large enough for a pallet
- Flexible and adaptable space which can be separated to meet the needs of a range of businesses

Residential (Second to Tenth Floor)

- 105 1bedroom 1person (1b1p) affordable homes (100%) with a 20% discount
- All homes Building Regulations Part M4(2) compliant; and
- 10 homes (9.52%).are Building Regulations Part M4(2) adaptable

Height

Part 10 part 11 storey building compliant with the heights proposed in the OKRAAP for the subject site.

Design and Materials (Paragraphs 73-89):

- The local context has influenced the materials used in the façade
- A mix of red and light grey bricks will be predominantly used
- The robust materiality is in line with the aspirations set out in the AAP

Housing Quality and Outlook (Paragraphs 120-126)

- Over a third of the homes are dual aspect
- All homes will receive good outlook and the accompanying daylight and sunlight assessment demonstrates that all homes would receive very good levels of daylight.

Amenity Space (Paragraphs 127-141):

580 sqm of amenity space across three separate roof terraces on the 2nd, 10th and 11th floors;

- 506 sqm of communal terrace
- 32 sqm of internal communal space on the 2nd floor
- 42 sqm of private amenity on the 2nd floor
- A financial contribution for public open space improvements in the area

Sustainability:

Energy (Paragraphs 208-216)

- High efficiency gas boilers will be installed for the development
- Development is future proofed to connect to the District Heat Network (SELCHP) should it come forward within a reasonable timescale
- Estimated CO2 savings on site are 69.2% for the residential and 35.1% for the commercial elements of the developments against SAP10 carbon factors
- A Carbon Offset payment of £36,300 will be paid to reach 'Zero Carbon'
- The commercial element is targeting to achieve BREEAM 'Excellent'

Environment and Biodiversity (Paragraphs 90-97)

- Net gains for biodiversity through planting and dedicated environments for local wildlife on green roofs
- 12 swift boxes will be provided
- Planting on the roof terraces specifically chosen to increase biodiversity

Car and Cycle Parking (Paragraphs 180-181 & 184-185)

Residential:

- No car parking provision on site
- Disabled parking will be provided on street to align with the emerging plans to enhance the landscaping and pedestrian experience of Ossory Road
- Policy compliant cycle provision of 106 cycle spaces (located in 2no. bike stores on 2 tier racks)
- 6 cycle spaces in the service yard designed to fit larger and adaptive bicycles
- 11 visitor spaces in the service yard & 1 visitor space on Ossory Road

Industrial:

- No commercial car parking provision on site
- 6 long stay cycle spaces
- 6 visitor spaces
- The service yard can accommodate a 10m long van, with an articulated lorry servicing from Ossory Road

Proposed height development in line with AAP aspirations



BACKGROUND INFORMATION

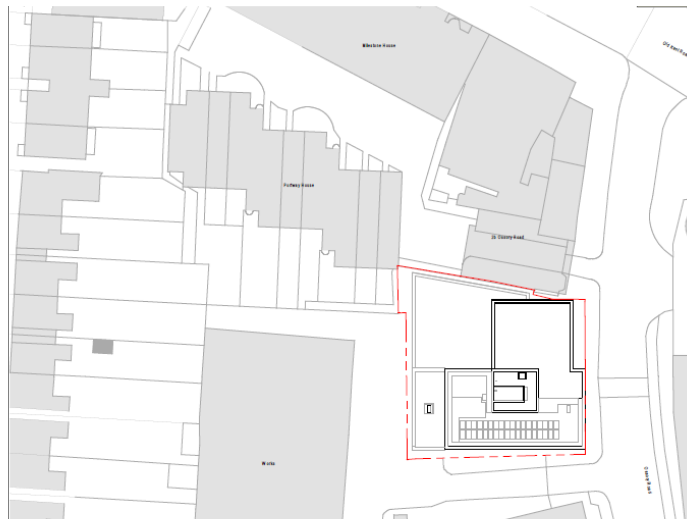
Site location and description

4. The subject site is located on the western side of Ossory Road in close proximity to the junction with the Old Kent Road. The site comprises 0.11 (ha) and was formerly occupied as a showroom and maintenance garage by Robins & Day, and is currently occupied on a short term tenancy by Online Retail Company (Borough Box) in Use Class B1.
5. The existing building has an L-shaped footprint with concrete hardstanding at its' North-East corner fronting Ossory Road. It is constructed of blockwork walls and metal cladding and is comprised of a steel portal frame with a shallow dual pitched corrugated concrete roof and single storey lean-to on its northern boundary. The building is approximately 6.4m at eaves height and has 966 sqm of existing GIA floorspace.
6. The western side of Ossory Road comprises storage and industrial warehouses home to occupiers such as Hireman Tool & Equipment Services (14-22 Ossory Road), Rexel

Electrical wholesaler (50 Ossory Road) and Shurgard storage (54-80 Ossory Road) at the southern end of Ossory Road. The application site is an area of convergence where the character of Ossory Road transitions from commercial uses to the South into residential uses along its junction with the Old Kent Road. This transition is evident in the adjacent residential development of 434-452 Old Kent Road which lies immediately to the north of the subject site.

7. Asda supermarket forms the entire eastern edge of Ossory Road with the store and service yard to the north and open surface car parking to the south. There is no entry to Asda's car park from Ossory Road. Servicing for Asda is via Ossory Road, adjacent to the application site. To the west of the application site lies the former mineral water and ginger beer Victorian bottling factory which is locally listed and located within the recently extended Glengall Road Conservation Area. An access road, from Ossory Road, leads into a central cobbled yard and provides service access and associated car-parking for the bottling factory.
8. Pedestrian and vehicular access into the site is via Ossory Road. The hardstanding area at the North-East corner provides seven car-parking spaces; it is predominantly used for car and service vehicle parking and refuse storage. A level access loading door and separate pedestrian access door serves the existing use along Ossory Road.

Image: Site Plan



9. The subject site is 1.40 kilometres from South Bermondsey Railway Station, approximately an 18 minute walk. High frequency bus routes along the Old Kent Road are within 500 metres of the site and link the area to Bakerloo line services at Elephant and Castle Underground Station and Northern, Jubilee and National Rail services at London Bridge. A manual Public Transport Accessibility Level (PTAL) assessment indicates the site has a PTAL of 4, on a scale of 1-6b with 6b being the highest, demonstrating that the site has good accessibility to public transport.
10. The Bakerloo Line Extension when constructed will bring two new Underground Stations to the area; one in the general vicinity of the Tesco supermarket approximately 0.65 kilometres from the site, roughly an 8 minute walk, and the other in proximity to junction of the Old Kent Road and Asylum Road. As such, the transport accessibility level at the site is expected to increase significantly over time.
11. The subject site is located within Sub Area 2 (Cantium Retail Park and Marlborough Grove) and specifically Site Allocation OKR 10 of the Old Kent Road Area Action Plan

(OKR AAP). In addition, the site is designated as Preferred Industrial Location-Strategic (Old Kent Road) as per Southwark's current Proposals Map and Adopted Policy. In line with the aspirations of the Draft New Southwark Plan proposes the re-designation of the site as Locally Significant Industrial Site (LSIS). Furthermore, the site is located within an Urban Density Zone and an Air Quality Management Area. It is located in Flood Zone 3 as identified by the Environment Agency. The application site is not within a Conservation Area; however, the Glengall Road Conservation Area boundary runs to the immediate south and west of the application site.

Details of proposal

12. Planning permission is sought for the demolition of the existing buildings on site to construct a Part 2/Part 10/Part 11 storey building providing 105 one bedroom one person homes (Use Class C3) at 100% Affordable by habitable rooms, with 1,439 sqm of light industrial space (Class B1c), external amenity space, cycle storage and refuse store.
13. The 1,439 sqm of Class B1c light industrial floorspace is proposed at ground and first floors which enables the scheme to provide an active frontage at street level in keeping with the industrial character of Ossory Road. The breakdown of the B1c space provides 515 sqm on the ground floor, and 884 sqm on the first floor along with ancillary plant. The quantum of light industrial floorspace proposed 1,439 sqm represents a significant uplift in floorspace when compared with the existing building (966 sqm) with an increase of 473 sqm equating to 49% uplift. 10% affordable workspace will be provided on site.
14. The ground and first floor incorporate flexible and modern accommodation requirements for industrial users including a large service yard and goods lift, large enough to fit pallets, to ensure efficient functionality and usability. The B1c floorspace will have a floor to ceiling height of 4m. The service yard at the north eastern corner, fronting Ossory Road, will act as the primary route for industrial materials into the site.
15. Cycle parking will be provided in accordance with the New Southwark Plan minimum cycle parking standards for both commercial and residential uses. At ground floor 106 secure cycle parking spaces (in excess of one space per home) will be provided for residents with a separate cycle store for commercial users and visitors. The cycle stores will be in the form of two-tier Josta (or similar) cycle racks. 11 visitor cycle spaces are proposed in total; 10 within the service yard and 1 on Ossory Road. 6 secured and covered long stay cycle parking spaces will be provided on the ground floor, and 6 visitor cycle parking spaces will be provided in the form of Sheffield stands to serve the light industrial unit, along with changing and shower facilities for staff.
16. The commercial and residential refuse store is located at ground floor and will be accessed via the service yard and Ossory Road. The servicing for both will take place via Ossory Road. The development would be car free, secured by way of the S106 Agreement; aside from occupants of the development who are Blue Badge holders would be eligible for a Residents Parking Permit.
17. From the second to tenth floor residential 1 bed 1 person units are proposed (Use Class C3) with 10 of the units being Building Regulations Part M4(2) Adaptable. Residents will access the units from an entrance lobby on Ossory Road. Separate access for residents and commercial users has been incorporated into the design of the scheme and will ensure the successful co-location of uses. The residential entrance will comprise an outer lobby and inner lobby to ensure secure access and will include a stair way and two lifts.

Table: Proposed land uses

Land Use	Use Class	GIA
Residential	C3	4,114.50 sqm
Work space	B1c	1,439 sqm

18. The development provides 100% affordable housing units which would be in the intermediate tenure for discounted sale. Three areas of external communal amenity space are proposed within the scheme along with an internal communal room. The external areas are located on the second, tenth and eleventh floors comprising of 211 sqm, 70 sqm and 225 sqm on each respective floor totalling 506 sqm. The internal communal room provides an additional 32 sqm of space with an area of private defensible space accommodating 42 sqm. The 70 sqm terrace on the 10th floor provides smaller spaces for more intimate gatherings or quieter spaces to go to relax. The terraces at second floor and roof level offer additional larger amenity areas for residents to use.

Revisions and amendments

19. Whilst no design or alterations to the total number of residential units has occurred during the lifespan of this application, additional information regarding some areas of assessment was submitted.
20. The documents of additional information submitted during the course of this application were as follows:
- Revised Drainage Strategy
 - Urban Greening Factor and associated amendments to external amenity terraces
 - Sustainable Energy Strategy Revision 2 and associated documents
 - GLA Domestic Overheating Checklist
 - Revised Town and Visual Impact Assessment
 - Revisions to Light Industrial Layout and associated elevational alterations
 - Daylight and Sunlight Addendum

KEY ISSUES FOR CONSIDERATION

Summary of main issues

21. The main issues to be considered in respect of this application are:
- The principle of the proposed development in terms of land use and the release of the site from its industrial designation;
 - Affordable housing;
 - Design, layout, heritage assets and tall buildings including views;
 - Public realm, landscaping and trees;
 - Housing mix including wheelchair housing;
 - Quality of accommodation;

- Density;
- Impact of proposed development on amenity of adjoining occupiers and surrounding area;
- Transport;
- Noise and vibration;
- Sustainable development implications;
- Ecology;
- Air quality;
- Wind microclimate;
- Equalities and human rights;
- Statement of community involvement

Legal context

22. Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires planning applications to be determined in accordance with the development plan, unless material considerations indicate otherwise. In this instance the development plan comprises the London Plan 2016, the Core Strategy 2011, and the Saved Southwark Plan 2007.
23. There are also specific statutory duties in respect of the Public Sector Equalities Duty which are highlighted in the relevant sections in the overall assessment at the end of the report.

Equalities

24. The Equality Act (2010) provides protection from discrimination for the following protected characteristics: race, age, gender reassignment, pregnancy and maternity, disability, sexual orientation, religion or belief, sex, marriage and civil partnership. Section 149 of the Equality Act 2010 places the Local Planning Authority under a legal duty to have due regard to the advancement of equality in the exercise of its powers, including planning powers. Officers have taken this into account in the assessment of this application and Members must be mindful of this duty, inter alia, when determining all planning applications. In particular Members must pay due regard to the need to:
 - Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act; and
 - Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
 - Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
25. As set out in the Essential Guide to the Public Sector Equality Duty (2014), “the duty is on the decision maker personally in terms of what he or she knew and took into account. A decision maker cannot be assumed to know what was in the minds of his or her officials giving advice on the decision”. A public authority must have sufficient evidence in which to base consideration of the impact of a decision.
26. There is a Travellers site 285m to the south at the junction of Glengall Road and Latona Road. Given the separation distance it is considered that there would be no adverse impacts on the traveller’s site. There is a church used primarily by the BAME community at the junction of Ossory Road and Old Kent Road. Whilst this is closer to the site it is not considered that the design of the building or its uses would adversely effect the operation of the church. There are no other groups with protected

characteristics that would be adversely affected by the development.

Other equality impacts

27. Proposed enhancements to the streetscene of Ossory Road (Including improvements to the footpath and public realm) would prioritise the movement of pedestrians and promote “healthier, active lives” in accordance with draft Policy AAP 10 of the draft OKR AAP.
28. The proposed development would also generate additional opportunities for local employment. The proposed development would deliver 1,439 sqm (GIA) of B1c Use Class floorspace on the ground and first floor representing an uplift of 473 sqm. Furthermore, floorspace within the B1c offering will provide a financial contribution towards Affordable Workspace opportunities. The proposed development would also provide affordable housing in a location with a high demand for such accommodation and a relatively high BAME population.

Conclusion on equality impacts

29. The proposed development would not result in any adverse equality impacts in relation to the protected characteristics of religion or belief and race as a result of the re-provision and uplift of B1 Use on site along with the introduction of C3 Residential Use to the upper floors of the scheme. Notwithstanding that the development would result in a significant change to the site, Officers are satisfied that equality implications have been carefully considered throughout the planning process and that Members have sufficient information available to them to have due regard to the equality impacts of the proposal as required by Section 149 of the Equality Act 2010 in determining whether planning permission should be granted.
30. The proposed development would undoubtedly result in a significant change to the site. The public sector equality duty does not prevent change but it is important that the council consider the acceptability of the change with a careful eye on the equality implications of that change given its duty under Section 149 of the Equality Act 2010. The council's duty is to have due regard to the objectives identified above when making its decision. In the present context, this means focusing carefully on how the proposed change would affect those with protected characteristics and ensuring that their interests are protected and equality objectives promoted as far as possible.

Principle of development in terms of land use

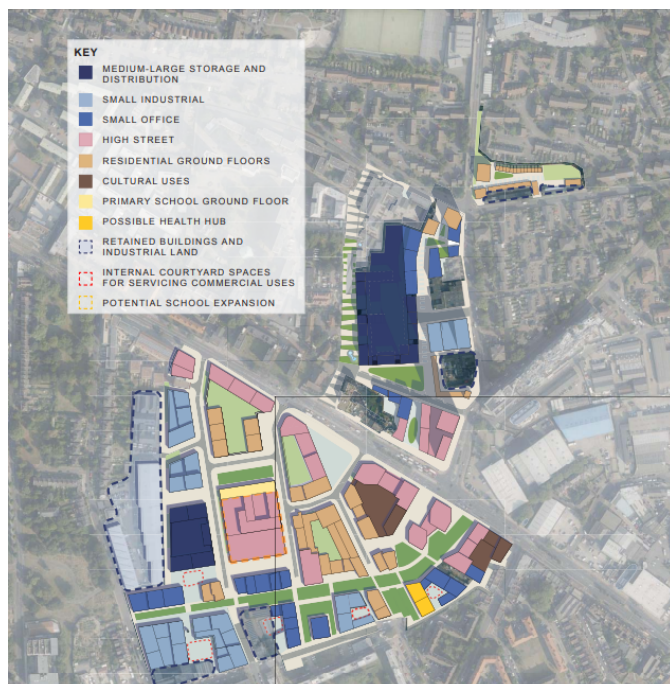
31. The NPPF (2019) offers a number of key principles that emphasise a focus on driving and supporting sustainable economic development to facilitate the delivery of new homes and commercial business units etc. The application site is located within the Old Kent Road Opportunity Area. In locations such as this, both London Plan and Southwark Plan policies strive for higher density, high quality mixed use developments which assist in addressing the need for new homes and ranges of employment opportunities.
32. In the draft OKR AAP, the site is identified as falling within Sub Area 2 and Proposal Site OKR10. The draft site allocation states that redevelopment on this site must:
 - Development must replace existing employment floorspace (B use class) and provide a range of employment spaces

- Figure SA 2.3 (Page 92 of the OKR AAP identifies 2-10 Ossory Road as a site that is suitable for small industrial units with light industrial uses (Class B1c) and marker spaces with residential units above
33. The existing use on site is not considered to maximise the potential of this Opportunity Area Proposal Site. The proposed re-development of the site would provide an uplift of B1c floorspace with the introduction of C3 residential use class to create a mixed use development. It is anticipated that the scheme would deliver major regeneration benefits that are further discussed in the proceeding parts of this report.

Image: Sub Area 2 focused on OKR 10 with subject site outlined in red



Typology map of OKR 10



Industrial land

34. The site is designated as Preferred Industrial Location-Strategic (OKRAAP) and Strategic Industrial Land (SIL) in current adopted Policy. It is noted that in view of policy changes at local level the Draft New Southwark Plan proposes the re-designation of the site as LSIS. Notwithstanding this acknowledgment, the application will be assessed against current adopted policy. Strategic Policy 10 of the Core Strategy states that SIL will be protected for industrial and warehousing uses. Saved Southwark Plan Policy 1.2 states that the only land uses that will be permitted in SIL are B class uses and other sui generis uses which would be inappropriate in residential areas. This proposal represents a departure from these policies by proposing residential use within SIL.
35. The Core Strategy does however also recognise that structural changes in the economy are resulting in a declining need for industrial land in London and that diversifying the range of job opportunities in industrial locations can be of benefit to local people. Furthermore, it also sets out the future direction of the Old Kent Road as a growth and regeneration action area, subject to a future area action plan (AAP).
36. Adopted London Plan (2017) Policy 2.17 seeks to promote, manage and where appropriate, protect SIL as London's main reservoir of industrial and related capacity, which includes general and light industrial uses. It states that developments on SIL should be refused unless they:
 - Provide for broad industrial type activities;
 - Are part of a strategically co-ordinated process of SIL consolidation through an opportunity area planning framework;
 - Meet the needs of small to medium sized enterprises
37. The adopted London Plan (2017) also designates the Old Kent Road as an Opportunity Area, with an indicative capacity of 1,000 new jobs and a minimum of 2,500 new homes. This capacity has been increased to a minimum of 12,000 new homes in the emerging new London Plan. Both adopted and new London Plan identify the potential for residential-led development along the Old Kent Road corridor, with homes and jobs targets to be explored and further refined through the preparation of a planning framework and a review of the Old Kent Road SIL.
38. Furthermore, the draft OKR AAP sets targets of 20,000 new homes and 10,000 new jobs, to be supported by new infrastructure, including parks and schools. It proposes the release of a substantial part of the Strategic and local Preferred Industrial Location designation to allow for the creation of mixed use neighbourhoods where new and existing businesses would co-exist with new homes.
39. Paragraph 48 of the NPPF (2019) states that weight can be afforded to relevant policies in emerging plans depending on the stage of preparation of the plan. The New Southwark Plan and draft OKR AAP have been subject to extensive consultation however they have yet to be subject to independent examination and therefore the documents have limited weight. They do, however, provide an indication of the direction of travel for planning policy in the opportunity area.
40. Taking into account the adopted policy position, when determining whether the principle of the proposed development would be acceptable in land use terms, Members need to consider whether the wider regeneration benefits of the scheme would outweigh any harm caused by the loss of SIL and the introduction of a residential use into SIL, and whether those benefits would justify a departure from adopted planning policy.

Employment Re-provision (No Net Loss)

41. The subject site currently has 966 sqm of B1c floorspace. GLA officers accept that this site is suitable for SIL release. The Secretary of State has directed that the New London Plan removes the requirement for no nett loss of industrial floorspace. However, the draft AAP seeks to ensure that industrial floorspace should be re-provided at a rate equivalent to the existing floorspace which exists on site and where possible deliver an increase in employment capacity.
42. The quantum of the 1,439 sqm of light industrial floorspace proposed represents a significant uplift in floorspace with an increase of 473 sqm that equates to 49% uplift. Light Industrial space will occupy the ground and first floors. A commercial unit (149 sqm) is located on the southern edge of the site. Employees and users will predominately access the commercial unit via an entrance along Ossory Road. A secondary access point to the rear of the commercial unit will give users internal access via a corridor to the service yard, goods lift, cycle store, fire escape and stairwell.
43. At first floor level, the commercial floorspace will be accessed via a designated access point from the service yard fronting Ossory Road. Above first floor is provision of some ancillary plant areas. The service yard at the application site's north eastern corner, fronting Ossory Road, will act as the primary route for industrial materials into the site. A goods lifts will serve the commercial uses from ground to first floor and will provide the efficient dispersion and transport of pallets and associated industrial materials. The floorspace will have a floor to ceiling height of 4m with the slabs between the light industrial floors being designed to take the load from associated machinery. The council will be applying a condition requiring details of the mechanical and electrical fit out of the B1c units (including lighting, heating, cooling, kitchen and toilet facilities) to have been agreed and completed prior to the occupation of the residential use. In addition the B1c space will also be required to have a sprinkler system for fire suppression. Notwithstanding the new use classes order a condition will limit the future use to light industrial only.

Image: Ground floor layout demonstrating the areas of B1c and ancillary B1c space

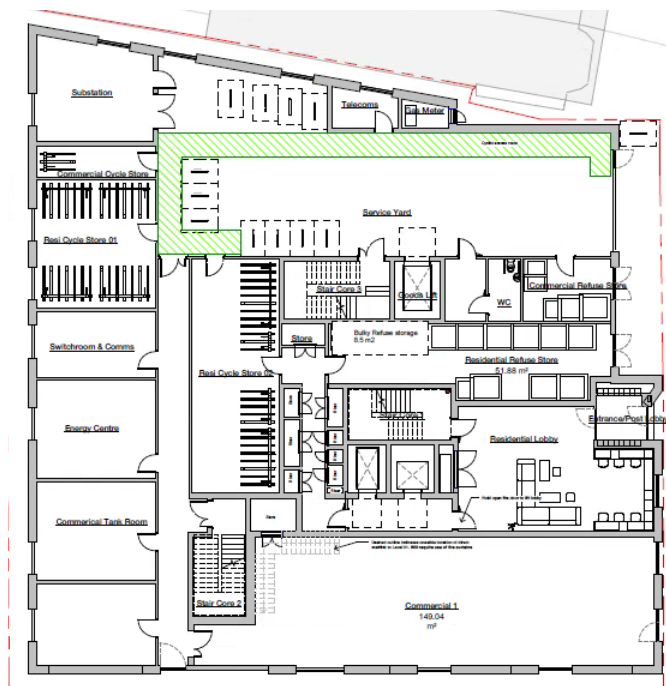


Image: First floor layout

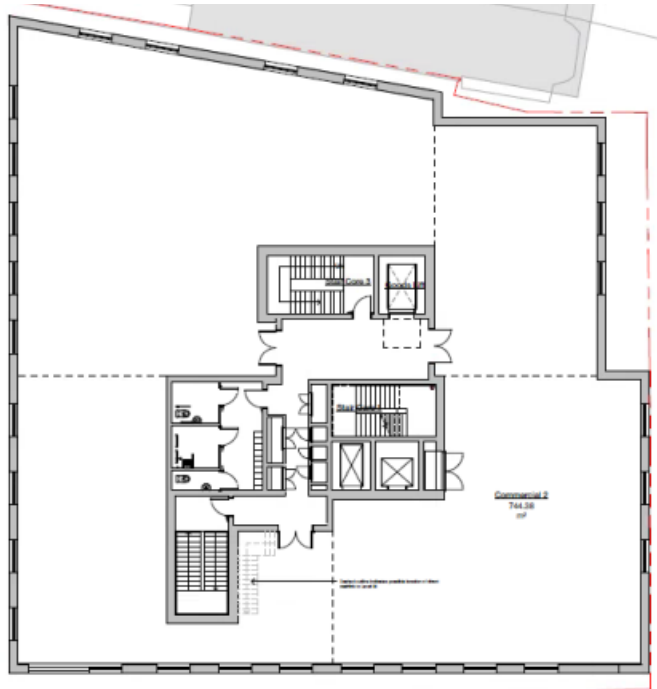


Image: Floor to ceiling heights ground and first floor B1c



Job creation

44. Borough Box employs 20 workers in the current use on site. Based on an employment density of 1 job per 47sqm of light industrial floorspace this equates to a potential for up to 77 employees (an increase of up to 284% based off 20 existing jobs on site).

Affordable workspace

45. Policy P28 (affordable workspace) includes a requirement for development proposing over 500sqm of employment space to include 10% of the proposed gross new employment floor space as affordable workspace on site. The affordable workspace should be secured for at least 30 years, respond to local demand and prioritise existing businesses. The development will provide 1,439 sqm of B1c floorspace meaning there is a requirement for the provision of 143.9 sqm of affordable workspace.

46. NSP Policy P28 includes a range of definitions for the types of workspaces and management of workspace that could be provided on site. It would depend on the size of the scheme proposed as to which type of affordable workspace would be most suitable. For smaller schemes it may be more appropriate to create individual small business incubator units on site at discount market rents. The specific terms of the affordable workspace and the providers involved would be negotiated and specified in the Section 106. This would also include clauses relating to management and fit-out.
47. The Local Economy Team (LET) within Southwark supports the application given that it matches the economic, job, and growth plans for the Borough. All LET recommendations would be secured through the Section 106 agreement. If any of these expectations were not to be achieved, financial contributions would be sought in accordance with the council's Planning Obligations and CIL SPD. An Employment, Skills and Business Support Plan would also be secured through the Section 106 Agreement.

Assessment of main town centre uses

48. The subject site is designated within the New Southwark Plan (NSP) as being part of the Old Kent Road South District Town Centre. In acknowledging that the NSP is in the Examination in Public (EiP) stage, the development would support the future aspirations of the Town Centre given that it would introduce new commercial floorspace and housing within the new town centre.

Provision of housing, including affordable housing

49. The scheme would deliver 105 new homes, including policy compliant affordable housing 100% by habitable rooms. This is a significantly positive aspect of the scheme. There is a pressing need for housing in the borough. Policy 3.3 of the London Plan supports the provision of a range of housing and sets the borough a target of 27,362 new homes between 2015 and 2025. This is reinforced through Strategic Policy 5 of the Core Strategy and emerging policy in the draft new London Plan, NSP and draft OKR AAP.

Prematurity

50. Legal Advice received in relation to this issue highlights the following from the National Planning Policy Guidance:
51. "arguments that an application is premature are unlikely to justify a refusal of planning permission other than where it is clear that the adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, taking the policies in the Framework and any other material considerations into account. Such circumstances are likely, but not exclusively, to be limited to situations where both:
 - a) the development proposed is so substantial, or its cumulative effect would be so significant, that to grant permission would undermine the plan-making process by predetermining decisions about the scale, location or phasing of new development that are central to an emerging Local Plan or neighbourhood planning; and
 - b) the emerging plan is at an advanced stage but is not yet formally part of the development plan for the area.
52. Refusal of planning permission on grounds of prematurity would seldom be justified

where a draft Local Plan has yet to be submitted for examination, or in the case of a Neighbourhood Plan, before the end of the local planning authority publicity period. Where planning permission is refused on grounds of prematurity, the local planning authority will need to indicate clearly how the grant of permission for the development concerned would prejudice the outcome of the plan-making process.”

53. The most up to date adopted development plan document pertinent to the Old Kent Road is the 2016 London Plan. This identifies the Old Kent Road Opportunity Area as having significant potential for housing led growth. The draft OKR AAP has been developed in response to this adopted plan and has also sought to address the emerging policy position of the draft New London Plan including the increased housing target for the opportunity area and the need to ensure that the draft New London Plan aspirations for industrial land and employment are addressed. The scheme under consideration here is not considered to undermine either the strategic or local plan making process, and reflects the adopted statutory development plan position of the 2016 London Plan and the direction of travel of the draft NSP and the 2016 and 2017 draft OKR AAPs and the 2018 draft New London Plan. It is not therefore considered to be premature.

Conclusion on Land Use

54. The scheme would deliver major regeneration benefits, including a significant contribution to the borough’s housing stock, 100% affordable housing, job creation, and a large uplift in industrial quantum floorspace. It is therefore considered that the development, in land use terms, is acceptable, and its contribution to Site Allocation 10 and the surrounding Old Kent Road Opportunity Area (OKROA) should be supported.

Affordable housing and development viability

Affordable housing

55. Southwark Plan Saved Policy 4.4 requires at least 35% of all new housing to be provided as affordable housing. Of that 35%, there is a requirement for 50% social housing and 50% intermediate housing in the Old Kent Road Action Area. The adopted London Plan (2017) sets a strategic requirement of 60% social housing and 40% intermediate housing. Emerging New Southwark Plan Policy P1 sets a requirement for a minimum of 25% of all the housing to be provided as social rented and a minimum of 10% intermediate housing to be provided.
56. Approximately 57% of the borough’s total affordable housing need is for intermediate housing to meet the housing needs of lower and middle income residents. The development provides 100% affordable discounted market sale intermediate housing units. This provision is substantially higher than the requirements of Saved Policy 4.4 of the Southwark Plan which seeks at least 35% of all new housing to be provided as affordable housing, albeit the mix is 100% intermediate.
57. Pocket Living is a private developer which specialises in providing intermediate homes for first time buyers who earn too much for social housing and too little to buy a property on the open market. The importance of what Pocket does is recognised in established partnerships with the GLA, TfL and Homes England, to deliver innovative intermediate affordable homes. Pocket first received Mayoral funding in 2013 from the Housing Covenant Fund, for Pocket to deliver intermediate homes for first time buyers. Sadiq Khan provided further loan funding in 2017 for Pocket’s “genuinely affordable homes”, increasing delivery to over 1,000 starts by 2021. Homes England has provided `funding

to accelerate delivery.

58. Unlike conventional shared ownership and shared equity products where buyers increase their stake by 'staircasing', people buying Pocket homes own 100% of the equity and value of their home from day one, with a discount of at least 20% of the open market value. A restrictive covenant is put in place to ensure the homes remain affordable in perpetuity, through any re-sales which are restricted to eligible people who live or work in the borough. Resales are managed by Pocket. This is different from conventional shared-ownership units for example, which can staircase out as purchasers increase their share, and can eventually be sold on the open market without any restrictions. Pocket puts measures in place including their annual verification process to ensure that the units are lived in by the purchasers, and will only grant consent for them to be rented out in exceptional circumstances and for a period of 12 months only. Rent levels are capped at 80% of the market rent and this too is secured through the s106 agreement.
59. Pocket homes fall within the NPPF definition of affordable housing because they would remain affordable in perpetuity, and would be subject to the following eligibility criteria which would be secured through the s106 agreement:

Income thresholds

60. Purchasers must have a household income at or below the council's intermediate affordable housing threshold for the first three months of marketing. The threshold which for a 1-bedroom unit is currently set at £46,136; the application submission advises that the average salary of a Pocket occupier is £42,000. If after three months of marketing no purchaser earning up to the council's income threshold has been found, income levels would increase to the Mayor's threshold which is currently set at £90k.

Purchasers must live or work within the borough

61. The submission advises that there are currently 34,000 people across London who have registered with Pocket. Of these, at present there are 2,600 eligible buyers who live or work in the borough. On the Share-to-Buy website there are 5,000 eligible buyers who live or work in the borough. As the council does not operate a waiting list for intermediate housing, potential purchasers would need to be registered with Pocket or First Steps (Share-to-Buy). If after 6 months it were not possible to find enough purchasers who live or work in the borough, the units could be offered London-wide within the Mayor's income threshold to first-time buyers

They must not already own another property

62. It is recognised that the proposal would not provide any social rented or private units which are requirements under the Core Strategy and saved Southwark Plan. Officers consider that the provision of 100% affordable housing is a significant positive aspect of the proposal and should be supported in this instance. It is a particular product aimed at helping people to get on the property ladder. The units would remain affordable in perpetuity unlike shared-ownership units, and would help to meet some of the demand highlighted above.

Development viability

63. Southwark's Development Viability SPD requires a Financial Viability Appraisal (FVA) to be submitted for all planning applications which trigger a requirement to provide

affordable housing. The FVA should identify the maximum level of affordable housing that can be sustained and justify any proposed departures from planning policy requirements.

64. This application is therefore accompanied by a FVA, which was reviewed by independent consultants on behalf of the council. The findings from the Independent consultant's report indicate that the scheme would currently generate a deficit when benchmarked against the site value. The sensitivity analysis has determined that if the sales value grew, and construction costs rise, the scheme would be able to deliver a surplus when benchmarked against the site value. In concluding their report, the assessment of the proposed development demonstrates that the scheme cannot currently viably deliver the prescribed amount of affordable housing. Therefore it is considered that the applicant's proposal of 100% affordable housing contribution by habitable rooms is the maximum that can be provided in the intermediate affordable housing of this tenure.
65. As the subject site is located near to the proposed Bakerloo Line, the development would benefit from the wider regeneration of the area. This would boost sales and thus the scheme would be likely to directly benefit from increases in residential pricing in the longer term making the proposed scheme viable.

Conclusion on affordable housing

66. In conclusion, the level of affordable housing proposed is a very positive aspect of the proposals. The scheme would deliver 100% affordable housing. The proposal would therefore be a major benefit to the regeneration of the Opportunity Area, providing a significant number of affordable homes, helping the borough to meet its ambitious target of 7,000 additional affordable homes within the Opportunity Area between 2017 and 2037. Terms to secure the affordable housing would be included in the legal agreement, together with an early stage viability review.

Design considerations

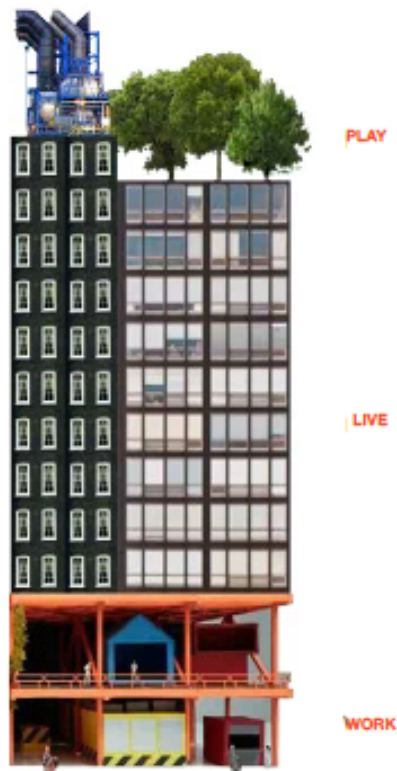
67. Strategic Policy 12 of the Southwark Core Strategy (2011) states that all development in the borough will be expected to "achieve the highest possible standards of design for buildings and public spaces to help create attractive and distinctive places which are safe, easy to get around and a pleasure to be in." Saved Policy 3.12 'Quality in design' of the Southwark Plan asserts that developments should achieve a high quality of both architectural and urban design, enhancing the quality of the built environment in order to create attractive, high amenity environments people will choose to live in, work in and visit. Saved Policy 3.13 of the Southwark Plan asserts that the principles of good urban design must be taken into account in all developments. This includes height, scale and massing of buildings, consideration of the local context, its character and townscape as well as the local views and resultant streetscape. With specific reference to tall buildings, Policy 7.7 of the London Plan (2016), 'Location and Design of Tall and Large Buildings' and Saved Policy 3.20 of the Southwark Plan sets out design requirements for tall buildings, both of which are discussed in further detail in the following paragraphs.
68. The emerging design policy in the New Southwark Plan includes P12, Design Quality and P14 Tall Buildings. P12 states that development must provide, amongst other things, high standards of design with appropriate fabric, function and composition. P14 sets out a series of tests for tall buildings (defined as significantly taller than surrounding

buildings or their context). It also states that the highest tall buildings will be located in areas where there is the greatest opportunity for regeneration, including Opportunity Areas, such as The Old Kent Road Opportunity Area.

Site layout

69. The proposed layout of the site would comprise of a single block with two wings that focuses on the three functions of, live, work and play, within the development. The scheme has been arranged as a 'bottom', 'middle' and 'top'. The 'bottom' portion of the development would consist of a two storey plinth that houses the light industrial spaces, service yard, residential entrance, waste storage, bike storage, plant etc and is characterised as the 'work' aspect of the scheme. As the access road to the south and west is private, the plan has been developed to allow access from Ossory Road. The service yard occupies the northern area, with a core dedicated to the B1c light industrial space directly to the south. This core contains a large goods lift, fire escape stair, an accessible toilet and the refuse store for the B1c space. The entrance to the B1c space on the first floor is also via the service yard
70. To the south of the entrance, a light industrial unit of around 157m² has been provided, with windows to the south and east façades. A fire escape and access corridor sits at the back of this and allows access to the bank of plant rooms arranged to the west of the plan. The residential entrance is central to the Ossory Road elevation, intended to be clearly visible and welcoming. An outer lobby gives way to an inner lobby, with stair and lift access to all residential floors. This followed feedback from Secure by Design Officers, who recommended an outer lobby for resident's post boxes. To the rear of the entrance area, there is access to the residential refuse store via a ventilated lobby, meaning residents do not need to exit the building to deposit refuse.
71. Above the two storey plinth, the 'middle' portion of the scheme comprising of the residential element of the development is located. The floor layouts are repeated throughout each floor with 12 one-bedroom one-person homes, with 1 adaptable wheelchair home per floor. The corridor to the northern flank has access to natural light, as does the core lobby area. The building is designed to be seen as two wings, each with its own corridor. The northern and southern wings can be accessed separately from the core area. At the second floor level, a communal amenity area of 283 sqm is located on the western side of the building envelope. This section of the development is referred to as the 'live' element.
72. The 'top' of the development consists of a mix of the 6 units located on the 10th floor, along with the provision of a 10th floor communal amenity area of 70 sqm, and the rooftop terrace area of 180 sqm. The 'top' element of the proposal is characterised as the play aspect of the overall scheme. The below shows this 3 way split in a schematic diagram.

Image: Schematic Bottom, middle, top approach



Height scale and massing (including consideration of tall buildings)

Image: The development, viewed from Ossory Road



73. As the site is bounded closely on the north and north-west sides by 2b Ossory Road (commercial at ground with three storeys of residential above) and Milestone House

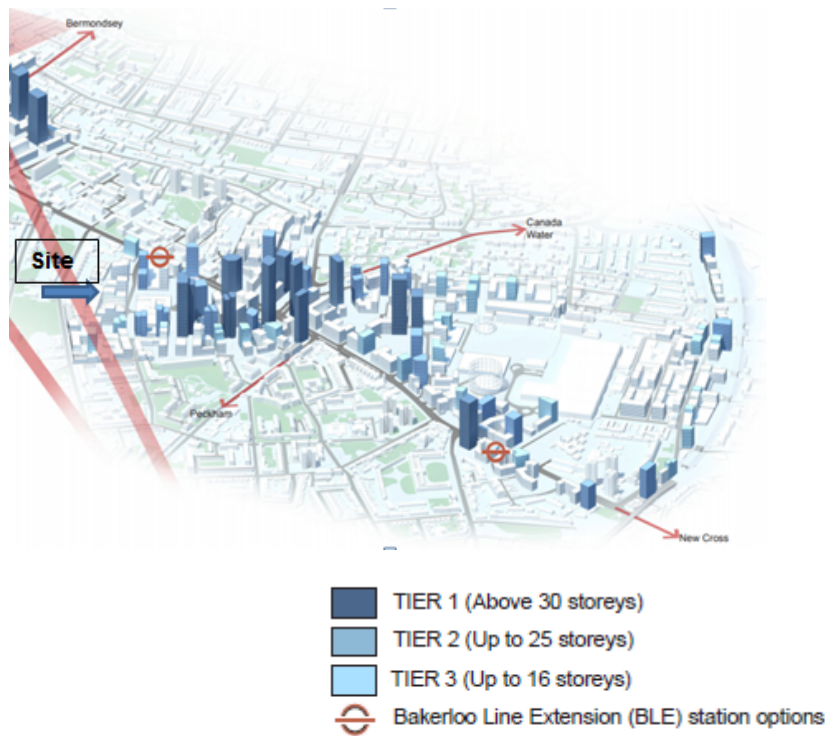
(five storeys of residential), a careful massing approach to the scheme is required. Due to the close proximity of the nearby properties, the plinth only extends for the first two levels. The focal mass of the building takes the form (from Ossory Road) of two juxtaposed blocks meaning that this main elevation has a more vertical emphasis. The residential units within are arranged in an 'L' shaped block which avoids a slab-like appearance from most aspects, and to act like the 'stepping stone' between the higher proposed context to the south and east, and the lower context towards the Bottling plant factory and Glengall Road to the West.

74. On the northern elevation, the building has been set-back by approximately 1 metre for the most part from the ownership boundary, and allows a gap between the building and its neighbour. As with the western elevation, the back of the 'L' shaped block arrangement is apparent here, with the ground and first floor plinth set toward the site boundary, and the southern building block set back to allow for the amenity space. At roof level, landscaped terraces provide amenity space for residents, with access provided by a raised stair and lift core to roof level that is set back from the building edge. The OKRAAP design guidance for this area emphasises buildings with a 'solid and robust appearance'. The proposed massing strategy for this scheme is considered to be a relatively restrained and resists further 'breaking up of mass and bulk that enables the development to respond positively to the surrounding context.

Draft OKR AAP

75. Policy 8 of the draft OKRAAP sets out a tall building strategy, the OKR 'Stations and Crossings' that should be adhered to in order to maximise the potential of the Old Kent Road. 'Tier One' buildings represent developments that exceed 30 storeys in height. These developments are proposed to be sited in the vicinity of the proposed BLE stations, to mark their city wide significance and optimise the use of land in the most accessible locations. A 'Tier Two' development proposes building heights within the range of 16 to 25 storeys, with Tier 3 building being up to 16 storeys. This site is not identified as being suitable for Tier 1,2 or 3 buildings. The applicant originally proposed a Tier 3 building at pre application stage, something the GLA supported despite it being contrary to the AAP masterplan, but subsequently amended the scheme and reduced the buildings height.
76. Outlined in the OKRAAP is a height strategy within each Sub-Area and Site Allocation of preferred buildings storeys. Within the subject site the heights of buildings are expected to reduce towards the edge of the masterplan to 8-10 storeys. As the scheme proposes a part 2/10/11 storey building, the height is therefore broadly in line with the requirements of the OKRAAP.

Image: The 'Stations and Crossings Strategy in the draft OKR AAP



77. In line with the draft OKRAAP, the design of the buildings would reflect the industrious nature of the area. The development would be of a relatively modest height with two distinctive characters to the façade of the building. The scheme would be viewed in the context of developments of similar heights along the western side of Ossory Road. This development has a significantly reduced mass and height from the nearby Malt Street and Cantium Retail Park developments which allows for the development to successfully integrate into the aims and objectives of the OKR AAP for Sub Area 2. Given the above, the impact of the development on the skyline is considered to be acceptable.

London Plan (2016)

78. As the development would be taller than its existing surroundings, it would be defined as a tall building in the adopted London Plan (2016). Policy 7.7 of the 2016 London Plan, 'Location and Design of Tall and Large Buildings', states that tall buildings should be limited to sites in the Central Activity Zone, Opportunity Areas, areas of intensification or town centres that have good access to public transport. Furthermore, London Plan Policy 2.13 requires development in Opportunity Areas to optimise residential and non residential output densities, meet or exceed minimum housing and employment guidelines and support wider regeneration objectives. Annexe 1 of the 2016 London Plan sets out the specific requirements for the Old Kent Road Opportunity Area, identifying it as having significant potential for residential- led redevelopment. As such, the Old Kent Road Opportunity Area is, in principle, an appropriate location for tall buildings which optimise housing delivery and regeneration benefits. The proposed development is considered to achieve both, whilst also meeting the other requirements of London Plan Policy 7.7.
79. National, Regional, and Local Policy state that the impact of tall buildings in sensitive locations, including the settings of conservation areas and listed buildings should be given particular consideration. Whilst not located within a conservation area, the eastern

edge of the Glengall Road Conservation Area is immediately adjacent to the site and encompasses the locally listed Bottling Factory. In addition the building will be seen in the setting of the listed buildings in Glengall road in some views. The specific impact of the proposed development on this sensitive setting, and the wider townscape context is assessed in more detail below where the submitted Townscape and Visual Impact Analysis (TVIA) is considered.

80. Ossory Road is dominated by Industrial uses with limited active frontages and poor urban streetscapes. It is considered that the industrial nature of the existing townscape is not considered worthy of protection. The replacement of the industrial use with a high quality architectural mixed use scheme is a significant public benefit of the proposed development.
81. The 473 sqm uplift (49%) of existing B1c floorspace along with the delivery of housing (including 100% affordable housing), and a generous portion of communal amenity space is considered to deliver significant contributions to local regeneration. The impact of the proposed development on microclimate, wind turbulence, overshadowing, noise, aviation, navigation and telecommunication interference is all assessed and presented elsewhere in this report. In the majority of cases however, there would be no significant adverse impacts. Please see the relevant section of this report for more detail.

Southwark Plan

82. As the most recently adopted document in the Local Plan, and the only document adopted after the Old Kent Road was designated as an Opportunity Area with significant potential for residential-led redevelopment, it is considered that the London Plan (2016) policies in relation to tall buildings are more relevant than Southwark Plan Saved Policy 3.20 dating from 2007. Nevertheless, the proposed development has also been assessed against the requirements of this saved policy. Saved Policy 3.20 requires any building over 30 metres tall to ensure that it:
 - Makes a positive contribution to the landscape; and
 - Is located at a point of landmark significance; and
 - Is of the highest architectural standard; and
 - Relates well to its surroundings, particularly at street level; and
 - Contributes positively to the London skyline as a whole consolidating a cluster within that skyline or providing key focus within views.
83. As the development uses all of the land contained within the boundary lines there are no public realm improvements. Whilst this is noted, due to active frontages created along the Ossory Road frontages by the ground and first floor light industrial space, the proposal is considered to make a positive contribution to the Ossory Road. The location of the residential entrances and the ease of servicing access the development create a more positive streetscape. The building is not intended to form a landmark in the AAP masterplan. Nonetheless it is considered that the proposal would provide an urban presence and legibility given its positioning at the western edge of Sub Area 2.
84. The development provides an appropriate balance between the industrial appearance of the neighbouring buildings south of the site, and the more residential and retail mix to the north of the site fronting Old Kent Road. The contrasting brick finishes creates an interesting architectural approach that is considered to successfully integrate the development within the immediate area.
85. The scheme defines a strong built edge along Ossory Road with a façade which

engages and animates the street scene. The service yard and light industrial units fronting Ossory Road will retain and enhance the industrial character of Ossory Road. The maximum height of the development at 11 storeys, would mediate the transition in scale between tall buildings in the recently approved developments of Malt Street and the Cantium Retail Park, and the adjacent conservation area and listed buildings on Glengall Road.

Architectural design and materiality

86. The OKRAAP referring to the 'land bounded by Glengall Road, Latona Road and Old Kent Road' details specific design guidance and recommendations for development. The guidance states that:

"To the west, in response to the retained structures around Latona Road (including the bottling factory on Ossory Road, the chimneys and the Space Studios building and its neighbour), the architecture will have a more industrious character, with:

- *A solid and robust appearance;*
- *Punched windows and deep reveals;*
- *Muted details in industrial materials like metal or concrete (for example expressed structural elements like concrete lintels); and*
- *No lightweight materials like glass balustrades or timber cladding."*

87. The location of the subject site, immediately adjacent to the eastern edge of the Glengall Road Conservation Area requires a well articulated design that preserves the appearance of the nearby conservation area, but also responds to the recommended materiality contained within the OKRAAP for the Ossory Road area. The scheme therefore produces a materiality approach that responds to both the contemporary aspect of the Old Kent Road and the historic buildings within conservation area. In achieving this, the treatment of the north and south blocks differ, whilst still complimenting one another even with the southern block projecting forward by approximately 2 metres. Contrasting brick colours of varied red brick for the historic residential/industrial and grey for the civic areas closer to the Old Kent Road are proposed.
88. The southern block produces the same materiality appearance of the neighbouring Bottling Factory and Space Studios that preserves the strong industrial character and appearance of Ossory Road. The northern block is proposed in grey brick that would be in regularity with the appearance and materiality of the buildings on the Old Kent Road near to the junction with Ossory Road. Windows to bedrooms on Ossory Road are required to have an attenuated ventilation panel. They will be faced with perforated powder coated aluminium, in two complimentary colours to the brick. Other metalwork and metal cladding, balconies, and window and door frames will also be powder coated in the same complimentary colours. As at the completed pocket scheme in Varcoe Road the window reveals would be set back by a full brick depth (215mm) giving a depth to the facades. The ground floor entrances and windows would achieve at least a similar set back. This and other details would be secured by condition.

Image: Materiality palette

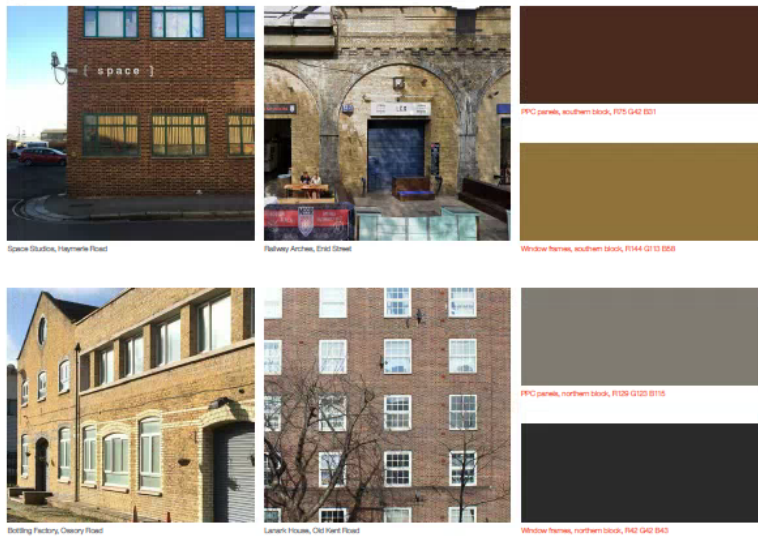
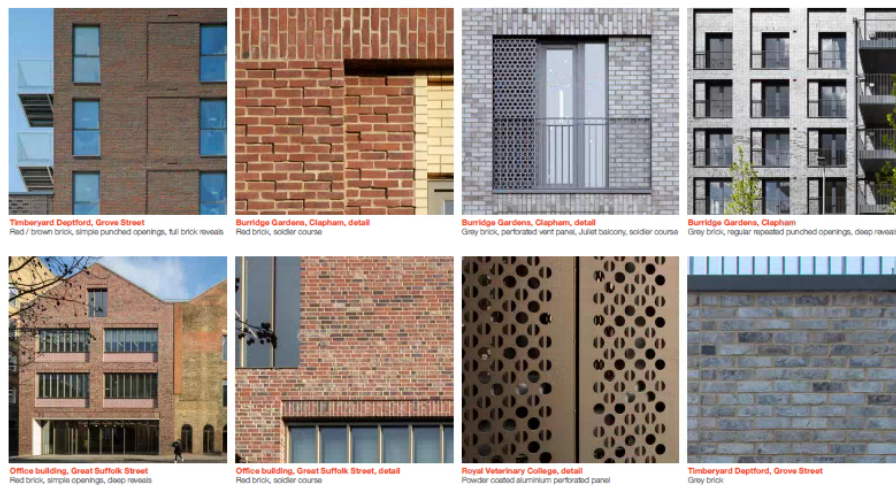


Image: Buildings showcasing the proposed material choices for the scheme



89. The proposed design is well conceived and executed. Overall, the architecture is effective and well articulated. However, much will depend on the final materials and detailing, and therefore conditions have been attached to this decision to ensure the highest quality to the scheme. These will include conditions that require full brick depth window reveals, to ensure the requisite quality of appearance is achieved.

Landscaping

90. As the development takes up nearly the entire land envelope no landscaping for the ground floor area is proposed. Due to the tight constrained nature of the site, the landscaped elements are focused on each of the three amenity areas within the development. The design of Pocket units means it does not provide a balcony. It instead proposes to provide shared amenity space for all residents within the development. This approach has been successful in previous Pocket developments at Varcoe Road that was completed earlier this year, and fosters a sense of community amongst residents. The three roof terraces and internal communal room have been designed to have different landscape functions and characters, responding to the environmental conditions and views at each location.

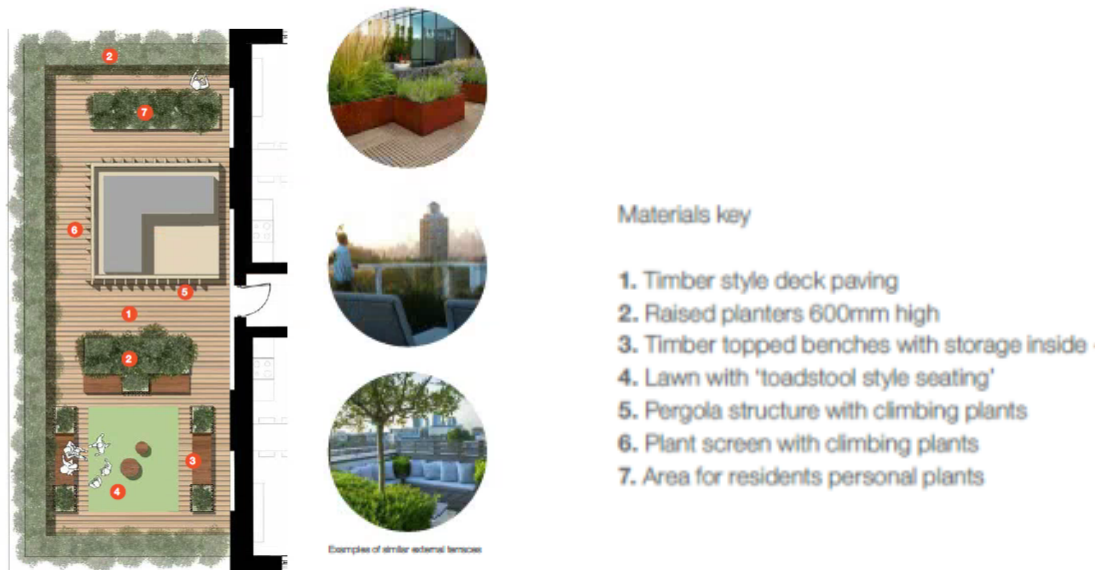
91. The second floor terrace amenity area is designed to be an extension of the internal lounge, with seating and flexible space for table tennis and other games. Raised seating around this space provides an area for social gatherings or small events. Landscaped elements include; Timber style deck paving, raised planters 600mm high, timber topped benches with storage inside at 4500mm high, and timber stepped seating. Furthermore, balustrades to the terrace will ensure safe access to panoramic views towards Burgess Park, and planting will prevent overlooking of neighbouring residential properties on Old Kent Road and Glengall Road.

Image: Sample layout of second floor terrace



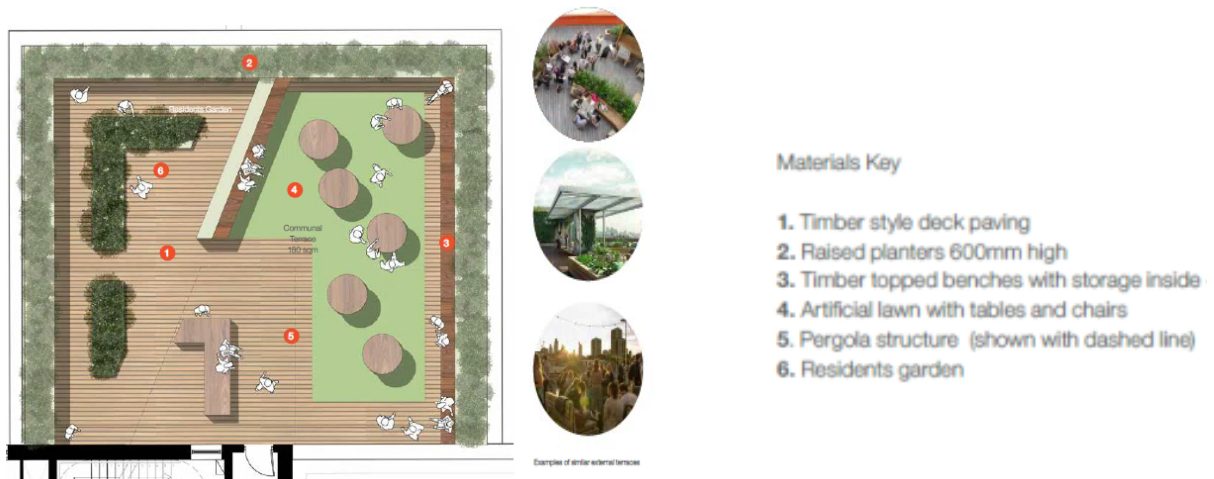
92. The tenth floor terrace provides a planted edge to provide protection to adjacent apartments and filter views over Burgess Park. Grass and seating will create an informal and flexible amenity space, with extensive views over London. Climbing plants will be encouraged to grow over the plant screen and onto the canopy of the pergola structure which will be lit with subtle downlighting. Raised seating with storage underneath can be used to keep gardening equipment for residents and maintenance staff. The provision of space for residents too grow their own plants is very welcomed. The applicant will need to provide water taps at roof level to enable this, and details will be required by condition.

Image: Sample layout of tenth floor terrace



93. To the west side of the terrace at roof level will be additional planting areas for residents. Solid balustrade behind the planting is proposed to minimise overlooking to the properties in Glengall Road. The terrace will have low level lighting to enable its use in the early evening, without causing light pollution. Access to the roof terraces will be restricted in the late evening and at night to prevent potential noise and disturbance, without causing light pollution. This will include strip lights to benches, low bollards set within planters and down lighters incorporated into the pergola structure. The council's Urban Forester has reviewed the proposals and is encouraged by the scheme. A condition for a Landscaping Plan to be submitted and approved prior to occupation should be applied has been recommended by the Urban Forester and is attached to this decision notice.

Image: Sample layout of roof level terrace



94. The council's ecologist has reviewed the proposal and has identified that there is no biodiversity net gain from the development. Notwithstanding this, the ecologist has recommended twelve swift bricks are placed at the top of the east elevation. The bricks shall be internal and set into the wall. The recommended condition is attached to the decision notice of this application.

95. The security of future residents has also been considered, with lighting arranged around the external amenity areas. The lighting is of a low level and has been strategically placed so that there are no hidden corners within the amenity spaces. A lighting strategy would be secured by condition and the metropolitan police are satisfied that this scheme could achieve Secured By Design accreditation. Details of landscaping will be secured by condition to ensure that the aspirations set out in the planning application are delivered on site. This will include a requirement for the applicant to provide water taps at roof levels to ensure the planting can be maintained.

Trees

96. Saved Policy 3.13 of the Southwark Plan requires high quality and appropriately designed streetscape and landscape proposals.
97. There are no tree or landscape constraints on, or adjacent to the subject site. It is considered that the extensive design and detail of the landscape proposals for each terraced area has increased the Urban Greening Factor (UGF) from 0.08 to 0.2. GLA Officers and Southwark's Urban Forester are satisfied with the increased UGF figure. A significant consideration has been balancing the amount of soft landscape with the requirements for flexible and functional amenity space; ensuring communal areas improve biodiversity of the site together with the health and well-being of future residents.

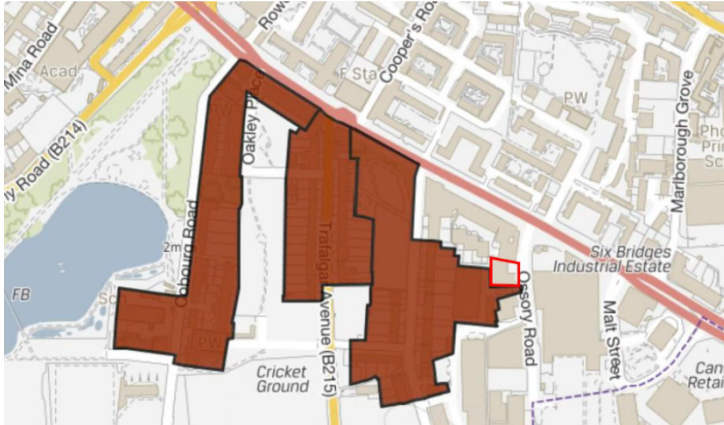
Heritage and townscape considerations

98. London Plan (2016) Policy 7.4, Local Character, states that development proposals should respond to their context, including buildings, open spaces, street patterns and the historic environment and Policy 7.8, Heritage Assets and Archaeology, seeks to record, maintain and protect London's heritage assets in order to utilise their potential within the community. It states that development should conserve the significance of any heritage asset it affects. Southwark Core Strategy Strategic Policy 12, 'Design and Conservation', states that development should ensure that the significance of built heritage assets is conserved. Saved Policy 3.15, Conservation of the Historic Environment of the Southwark Plan (2007) states that development should preserve or enhance the special interest or historic character or appearance of buildings or areas of historical or architectural significance and Policy 3.18, Setting of Listed Buildings, Conservation Areas and World Heritage Sites states that the immediate or wider settings of designated heritage assets must be preserved. The NPPF (2019) requires Local Authorities to consider the impact of a proposed development on the significance of a designated heritage asset. Any harm to, or loss of, the significance of a designated heritage asset (including from development within its setting) should be categorised as either substantial or less than substantial. Substantial harm should only be permitted in exceptional circumstances. Less than substantial harm should be weighed against the public benefits of the proposal.

Conservation areas

99. The application site does not sit within a conservation area and it contains no listed buildings. There is however, the Glengall Road Conservation Area boundary which runs to the immediate south and west of the application site. The adjoining property on the west boundary is the Bottling Factory which separates the subject site from the residential aspect of the Conservation Area.

Image: Glengall Road Conservation Area boundary; subject site located in red

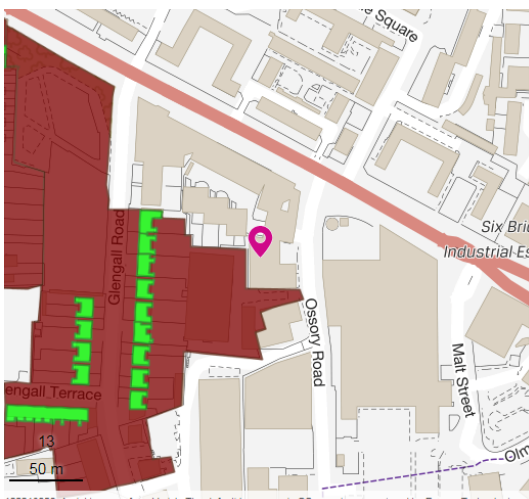


100. Beyond the Glengall Road Conservation Area lie the Trafalgar Avenue and Cobourg Road Conservations Areas. In addition, there are Grade II listed buildings that lie within the Glengall Road Conservation Area; including the following:

- Nos. 1-35 Glengall Road
- Nos. 24-38 Glengall Road
- Nos. 1-9 Glengall Terrace

101. The Glengall Road Conservation Area is of heritage significance on account of its architectural and historical interest, relating principally to the nineteenth century development of the area. The Conservation Area has historic significance with origins as one of the earliest eighteenth century residential suburbs to be developed along the Old Kent Road.

Image: Listed buildings located nearby; subject site is purple pin



Draft OKR APP and Draft Local List

102. Although of very limited weight, the draft OKR AAP also identifies buildings and features of townscape merit and buildings of architectural or historic interest. The following buildings, within the immediate vicinity of the site, are identified as such. These buildings are also included on the draft Local List published by the council in March

2018. No buildings of Townscape Merit are located near to the development; however, the neighbouring Bottling Factory is identified as a Locally Listed Building.

Image: Locally listed Bottling Factory building



Townscape and visual impact assessment (TVIA)

103. The submitted TVIA appraises three viewpoints which demonstrate that whilst the proposed development will introduce substantial change to the subject site and its locality, such change can be accommodated when considering the cumulative developments without unacceptable effects on townscape character, and visual amenity of the wider landscape. The three viewpoints are considered to be sensitive and are shown below with an individual assessment undertaken within each proposed viewpoint.

London View Management Framework (LVMF) Views

104. The subject site is located nearby to the approved Malt Street and Cantium Retail Park Developments. The submitted TVIA's for these two schemes demonstrated that there would be no encroachment on the Viewing Corridor or Wider Setting Consultation Area as defined by the LVMF. As the Pocket Scheme is substantially lower than the tallest building height of the nearby approved developments, it is not considered that this TVIA is required to undertake a detailed assessment of LVMF views.

Local views

105. The three viewpoints of the submitted TVIA considered in this report are from locations nearby that have been assessed due to their potential impacts on Grade II Listed buildings of Glengall Road, and the visual amenity of the immediate area.

Viewpoint 1	
View location	Glengall Road looking east
Heritage Significance	High – Nos. 1-35 on the eastern side of Glengall Road are Grade II Listed Buildings
Other Significance	None
Sensitivity to change	High.

Impact of proposal	The site is situated in the centre of the view behind the residential housing on Glengall Road. The proposed development will be visible in the view but will not be seen in its entirety, protruding slightly over the roof line and is not considered overbearing, although it is acknowledged this would cause some harm to the setting of the listed buildings and the conservation area, given the relative scale of the intrusion the harm is considered to be less than substantial.
HE Comments	None
Conclusion	With a high sensitivity and a medium magnitude of change, the effect of the proposed development will be moderate.

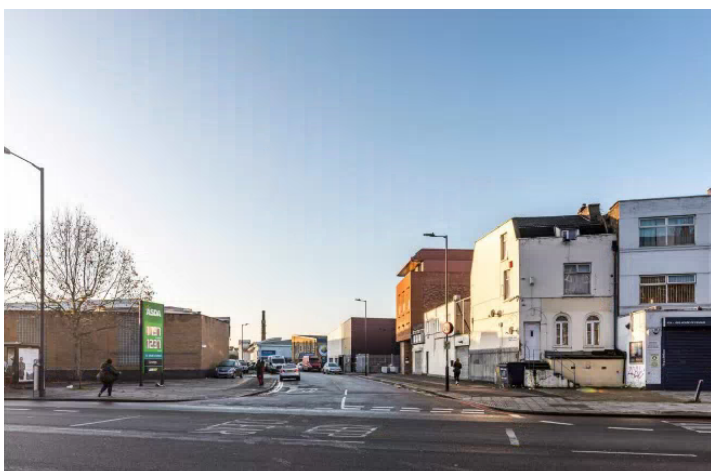
Image: Viewpoint 1 showing the existing view and proposed view:





Viewpoint 2	
View location	Old Kent Road junction looking south
Heritage Significance	None
Other Significance	None
Sensitivity to change	Low
Impact of proposal	The existing view has a very mixed character, with buildings of different ages and use.
HE Comments	None
Conclusion	The proposal results in a substantial change to the existing viewpoint; however, the proposed view is not considered to harm the setting of the immediate area.

Image: Viewpoint 2 showing the existing view and proposed view:





Viewpoint 3	
View location	View from Ossory Road looking north
Heritage Significance	None.
Other Significance	None.
Sensitivity to change	Low
Impact of proposal	The existing view is partly screened by a tree. The proposed view is considered to result in a substantial change; however, the existing built form in the view is not of a high quality.
HE Comments	None
Conclusion	With a low sensitivity and a high magnitude of change, the effect of the proposed development will be negligible.

Image: Viewpoint 3 showing the existing view and proposed view





Conclusion on the setting of listed buildings, conservation areas and townscape

106. The following table summarises the designated heritage assets that could be impacted by the proposal, and what harm, if any has been identified.

Table: Impact on heritage significance

Listed Buildings and Conservation Areas	Assessment of Impact on heritage significance
LVMF Views	No harm identified
Local Views	No harm identified
Glengall Road Conservation Area	Less than substantial harm identified to setting given the height of the development and its limited visibility from within the conservation area
Listed Buildings	Some less than substantial harm owing to the height and siting of the development
Draft Locally listed buildings/ undesignated assets identified in the draft Old Kent Road AAP	No harm identified.

107. It is noted that these are not the only views of the new building from the conservation area, or within the setting of the listed buildings. However view 1 shows the likely most significant impact, given that in views north and south along Glengall Road the building would be largely set behind existing roof lines. In conclusion, the proposed development would not have a significant impact on the views assessed despite it being a highly visible feature in some of the views from the surrounding townscape. The development is considered to be a beneficial addition to some of the viewpoints assessed, and in particular north and south along Ossory Road.
108. Historic England and the Greater London Authority raised no objection to any of the viewpoints assessed. The development is considered to improve the appearance of the subject site, creates an active frontage along Ossory Road, and produces a design that successfully moulds the contrasting materiality of the scheme with the visual amenity of

the surrounding area. Special regard needs to be given to preserving the setting and special character and appearance of the listed buildings along Glengall Road. Whilst the development is acknowledged as causing some harm due to its visibility in the setting of those buildings, given that this is relatively limited it is considered to cause some less than substantial harm to the setting of the listed buildings on Glengall Road which is considered to be offset by the benefits of the scheme. Overall it is therefore considered that the benefits of the scheme outweigh the limited harm from the proposed development to the surrounding area.

109. Whilst limited weight has been given to emerging policy, full weight has been given to adopted policies, including the NPPF (2019), London Plan (2016) and Southwark Plan (2007) and Core Strategy (2012). As can be seen from the assessment contained within this report, the proposals are considered to be in compliance with these adopted policies.

Housing mix, density and residential quality

Housing mix

110. Strategic Policy 7 of the Core Strategy 'Family homes' requires developments of 10 or more units to provide at least 60% 2+ bedroom units and 20% 3+ bedroom units. No more than 5% studio units can be provided and these can only be for private housing. At least 10% of the units should be suitable for wheelchair users. The housing mix requirements are replicated in the draft OKR AAP (Policy 5).
111. Emerging Policy H10 of the Draft London Plan relates to housing size and mix; it seeks to guide boroughs and developers on unit mix within new residential developments. Although Policy H10 states schemes should generally consist of a range of unit sizes, the appropriate mix of unit sizes in relation to the number of bedrooms for a scheme should also have regard to robust evidence of local need; the need to deliver a range of unit types at different price points across London; the nature and location of the site, with a higher proportion of one and two bed homes generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity; and the role of one and two bed homes in freeing up family housing.
112. In terms of evidence of local housing need, census data for the borough shows Southwark generally has a much lower age profile than the national picture, with the largest proportion of the population between the ages of 20 and 35 and the largest single household type in Southwark being single people, making up 33.5% of all households within the borough. Furthermore, census data also shows this younger age group are most heavily represented within the private rental market with 46% of individuals in private rental accommodation and only 19% of this age group within owned or shared ownership properties.
113. The GLA's pre-application response stated *'that the proposed one-bedroom intermediate units (intended to address the needs of single young professionals in particular) would generally appear to respond well to the characteristics of this small constrained site. It is also acknowledged that intermediate affordable housing products generally operate most successfully at the smaller unit sizes.'*
114. The development would provide 105 one bedroom one person units. Whilst this delivery deviates from Strategic Policy 7, this should be weighed in the balance against the

benefits and evidence assessed above of providing 100% affordable housing, without public subsidy.

Wheelchair housing

115. Saved policy 4.3 of the Southwark Plan requires at least 10% of all major new residential developments to be suitable for wheelchair users and London Plan Policy 3.8 requires 90% of new housing to meet Building regulations M4(2) adaptable and 10% to meet Building Regulations M4 (3) “wheelchair user dwellings”. This is reiterated in emerging policy in the draft OKR AAP and the New Southwark Plan.
116. 10 Pocket Units within the scheme of the proposed new homes would meet Building Regulations Part M4 (2) “wheelchair user dwellings”, which equates to 9.52% of all dwellings. Whilst this falls marginally short of the recommended 10%, the minor shortfall is acceptable in this instance given the wide ranging benefits of the scheme. The wheelchair user dwellings would be secured through the Section 106 Legal Agreement.

Density

117. Policy 3.4, Optimising Housing Potential, of the London Plan states that development proposals should optimise housing output for different types of location within the relevant density range shown in Table 3.2 of the Plan. It also requires local context, the design principles and public transport capacity to be taken into account. Strategic Policy 5, Providing New Homes, of the Core Strategy sets out the density ranges that residential and mixed use developments would be expected to meet.
118. Emerging Policy P9 of the New Southwark Plan seeks development within the Old Kent Road Opportunity Area (OKROA) Core to provide 650-1,100 habitable rooms per hectare. However, the OKROA allows development to exceed this range where it achieves exemplary standards of residential design. The residential component has a net density which equates to 1,166 units per hectare or 2,333 habitable rooms per hectare calculated in accordance with the Residential Design Standards SPD 2011.
119. Since the maximum upper limit of habitable rooms per hectare would be exceeded, the development would need to demonstrate that it would provide exemplary accommodation of the highest design standards. If it can be demonstrated that an excellent standard of accommodation would be provided, and the response to context and impact on local services and amenity to existing occupiers is acceptable, then a high density in this Opportunity Area location would not raise any issues to warrant withholding permission. This is considered in the following table and paragraphs.

Table: Indicators of exemplary design

Indicators of Exemplary Design	Proposal
Provide for bulk storage	Each of the homes proposed will have storage space in compliance with the Residential Design Standards SPD. An area within the residential refuse store at ground floor level has been designated for bulk storage of larger items.
Exceed minimum privacy distances	The SPD states that a minimum of 12m at the front of the building and any elevation that fronts onto a highway should be achieved, as well as a minimum

	<p>distance of 21m at the rear of the building.</p> <p>A minimum distance of approximately 15m is retained between the windows in the southern elevation and those within the Hireman site (14-22 Ossory Road). Only secondary windows are proposed in the northern elevation and no windows are located in the flank elevation of the adjoining site, as such, no overlooking is considered to occur. 65m and 80m will be retained from the windows within the Western elevation of the scheme and those at Glengall Road, thus significantly exceeding the minimum privacy distance of 21m.</p>
Good Sunlight and daylight standards	The Daylight and Sunlight Report prepared by Right of Light Consulting confirms that the proposed homes achieve an extremely high level of compliance with all of the requirements set out in the BRE guide 'Site Layout Planning for Daylight and Sunlight'.
Exceed the minimum ceiling height of 2.3m required by building regulations	All homes will have a minimum ceiling height of 2.5m, thus exceeding the council's minimum standards.
Exceed amenity space standards (both private and communal)	<p>Three communal roof terraces will be provided at the second, tenth and eleventh floors with internal communal room will be provided at second floor level. This will be provided in lieu of private amenity space (42 sqm of private defensible amenity space is proposed within the development) which will provide 506 sqm of external amenity space and 32 sqm of internal communal amenity space</p> <p>Whilst this falls short of the requirement of 1100sqm of private and communal amenity space to be provided on site. It is acknowledged that due to the constrained nature of the site which will be optimised to deliver a significant uplift of light industrial floorspace and 105 affordable homes it is not possible to provide this quantum of amenity space on site. Notwithstanding, it is noted that the site is within close walking distance to three parks (Burgess Park, Surrey Linear Canal Park and Leyton Square Recreation Ground), which provide a large amount of high quality external amenity space which can be enjoyed by future occupants of the proposed development. Additionally, the council have aspirations to provide a linear new park with OKR10 which will further increase the external amenity opportunities for future residents.</p>
Secured by Design Certification	Discussions between the applicant and the Metropolitan Police Designing Out Crime Officer have been undertaken to ensure the proposed development achieves the principles of Secure by Design. The MET Officer believes that the development can achieve

	Secure By Design standards. Conditions recommended by the MET Officer have been attached to this decision.
No more the 5% studio flats	The development proposes no studio flats.
Maximise the potential of the site	The potential of the application site has been maximised by providing a substantial contribution to the affordable housing target for the area as well as a significant uplift in light industrial floorspace when compared to the existing building on site. The scheme makes efficient use of land in accordance with the NPPF and contributes to the regeneration of the Old Kent Road Opportunity Area.
A minimum of 10% of units are suitable for wheelchair users	<p>The development provides 10 wheelchair adaptable dwellings which meet M4(3) standards with all remaining home being wheelchair accessible and adaptable M4(2). This falls just marginally short of the the 10% (9.52%) minimum requirement of wheelchair user dwellings.</p> <p>The development is designed to provide excellent accessibility to all, including the residential and light industrial spaces, and communal amenity space. The scheme will include two lifts, both of which access all levels of the development and communal roof terraces, thus ensuring the building will remain fully accessible in the event of one lift being out of service. All thresholds to the homes and communal amenity spaces will be level. For the light industrial space there is provision of a suitably sized goods lift to ensure usability and accessibility between floors for occupiers.</p>
Excellent accessibility within buildings	
Exceptional environmental performance	The development is considered to be sustainable. The three-step Energy Hierarchy has been implemented and the estimated regulated CO2 savings on site are 69.2% for the domestic aspect and 35.1% for the non domestic aspect of the development, against a Part L 2013 compliant scheme with SAP10 carbon factors; and 66.3% for the domestic part and 28.5% for the non-domestic part of the development with SAP2012 carbon factors. The application site has been designed to connect to the planned District Heating Network at SELCHP if required.
Minimise noise nuisance between flats, through vertical stacking of similar room types	The stacking of homes has been maximised across the residential element of the development. The same typical floor plan has been used across all residential floors, resulting in bedrooms over bedrooms and lounges above lounges throughout the whole residential element of the development. Furthermore, the scheme has also been designed to minimise noise transfer between the light industrial use on the first

	floor and residential homes on the second floor.
Make a positive contribution to local context, character and communities	The development is considered to make a positive contribution to the local context in delivering a well-designed building on this prominent plot when viewed from the Old Kent Road. The materiality chosen for the external finish to the scheme reflect and complement the surrounding buildings. In addition, substantial regeneration benefits including 100% Affordable Housing and uplift of B1c space assists in enhancing active frontages at street level.
Include a predominance of dual aspect units	Dual aspect homes have been maximised where possible across the development and in total 34% of the flats would be dual aspect. This is primarily as a result of the flats all being 1 bed units. Given this the layout provides the maximum level of dual aspect units which can reasonably be achieved. (By comparison the completed Varcoe Road Pocket scheme is 100% single aspect.) The key habitable rooms for each flat will be provided with generously portioned windows to maximise the levels of daylight received resulting in the provision of high quality homes for future residents. At least four homes on each floor will be dual aspect equalling to 36 out of the 105 units being dual aspect.
Have natural light and ventilation in all kitchens and bathrooms	All units are fitted with large windows to maximise the amount of light received. Each bedroom within the scheme will have a window allowing for natural light and ventilation. Open plan kitchen / living rooms will be fitted with opening windows to maximise air flow and natural light entering the space.
At least 60% of homes contain two or more bedrooms	All 105 units are specifically designed as 1b1p. Although family homes will not be provided as part of the application scheme the provision of a 100% affordable scheme is considered to be a material planning consideration which significantly outweighs the provision of larger homes in this location. The proposed type and tenure of housing meets an identified housing need within the Borough which is not currently being addressed by other developments. The pre-application response from the GLA recognized the importance of delivering Pocket's homes in this location.
Significantly exceed minimum floorspace standards	All units exceed the 37sqm minimum internal floor area for 1 bedroom 1 person dwellings, with 35 homes at 37.6sqm; 36 homes at 37.8sqm; 24 homes at 38.6sqm; 1 home at 47.8sqm; 9 homes at 51.5sqm thus providing an additional 229.5sqm of additional residential floorspace equating to a 6% increase above London Plan space standards.
Minimise corridor lengths	Although only one core will be provided through the

by having an increased number of cores	building, the stairwell and lift have been provided centrally within the building reducing the maximum distance between lift and flat entrance.
No more than 8 units per core	The corridors have been split so that between 6 and 8 homes would be accessed from one corridor which runs north-south with between 4 and 5 homes accessed from another east-west section of corridor. This prevents long corridors being provided and ensures future residents retain a sense of ownership over their communal areas. It is also worth noting that Pocket homes are designed for single occupancy meaning far fewer people will be using each core than a traditional development.
Achieve exemplary architectural design	The architectural design proposed for the buildings is of the exemplary standard

Quality of residential accommodation

120. Saved Policy 4.2 of the Southwark Plan states that development should achieve good quality living conditions and include high standards of accessibility, privacy and outlook, natural light, ventilation, space, safety and security and protection from pollution. This policy is further reinforced by the Residential design Standards SPD 2011 (including 2015 Technical Update).

Unit size

121. Saved Policy 4.2 of the Southwark Plan advises that planning permission will be granted provided the proposal achieves good quality living conditions. The adopted standards in relation to internal layout are set out in the adopted Residential Design Standards SPD 2011 (including 2015 Technical Update).
122. All proposed homes would meet or exceed the minimum standard of a one bedroom one person unit of 37 sqm in accordance with the minimum space standards as per Table 3.3 of the London Plan.

Table: Proposed flat sizes

Unit Type	SPD Requirement (sqm)	Size range proposed (sqm)*
1 Bed 1 Person (Studio)	37 sqm	37.6 – 51.5 sqm

* This includes wheelchair adaptable homes, which have higher space standard requirements

123. Dual aspect homes have been maximised where possible across the development with 4 out of 12 homes per floor being dual aspect. Only 8 units across the application scheme would be single aspect and north facing (7.6%). The submitted daylight and sunlight assessment demonstrates that the north facing homes would still receive very good levels of daylight to ensure the occupants of these homes have suitable levels of residential amenity. Overall, it is therefore considered that the size and layouts of the one bedroom units are acceptable, and would provide a good quality of

accommodation.

Internal Daylight and Sunlight

124. An Internal Daylight and Sunlight report, based on Building Research Establishment (BRE) Guidance, has been submitted. This considers light to the proposed dwellings using the Average Daylight Factor (ADF), and Position of No Sky Line (NSL). ADF determines the natural internal light or daylight appearance of a room and the BRE guidance recommends an ADF of 1% for bedrooms, 1.5% for living rooms and 2% for kitchens. The NSL assessment is not applicable where a room derives its daylight solely from a light well or atrium. In these situations the room relies on borrowed light instead of direct skylight.
125. The results of the internal assessment on daylighting demonstrate that all rooms surpass the BRE Average Daylight Factor targets, and the majority, by a significant margin. The sunlight to windows assessment establishes that the majority of living rooms have at least one window that faces within 90 degrees due south.

Conclusion on Quality of Accommodation

126. The floor layouts and size of the units proposed within the development are a positive aspect of this development and enables the occupiers to move freely through each unit without contriving circulation and movement. The provision of three external terraces for communal amenity enhances the quality of accommodation for future occupiers to enjoy.

Outdoor amenity space, play space and public open space

127. Saved Policy 3.11, Efficient Use of Land, of the Southwark Plan (2007) requires a “satisfactory standard of accommodation and amenity for future occupiers”. Saved Policy 4.2. Quality of Residential Accommodation requires that all residential development provide an adequate amount of useable outdoor amenity space, and that the nature and scale of the amenity space should be appropriate to the location of the development, and the character of the area.
128. Four categories of open space are required in major planning applications in the Old Kent Road Opportunity Area:
 - Private amenity space (usually gardens, balconies and winter gardens);
 - Communal amenity space (usually courtyards, podium gardens or roof terraces);
 - Children’s play space; and
 - Public open space either on site as set out in the masterplan or through an off site payment.
129. In this instance Children’s Play Space is not a required. Pocket Homes seeks permission for one bed one person homes. The GLA child yield calculator assumes that these will not generate the need for any play space.
130. In light of the above, the assessment for this scheme will be for private amenity space, communal amenity space, and public open space. The requirements for private and communal space are set out in adopted policy and the Residential Design Standards SPD. The requirement for public open space is specific to the Old Kent Road Opportunity Area and set out in the draft Old Kent Road Area Action Plan. The policy

position on each is set out in turn below:

Private outdoor amenity space

131. Section 3 of the Residential Design Standards SPD sets out the council's amenity space requirements for residential developments and states that all flat developments must meet the following minimum standards and seek to exceed these where possible:
- 50 sqm communal amenity space per development
 - For units containing three or more bedrooms, 10 sqm of private amenity space
 - For units containing two or less bedrooms, 10 sqm of private amenity space should ideally be provided. Where it is not possible to provide 10 sqm of private amenity space, as much space as possible should be provided as private amenity space, with the remaining amount added towards the communal amenity space requirement
 - Balconies, terraces and roof gardens must be a minimum of 3 sqm to count towards private amenity space
132. Pocket units meet the national space standards for internal accommodation, and are not normally provided with a balcony with a preference for full height windows and Juliet balconies. The Pocket model favours useable amenity space for all residents as shared communal space. This approach has been taken for all completed Pocket schemes within London to date, including at Varcoe Road, which has similar roof top space and communal amenity room.
133. In light of the policy requirements listed above, it is assumed that all units require 10 sqm of private amenity space; the total requirement would be 1,050 sqm (i.e. 105 units x 10 sqm). As only 42 sqm of private amenity is proposed, this aspect of the development has a shortfall of 1,008 sqm. That is then added to the communal space requirement.

Communal amenity space

134. In order to comply with the requirements of the Residential Design Standards SPD, 50sqm communal amenity space per development should be provided. This should be provided in addition to the requirement to compensate for any shortfall in private amenity space.
135. The communal requirement comprises a minimum of 50 sqm, plus the 1,008 sqm shortfall from the private amenity, which equals 1,058 sqm. A total of 506 sqm of communal amenity is proposed. This results in a shortfall of 552sqm of communal space. The communal amenity areas that are proposed takes the form of four spaces, located on the second, tenth and eleventh floors. The breakdown of the spaces is detailed below:
- Second Floor Terrace: 211 sqm
 - Second Floor Communal Room: 32 sqm (this isn't counted as part of the space)
 - Tenth Floor Terrace: 70 sqm
 - Eleventh Floor Roof Terrace: 225 sqm

Private and Communal Outdoor Amenity Space Calculations

136. The following table summarises the private and communal amenity space requirements, against that proposed.

Table: Proposed external communal amenity space in the development, and remaining shortfall against policy requirements

Communal amenity space proposed	Proposal	Shortfall
(Shared roof or terrace space)	506 sqm Required 1008 sqm +50 sqm = 1058 sqm	552 sqm of communal amenity Payment, 552 x £205 = £113,160

137. As demonstrated in the tables above, there would be provide a shortfall in private and communal amenity space that generates a financial contribution of £113,160 in line the Section 106 Planning Obligations and Community Infrastructure Levy (CIL) SPD (2015). The payment of this financial contribution, which would be secured through the Section 106 Legal Agreement, would make the private and communal open space offer policy compliant.

Public open space

138. The masterplans in the draft AAP identify some sites as providing new public open space, whilst other sites do not. Where sites are planned to be developed over the entire plot emerging Policy AAP10 of the draft OKR AAP requires the provision of off site contributions. This is calculated at 5sqm of public open space per proposed home with the “shortfall” charged at £205 per square metre. As set out in the Section 106 and CIL SPD, £205 per sqm represents the average cost for providing open space in Southwark.
139. There is no public space proposed on this site as per the draft masterplan AAP. An off site contribution will be secured through the s106 towards open space enhancements and provision within the AAP area.

Public Open Space Calculation

Table: Public open space proposed

Public Open Space (Public space at ground floor, excluding play space)	Draft OKR AAP (2017) requirement AAP 10: Parks, streets, open spaces –The Greener Belt. (page 46). AAP masterplan (page 89)	Proposed public open space	Off site requirement
	No public open space is shown as being provided on this site in the AAP masterplan. Therefore an off site contribution of 5sqm of public open space per dwelling is required. 525 sqm required	No public open space proposed in AAP masterplan.	525 sqm 525 x 205 = £103,525

140. The off site provision would generate a financial contribution of £103,525. The payment of the financial contribution, which would be secured through the Section 106 Legal

Agreement. The money would go towards improvements of public parks and spaces within the Old Kent Road Opportunity Area.

Overall off-site contribution

141. In total, as set out above, the proposals under consideration would generate a financial contributions of £216,685 relating to amenity space, play space and public open space, all of which would go directly towards new and existing park spaces in the AAP area.

Sunlight amenity analysis within the proposed development

142. BRE guidance for overshadowing to gardens and open spaces within a development recommends that at least 50% of any garden or amenity area should receive at least two hours of sunlight on 21 March. Results of the this test on garden and open spaces within the development finds that 55% of the second floor terrace, 95% of the tenth floor terrace, and 84% of the roof terrace would receive at least two hours of sunlight on 21 March. The results provided above indicate that the development would provide acceptable internal daylight and sunlight to the proposed residential units and areas of open space within the development.

Conclusion on Outdoor Amenity Space, Play Space and Public Open Space

143. In conclusion, given the density and site coverage of the scheme under consideration, Officers are on balance satisfied with the quality and quantity of outdoor amenity space proposed. Whilst there is a significant shortfall for public open space due to the development being maximised on the subject site this is fully mitigated by the agreed financial contributions that would directly fund the maintenance of open spaces within the OKROA. Where amenity space is proposed on site, it is well planned, with efficient layouts that do not restrict movement or circulation. The landscape proposals are well thought through and of high quality, which is a positive aspect of the scheme. To ensure the spaces delivered are of the highest quality, detailed landscape design can be secured by condition.

Impact of proposed development on amenity of adjoining occupiers and surrounding area

144. Strategic Policy 13 of the Core Strategy sets high environmental standards and requires developments to avoid amenity and environmental problems that affect how we enjoy the environment. Saved Policy 3.2 of the Southwark Plan states that planning permission for development will not be granted where it would cause a loss of amenity, including disturbance from noise, to present and future occupiers in the surrounding area or on the application site. Furthermore, there is a requirement in Saved Policy 3.1 to ensure that development proposals will not cause material adverse effects on the environment and quality of life.

Impact of the proposed uses

145. The retention of the existing B Use Class through the provision of B1C floorspace within the ground floor and intermediate floor level, and the introduction of C3 Residential Use to the upper floors is compatible with the predominantly light industrial character of the surrounding area. By having the commercial use at ground and first floor level the residential would be raised above those uses, giving a degree of separation and maintaining the residential amenity of the new flats. In terms of the

agent of change principle, It is not considered that existing neighbouring commercial uses would be compromised by the introduction of the new residential use. In terms of the impact of the new residential on existing residential neighbours that is considered below.

Daylight and sunlight impacts

146. The following section of this report details the potential daylight, sunlight, and overshadowing impacts of the proposed development on surrounding residential properties. This analysis is based on guidance published by the Building Research Establishment (BRE). As required by Regulations, the submitted assessment has been undertaken by competent, experienced, registered professionals.

BRE Daylight Tests

147. Guidance relating to developments and their potential effects on daylight, sunlight, and overshadowing is given within the 'Building Research Establishment (BRE) Report 209 Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice 2nd Edition (2011)' (BRE, 2011) and also in 'Lighting for Buildings Code of practice for daylighting (AMD 7391) BS 8206-2:1992' (BSI, 2008). The Building Research Establishment's (BRE) Site Layout Planning for Daylight and Sunlight, a guide to good practice (1) gives criteria and methods that are explained subsequently for calculating DSO effects on surrounding receptors as a result of the proposed development.
148. While the BRE benchmarks are widely used, these criteria should not be seen as an instrument of planning policy. As stated in the Introduction to the BRE Guidelines paragraph 1.6:

"The guide is intended for building designers and their clients, consultants and planning officials. The advice given here is not mandatory and the guide should not be seen as an instrument of planning policy; its aim is to help rather than constrain the designer. Although it gives numerical guidelines, these should be interpreted flexibly since natural lighting is only one of many factors in site layout design."
149. The BRE guideline tests undertaken for this daylight assessment are the Vertical Sky Component (VSC) and No Sky Line (NSL). The VSC test calculates the angle of vertical sky at the centre of each window and plots the change between the existing and proposed situation. The target figure for VSC recommended by the BRE is 27%, which is considered to be a good level of daylight and the level recommended for habitable rooms with windows on principal elevations. The BRE also advises that VSC can be reduced by about 20% of its original value before the loss is noticeable. In other words, if the resultant VSC with the new development in place is less than 27% and/or less than 0.8 times its former value, then the reduction in light to the window is likely to be noticeable.
150. NSL is a measure of the distribution of daylight within a room. It maps out the region within a room where light can penetrate directly from the sky, and therefore accounts for the size of and number of windows by simple geometry. The BRE suggests that the area of the working plane within a room that can receive direct skylight should not be reduced to less than 0.8 times its former value (i.e. the proportional reduction in area should not be greater than 20%).

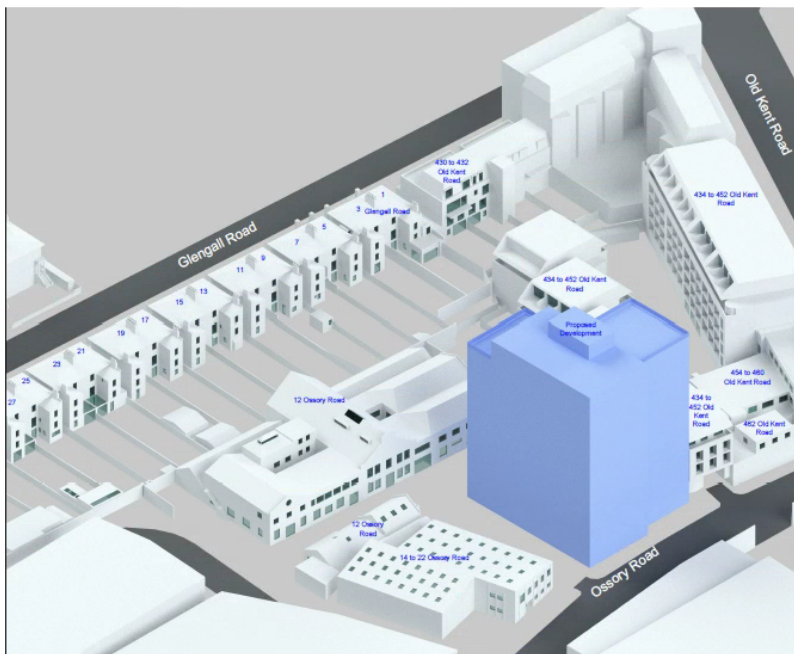
BRE Sunlight Tests

151. In relation to sunlight, the BRE recommends that the annual probable sunlight hours (APSH) received at a given window in the proposed case should be at least 25% of the total available, including at least 5% in winter. Where the proposed values fall short of these, and the absolute loss is greater than 4%, then the proposed values should not be less than 0.8 times their previous value in each period (i.e. the proportional reductions should not be greater than 20%). The BRE guidelines state that ‘...all main living rooms of dwellings, and conservatories, should be checked if they have a window facing within 90 degrees of due south. Kitchens and bedrooms are less important, although care should be taken not to block out too much sun’. The APSH figures are calculated for each window, and where a room is served by more than one window the contribution of each is accounted for in the overall figures for the room. The acceptability criteria are applied to overall room based figures.

Overshadowing

152. Section 3.3 of the BRE guidelines describes the method of assessment of the availability of sunlight within garden/amenity spaces. This relates to the proportion of shading on March 21st. The BRE criteria for gardens or amenity areas are as follows, ‘It is recommended that for it to appear adequately sunlit throughout the year, at least half of a garden or amenity space should receive at least two hours of sunlight on 21 March. If as a result of a new development an existing garden or amenity space does not meet the above, and the area which can receive two hours of sunlight on 21 March is less than 0.8 times its former value, then the loss of amenity is likely to be noticeable.’
153. Given the predominantly industrial character along Ossory Road, the residential properties potentially affected by this developed are the occupiers 430 to 432, 434 to 452, 454 to 460 & 462 Old Kent Road, and nos. 1-27 Glengall Road. The following paragraphs analyse the daylight and sunlight impacts for the neighbouring buildings

Image: Plan demonstrating potentially affected neighbours located near to the application site



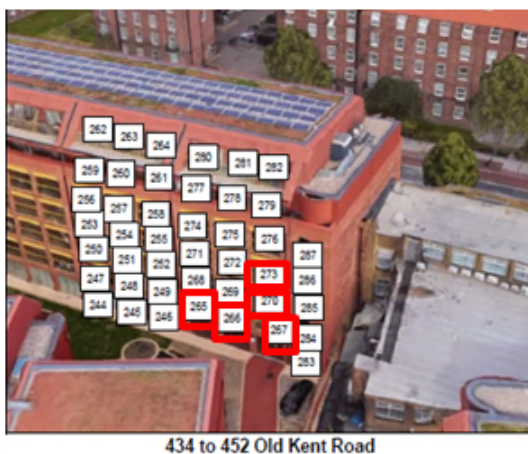
Daylight and sunlight impacts

154. The properties are located to the north and north west of the site with each residential dwelling having windows serving habitable spaces that face the proposal and have therefore been included within the assessment.
155. The 25 affected windows from the VSC test between nos. 434-452 are already impacted by an existing overhang and/or projection. The BRE guidelines acknowledges that where a window has an overhang or projecting wings on one or both sides of it, a larger relative reduction in VSC may be unavoidable, as the design of the building itself contributes to the poor daylighting for the affected properties. The guidelines states that to one way to demonstrate this is to test the windows without the existing obstruction in place. Therefore, an additional calculation has been undertaken with the results specifying that without wings or overhangs in place, 13 of the 25 windows would surpass the BRE criteria (windows 192, 202, 221 to 225, 265 to 267, 269, 270 & 273). The VSC test for these properties demonstrates that the development would result in a lower impact on the affected windows than the existing overhangs and wings. Of the remaining 12 windows (post the additional analysis above), 10 of these windows fall only slightly short of the recommended VSC target (Before/after ratios of between 0.7 to 0.79 – against the BRE target of 0.8).

Images: Location of windows 192, 202, 221-225,



Image: Location of windows 265-267, 269, 270 and 273



156. The APSH test shows that all of the windows that face within 90 degrees of due south have been tested for direct sunlight. The habitable room windows pass both the total

annual sunlight hours test and the winter sunlight hours test with the exception being for 10 windows at 434 to 435 Old Kent Road. As with the VSC test detailed above, these windows are already hampered by an overhang and/or projecting wing. The same additional calculation has been undertaken for sunlight and the results demonstrate that without the wings/overhangs in place, 5 of the 10 windows would surpass the BRE criteria (windows 192, 211 & 216 to 218).

Image: Location of windows 192, 211, and 216-218

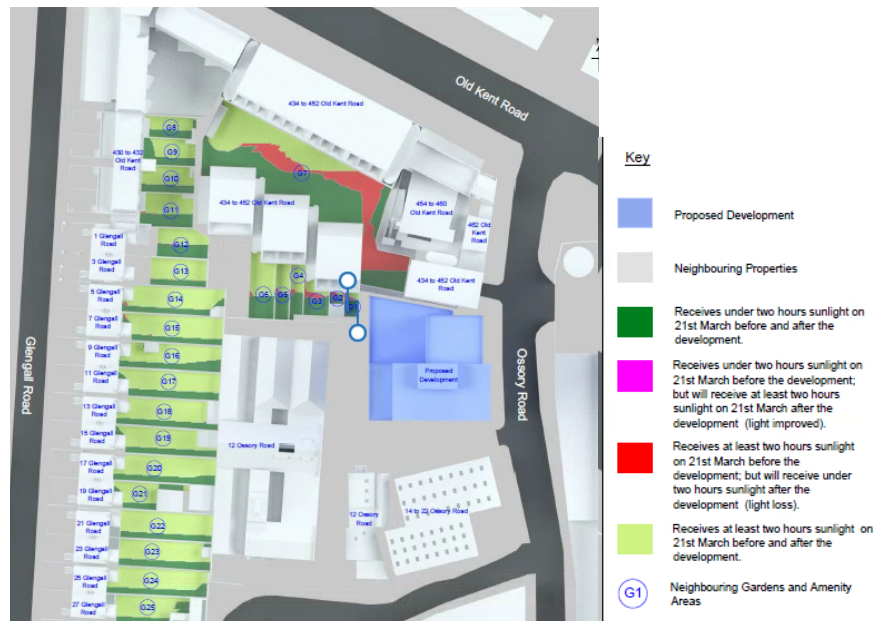


157. The results of the overshadowing test demonstrate that only four of the 25 gardens tested fall short of the recommendations. Whilst the test indicates that these gardens do not achieve ideal levels of sunlight, there are existing mitigating effects to consider. Of the four gardens, three are relatively small, and it is quite often not practical for small gardens to meet the 21 March two-hour sunlight recommendation. The reason for this is that small gardens, by their nature, are tightly enclosed. This is because a small garden is often close to a boundary fence, or a neighbouring building which casts a shadow over significant areas of the garden at ground level. Notwithstanding the above, considering that 21 of the 25 gardens will enjoy good levels of sunlight in accordance with the BRE gardens and open space test, it is considered on balance that the results in this instance are acceptable.

Image: Existing natural daylight into garden spaces



Image: Proposed natural daylight into garden spaces



Daylight and sunlight conclusions:

158. The proposed development will have an impact on the light receivable to neighbouring properties along Old Kent Road, and also to sunlight to garden areas, particularly to those on Old Kent Road. The dwellings on the eastern side of Glengall Road were not tested for daylight/sunlight impacts due to their distance from the development; however, potential overshadowing and sunlight loss to garden amenity spaces were tested as shown in the diagram above. The transient shadowing analysis undertaken for the dwellings along Glengall Road shows that there will be some loss of sunlight in the morning summer hours due to the shadow cast. However, the analysis demonstrates that the amount of sunlight available is compliant with BRE guidelines for having at least two hours of light on 21 March[†].
159. The assessment undertaken demonstrates that the non-compliance with the BRE recommendations for residential properties is restricted to properties at nos. 434-452 Old Kent Road. On balance, officers are satisfied that the scheme achieves an adequate level of compliance with the BRE recommendations, and due to the existing mitigating factors mentioned in this assessment, the loss of daylight or sunlight from the development is on balance not substantial enough to warrant a reason to refuse this application.

Overlooking of neighbouring properties

160. In order to prevent harmful overlooking, the Residential Design Standards SPD requires proposed developments to achieve a distance of 12m between the front elevations of buildings and/or across a highway, and a minimum of 21m between rear elevations.
161. East of the subject site across Ossory Road sits the Asda superstore, which is in excess of 12m distance and in commercial use. As such, no unacceptable overlooking of these premises will occur. To the south of the site is the Hireman building located at 14-22 Ossory Road. It is separated from the subject site by a cobbled highway. This

building is currently in use for commercial purposes, however, Southwark are aware of the intention to bring this site forward for a mixed use redevelopment including residential accommodation from second floor and above. The Pocket scheme would maintain a 15m minimum distance to the closest habitable rooms should the Hireman scheme be built to its northern boundary line. In pre-application discussions on that site planning officers have sought to ensure that the internal layout of the flats minimises direct overlooking between the two developments.

162. The bottling plant factory lies immediately to the West of the Application Site and the New Southwark Plan seeks to retain this as SIL. Given its' ongoing industrial use overlooking is not an issue. The subject site is a minimum of 65 metres from the closest habitable windows to the rear of the properties on Glengall Road. Given the considerable separation distance, the degree of overlooking is considered to be limited and therefore acceptable.
163. There are no windows located in the nearest adjoining property at 2B Ossory Road, located to the North of the subject site. One secondary window and one window serving the communal hallway are proposed in the Northern flank elevation, which is to be obscure glazed, and a condition reflecting this is attached to the decision notice.

Transport considerations

164. Saved Policy 5.2 of the Southwark Plan seeks to ensure that developments do not result in adverse highway conditions; Saved Policy 5.3 requires the needs of pedestrians and cyclists to be considered and 5.6 establishes maximum parking standards.
165. Southwark have recently adopted the Movement Plan, a people, place and experience approach to transport planning rather than modal one. This application has been assessed on how it will contribute to the 9 Missions.
166. The Mayors Transport Strategy (MTS) Mayors Transport Strategy (MTS) includes three strategic challenges that are of significant importance to assessing this application:
 - Vision Zero
 - Healthy Streets
 - Air Quality.
167. The submitted Transport Assessment (TA) is considered to provide an adequate appraisal of the relevant transport and highway related matters including an assessment of the potential for journeys to be made by sustainable modes of transport as well as detailed estimates of vehicular trips resulting from the development.
168. Officers have reviewed this application and identified the following areas for detailed comments:
 - Access and Road Safety – The safe movement of all modes entering and exiting the public highway
 - Trip Generation – The existing and proposed trips related to the site
 - Servicing and Delivery – How the development will manage the vehicular trips required
 - Car Parking - How the development will manage the vehicular trips required

- Public Transport – Current access and future potential
- Active Transport – Walking and cycling and behaviour change.

Existing site layout

169. Ossory Road provides the only vehicular access to the site and is a two-way single carriageway road with a 20mph speed limit. Ossory Road is a cul-de-sac providing access to various industrial units with uncontrolled parking available on both sides of the road. Footways with street lighting are provided on both sides of the road which are a minimum of 2m in width.

Proposed site layout

170. The future site layout will need to improve the pedestrian movement by wider footways. The existing dropped kerb will be returned to footway and consideration of loading bays will be detailed up as part of the S278 agreement. All works within the extent of the S278 for Southwark will be done in accordance with Southwark Street Design Manual SSDM and TfL's Healthy Streets design guidance. A Condition requirement for the detailed design of the landscaping and public realm will ensure secure by design and road safety are fully considered.

Trip generation

171. The existing site generates a total of 11 and 10 total person trips in the AM and PM peaks. As the site is currently unused, a survey could not be carried out to establish the levels of trips generated. Given the site's car-free nature and the expected removal of unrestricted parking along Ossory Road as part of the Old Kent Road AAP, the proposed development is expected to primarily generate trips by public transport or active modes. Ossory Road is located in Controlled Parking Zone (CPZ) Trafalgar (T), which operates Monday – Friday from 08:00 - 18:30. However, large parts of Ossory Road are unrestricted which is assumed to facilitate vehicular trips to the surrounding commercial uses.
172. It is proposed the residential development would generate 59 and 61 person trips during the AM and PM peak hours respectively. As the development is 'car-free' and the expected removal of unrestricted parking across the whole of Ossory Road as part of the Old Kent Road AAP, residents are not expected to own cars and travel using sustainable modes of transport. The development will provide light industry units on the ground and first floors. It is expected that the proposed commercial floorspace would generate a total of 12 and 10 total person trips during the AM and PM peak, respectively. As the development is 'car-free' and the expected removal of unrestricted parking along the whole of Ossory Road as part of the Old Kent Road AAP, staff are not expected to travel by car and travel using sustainable modes of transport.
173. The trips generated by the proposals are expected to be distributed across the transport network via sustainable modes of transport, and consequently the development is expected to result in a reduction of 3 car trips during the peak hours.

Servicing and delivery

174. It is expected that the site will generate a small number of vehicular trips throughout the day associated with taxi use and servicing and deliveries. The development will generate approximately 22-26 residential delivery and servicing trips a day. The majority of these trips are expected to be made by Ford Transit type vans or Luton vans, a large proportion of which would be internet shopping deliveries. The small

number of trips is not expected to have an adverse impact on the local highway network. It is expected that the majority of deliveries for the proposed commercial and residential uses will be undertaken on-site in the servicing yard.

175. The refuse collection will happen from Ossory Road and the bin stores are located within 10ms of the kerb and will be wheeled to the back of the refuse vehicle by the council's waste operatives as part of their existing rounds. Collection of the flexible commercial waste will be undertaken by private waste contractors. The private waste contractors will stop either in the servicing yard if they are in a vehicle that permits this, or on Ossory Road, and will wheel the refuse bins from the commercial bin store to the back of the refuse vehicle.
176. Project Centre consultants have been working with the council on transforming Ossory Road into a more pedestrian friendly street, by removing parking/loading at the south of the road whilst maintaining the parking/loading at the north of the site near Old Kent Road. Unrestricted parking on Ossory Road is expected to be removed. This will be subject to detailed design with the LBS highways.
177. In order to ensure that on-street servicing and deliveries do not negatively impact on the highway network, the council is recommending that applicants in the Old Kent Road Opportunity Area enter into Delivery Service Plan Bonds against their baseline figures for all daily servicing and delivery trips. These bonds would be calculated at £100 per residential unit and £100 per 500 sqm of non-residential floorspace. In accordance with Regulation 122 of the Community Infrastructure Levy Regulations 2010, this is not intended as a financial penalty, but as a means of mitigating any harmful impacts from the proposed development and ensuring a better quality of life for current and future residents. As such, it is considered to meet the CIL Regulations 122 test, in that it would be:
 - i. Necessary to make the development acceptable in planning terms;
 - ii. Directly related to the development; and
 - iii. Fairly and reasonably related in scale and kind to the development
178. The proposal is for the management of the new development to monitor the daily vehicular activity of the site both commercial and residential, quarterly for a period of 2 years from 75% occupancy. If the site meets or betters its own baseline target the bond will be returned within 6 months of the end of the monitoring period. If the site fails to meet its own baseline the bonded sum will be made available for the council to utilise for sustainable transport projects in the ward of the development. The council will retain £1,600.00 for assessing the quarterly monitoring. The bond in this instance would be £27,780.00 based on the 105 residential units and 1,439 sqm of non residential floorspace. The applicant has agreed to the contribution which can be collected via the legal agreement

Type	Quantum	Bond Amount
Residential	105	£10,500.00
Non Residential	1,439 sqm	£1,000.00
Daily Trips	22	£16,280.00

179. All uses in the development will be subject to a condition on the marketing and promotional material related to the work to ensure this is explicit in how the development has been designed to discourage private cars and encourage sustainable living, working and visiting.

Car parking

180. The proposed development is 'car-free' and it is expected that there will be the removal of unrestricted parking along the whole of Ossory Road as part of the Old Kent Road AAP. No onsite provision for blue badge parking is provided. An S106 obligation that prevents future residents or occupiers of the proposed development from obtaining resident parking permits for any future CPZ.
181. Acknowledging that this development will not provide off street blue badge parking. At this location sufficient evidence demonstrated that if a future resident required blue badge there is capacity for on street provision in the vicinity and this together with the Pocket Homes surveys from their current occupied developments in London have no blue badge car owners. That future disabled residents could be dropped off and collected at kerbside. A condition to ensure all marketing of the development promotes car free living, to ensure the occupants are well aware they will not be entitled to permits.

Public transport

182. The subject site has convenient access to several bus services within walking distance to the site, and is within 1 kilometre of the South Bermondsey Station. Southwark Council agrees with TfL that bus services will need to be increased in the area ahead of the BLE to accommodate the demand generated by additional homes and jobs generally in the Old Kent Road area. This is required in advance of the opening of the planned BLE which, subject to the granting of powers and availability of funding, would be 2029/2030 at the earliest. The requirement for TfL to provide evidence to prove both previous contributions has been spent appropriately and the evidence for the further draw is the fairest way this could be managed. A contribution for this site has been agreed as £2,700 per residential unit to be secured in the S106 Agreement. It is also noted that within the next ten years the area is likely to benefit from the Bakerloo Line Extension, and the application site will be within walking distance of both planned Tube Stations, as well as the proposed New Bermondsey Station.

Active transport

Walking and public realm

183. The application will need to provide for wider footways. This will be delivered through the S278 agreement.

Cycling

184. The site has access to Burgess Park which provides an off-road cycle route through the park and connects to Bethwin Road which is also recommended by cyclists. Bethwin Road in turn connects to Cycle Superhighway 7 (CS7) on Kennington Road. CS7 runs from Merton to London Blackfriars. The development proposes cycle parking for the residential development in accordance with the Draft New London Plan and the New Southwark Plan minimum cycle parking standards. The proposed residential use will provide a minimum of 106 secure and covered cycle parking spaces, and a further 11 visitor spaces in the form of Sheffield stands. Five long stay cycle parking spaces will be provided as Sheffield stands to allow for large non-standard bikes.
185. The proposed light industrial workspace will provide a minimum of four secure and covered long stay cycle parking spaces on the ground floor, and four visitor cycle parking spaces in the form of Sheffield stands which is compliant with policy. The

S106 Agreement will include a contribution towards the delivery of a new Cycle Hire Docking Station of £50 per residential unit. In addition to this, a condition is attached to the decision regarding a detailed design of the cycle provision.

Construction

186. A Construction and Logistics Plan (CLP) will be prepared and submitted as a planning condition. The S106 would secure a detailed Construction Management Plan (CMP) and a £40 per unit contribution for Construction Management within the OKR AAP area. This is for the council to manage cumulative impacts on the highways and environment.

Conclusion on transport

187. The proposal is supported because it reduces car dependency, which will contribute to the impacts of climate change and to the delivery of some of the Movement Plans 9 missions, in particular Vision Zero and Healthy Streets and allows for the emerging plans for the surrounding public highway to be facilitated, subject to the obligations and conditions mentioned in this section of the report.

Archaeology

188. The site is within the 'Bermondsey Lake' Archaeological Priority Zone (APZ), which is designed to protect the palaeological environment and prehistoric archaeology recovered from the shoreline and relict fills of the large Late Glacial Bermondsey Lake and the associated riverine geology and topology. The site is also close to the 'Old Kent Road' APZ, which has the potential to contain features associated with the former route of 'Watling Street', the major Roman road between London and Canterbury. When the New Southwark Plan is adopted, the site will lie within the newly extended 'North Southwark and Roman Roads' Tier 1 Archaeological Priority Area (APA).
189. Saved Policy 3.19 of the Southwark Plan (2007) requires that proposals for development in APZ/As should be accompanied by an archaeological desk-based assessment (DBA) and an evaluation report (the results of digging archaeological trial trenches). The applicants have submitted a DBA which has shown that significant archaeology remains were found in close proximity to the site, including prehistoric activity and landscapes and Roman occupation. The proposed development does not include a basement but has foundations, lift pits and other ground interventions relating to the proposed development will still have an impact on archaeological remains.
190. The council's archaeologist recommends that a pre-commencement condition regarding the archaeological evaluation to be undertaken prior to any works commencing with the results providing support to the application not impacting on any archaeological remains. The condition is attached to this decision.

Aviation

191. The National Air Traffic Safeguarding Office (NATS) have reviewed the proposed development and from a technical safeguarding aspect and have stated that it does not conflict with their safeguarding criteria. Accordingly, they have no objections to the proposal.

TV and radio signals

192. Arqiva own and operate the UK Terrestrial Television Broadcast network and supply the Freeview platform. They also own and operate 90% of the UK Radio Broadcast network, through which they broadcast the full range of BBC and commercial radio stations. In addition, many sites that they own or manage are shared by other operators, such as BT, the Mobile Network Operators, Airwave (Emergency Services Networks), roadside services and Central and Local Government departments and agencies.
193. Following a reply to a consultation letter from LBS, Arqiva have determined that the proposed development will not impact upon their radio transmission and broadcasting links and therefore raise no objection to the development.

Environmental considerations

Wind and microclimate

194. A microclimate is the distinctive climate of a small-scale area and the variables within it, such as temperature, rainfall, wind or humidity may be subtly different to the conditions prevailing over the area as a whole. The main characteristics of microclimates within London are temperatures and wind. As the development does not propose a large area of space between the two buildings, the scheme is not of a scale that could potentially have any significant impact on wind conditions around the site or any adverse effects on pedestrian and residents' comfort.

Flood risk and water resources

195. The application site is located within Flood Zone 3 of the River Thames which is tidally influenced at this location, although in an area shown to be benefiting from existing flood defences. Flood Zone 3 is classified as comprising land assessed as having a 1 in 100 or greater annual probability of river flooding (>1%) or a 1 in 200 or greater annual probability of tidal flooding (>0.5%). Flood defences are indicated to be in good condition and afford the Site a standard of protection up to the 1 in 1000 year event.
196. The Environment Agency (EA) has reviewed the submitted information in relation to flood risk and has no objection to the proposed development. On the advice of the EA, recommendations attached to this decision should include conditions relating to Piling and a Surface Water Drainage Strategy. Regarding piling, given the height of the proposed structure, it is assumed that the existing foundations would not be substantial enough therefore a piling process is required.
197. The council's flood and drainage officers have also reviewed the submitted proposals, and are encouraged to see proposals for limiting surface water discharges to greenfield runoff rates. Southwark Flood Risk Officers generally accept discharge rates of no greater than 2 l/s. The revised Drainage Strategy submitted in December 2019 demonstrates that the development is able to achieve a greenfield rate of 1.47 l/s. This will be achieved by proposing a green roof that will intercept rainwater in addition to providing wider ecological benefits, rainwater will then be conveyed to a below ground attenuation tank for gradual release to the public sewers. A hydrobrake flow control device (or something similar) will be used to restrict discharge from the

site to the greenfield run off rate.

Ground conditions and contamination

198. A Phase 1 Environmental Study was undertaken by RSK in May 2018. The findings from the report found that although potentially complete contamination linkages have been identified, the study has identified no direct evidence of significant ground contamination on the site with the exception of unknown made ground. However, several areas of surface staining were identified within the concrete garage floor and hardstanding to the north of the building. There was also a small incinerator in the northwest corner of the site although significant contamination associated with this is unlikely.
199. The overall environmental liability associated with the site and the risks associated with site ownership and redevelopment is considered to be Low to Moderate. The preliminary UXO risk assessment indicates the site to be at risk for the presence of unexploded ordnance (UXO). The site is underlain by sands and gravels. In the absence of a significant thickness of made ground and groundwater, the sands and gravels are considered potentially suitable for the adoption of spread foundations for lightly to moderately loaded structures
200. The council's environmental protection team (EPT) have reviewed the preliminary risk assessment and accordingly recommended the attachment of a condition to require a phase 2 site investigation and risk assessment is undertaken. This investigation should include a detailed remediation and/or mitigation strategy to be prepared and submitted. This condition has been included on the draft decision notice.
201. The Environment Agency have reviewed the proposals in relation to contaminated land and made the following recommendation.
202. "We have reviewed the document 'Phase 1 Environmental Study' by RSK (reference 29909 R01 (01) dated 10th May 2018). The study has indicated the potential for ground contamination to be present and has recommended an intrusive investigation to assess this. It should be considered that planning permission should only be granted to the proposed development as submitted if the appropriate planning conditions are attached to the approval.
203. The recommended conditions are included in the draft decision notice.

Air quality

204. The subject site is located in the Southwark Air Quality Management Area which is designated for the potential exceedance of the annual mean nitrogen dioxide (NO₂) and daily mean PM₁₀ air quality objectives. Southwark Plan Policy 3.6, Air Quality, states that planning permission will not be granted for development that would "lead to a reduction in air quality." London Plan (2016) Policy 7.14 states that development proposals should minimise increased exposure to existing poor air quality and make provision to address local problems of air quality.
205. A qualitative construction phase dust assessment was undertaken by XCO2 in accordance with Institute of Air Quality Management and Greater London Authority guidance. The results show that releases of dust and PM₁₀ are likely to occur during site activities. However, through good site practice and the implementation of suitable mitigation measures, the impact of dust and PM₁₀ releases may be effectively

mitigated and the resultant impacts are considered to be negligible. The proposed development will be car-free and therefore the impact of operational traffic has been scoped out of the assessment. However, dispersion modelling has been undertaken to predict concentrations of NO₂, PM₁₀ and PM_{2.5} at the proposed development site to determine whether mitigation will be required to protect future occupants from poor air quality. The predicted concentrations are below the relevant long and short-term air quality objective at the proposed development.

206. An air quality neutral assessment for building-related emissions has been undertaken, based on the anticipated energy (gas) usage of the site. The proposed development has been assessed as air quality neutral with respect to building and transport-related emissions. Based on the results of the assessment and with the implementation of the recommended construction-phase mitigation measures, it is considered that air quality would not pose a constraint to the redevelopment of the site as proposed. The council's Environmental Protection Team was consulted on the air quality report submitted and agrees with the conclusions presented in the Air Quality Assessment by XCO2.

Noise and vibration

207. An environmental noise and impact assessment has been undertaken by XCO2. The findings of the report indicate that with the appropriate mitigation in the form of the specified glazing and ventilation, internal noise levels within the proposed dwellings will be acceptable. EPT Officers have reviewed the submitted report and raise no objection to the development subject to a list of conditions that should be attached to the planning permission.

Sustainable development implications

Energy

208. Policy 5.2 of the London Plan requires major developments to provide an assessment of their energy demands and to demonstrate that they have taken steps to apply the Mayor's energy hierarchy. This involves the 'Be Lean', 'Be Clean', 'Be Green' hierarchy. Policies 5.5 and 5.6 require consideration of decentralised energy networks and policy 5.7 requires the use of on-site renewable technologies, where feasible. The residential aspect of the proposal would be expected to achieve zero carbon, and the commercial aspect a 35% reduction against part L of the Building Regulations 2010.
209. An Energy Statement and Strategy has been submitted based on the guidance of the National Planning Policy Framework (2019), The London Plan (2016) and Draft London Plan (2017), Southwark Core Strategy (2011), Southwark Sustainable Design and Construction Supplementary Planning Document (2015), and the Mayor's Energy Assessment Guidance.

Be Lean (use less energy)

210. The GLA draft version of the London Plan and the Policy S12 Minimising greenhouse gas emissions state that residential developments should achieve 10%, and non-residential developments should achieve 15% through energy efficiency measure alone. At the 'Be Lean' stage, the proposed development meets the GLA target of 10% regulated CO₂ emission reductions for the residential portion of the scheme, and a 15% reduction for the non-domestic portion of the scheme. The proposed energy

efficiency measures as part of the Be Lean aspect of the development include levels of insulation beyond Building Regulation requirements, low air tightness levels, efficient lighting as well as energy saving controls for space conditioning and lighting.

Be Clean (supply energy efficiently)

211. The subject site is located within an area where there are plans for the delivery of a district heat network (SELCHP). A site-wide heat network served by a single energy centre on site is proposed; a strategy which will 'future proof' the connection of the development to the Peckham/Old Kent Road SELCHP extension. High efficiency gas boilers will be installed as the temporary heat source until the development connects to the wider district heating network.

Be Green (Low or Carbon Zero Energy)

212. The renewable technologies feasibility study carried out for the development identified photovoltaics (PV's) as a suitable option for the development. The PV's shall comprise 12.2kWp of horizontal roof mounted arrays. The PV array will be connected to the domestic part of the development. The panels are considered to generate significant carbon savings, whilst having minimal impact on the appearance of the building and no adverse impact on the amenity of neighbouring buildings.
213. The estimated cumulative CO2 savings on site are 69.2% for the residential and 35.1% for the commercial elements of the developments against SAP10 carbon factors. the total regulated CO2 savings for the site are 52.6 tonnes, equivalent to 63% of the baseline emissions, well beyond the London Plan target of 35% reduction overall. With SAP10 carbon factors, the total regulated CO2 savings for the site are 52.6 tonnes, equivalent to 63% of the baseline emissions, well beyond the London Plan target of 35% reduction overall. To achieve 'zero carbon' for the residential portion of the scheme, 21.1 tonnes per annum of regulated CO2, equivalent to 633.4 tonnes over 30 years, from the new-build domestic portion should be offset offsite. A Carbon Offset payment of £36,300 will be paid to reach 'Zero Carbon'. This payment will be secured through the S106 Agreement.

Overheating

214. Policy 5.9 of the London Plan "Overheating and Cooling" states that major development proposals should reduce potential overheating and reliance on air conditioning systems and demonstrate this in accordance with the cooling hierarchy. This policy seeks to reduce the impact of the urban heat island effect.
215. The commercial units at Ossory Road are being designed to shell and core and will incorporate external grilles above the fixed windows for mechanical ventilation system with heat recovery (MVHR) for the whole year for background and minimum fresh air rates. The non-domestic space was modelled as a free-running building, in order to evaluate overheating risks with passive design measures. The analysis also indicates that some form of cooling would be required to achieve the desirable internal environment due to stricter conditioning requirements. The use of energy efficient lighting and optionally solar control glazing is recommended to reduce cooling loads.
216. For the residential aspect of the scheme, the results demonstrate that all dwellings achieve compliance with CIBSE TM59 overheating risk criteria for London Weather Centre DSY1 future weather data (2020 High Emissions 50% percentile), provided that adequate design considerations are taken into account. The results indicate that a combination of generous openings with free areas of 45 to 90% as well as solar

control strategies, such as internal blinds is essential for compliance with the overheating risk criteria. Furthermore, to increase residents' internal comfort on units facing Ossory Road, it is proposed to reduce glazing area and incorporate an acoustically treated ventilation panel to meet the overheating risk criteria while ensuring internal environmental noise standards. The measures recommended above have been incorporated into the scheme.

BREEAM

217. Strategic Policy 13 of the Core Strategy requires commercial units to achieve BREEAM "Excellent" and community facilities to achieve "Very Good". A BREEAM pre-assessment has been undertaken at pre-application stage which has shown that a score of 'Excellent' is feasible. The pre-assessment shows that the development could achieve a BREEAM score of 74.5%, exceeding the BREEAM "Excellent" target of 70%
218. A planning condition is recommended to secure an independently verified BREEAM report demonstrating that these target ratings would be achieved through the detailed and technical design stages.

Planning obligations (Section 106 undertaking or agreement)

219. Saved Policy 2.5 of the Southwark Plan and Policy 8.2 of the London Plan advise that planning obligations can be secured to overcome the negative impacts of a generally acceptable proposal. Saved Policy 2.5 of the Southwark Plan is reinforced by the recently adopted Section 106 Planning Obligations 2015 SPD, which sets out in detail the type of development that qualifies for planning obligations. Strategic Policy 14 'Implementation and delivery' of the Core Strategy states that planning obligations will be sought to reduce or mitigate the impact of developments. The NPPF which echoes the Community Infrastructure Levy Regulation 122 which requires obligations be:
 - Necessary to make the development acceptable in planning terms;
 - Directly related to the development; and
 - Fairly and reasonably related in scale and kind to the development
220. The application would be supported by the following Section 106 obligations:

Table: Section 106 Financial Obligations

Planning Obligation	Mitigation
Archaeology	£11,771
Affordable housing monitoring	£13,896.75 (105 affordable homes x £132.35)
Carbon Offset – Green Fund	A maximum of £36,300
Delivery and Service Plan bond (Residential)	£10,500 ((105 homes x £100) + The council will retain £1,600.00 for

	assessing the quarterly monitoring for 2 years
Contribution to Open Spaces in OKR AAP	Estimated cost: £216,685
Transport for London Buses	£283,500 maximum capped contribution, to be drawn down according to TfL methodology review mechanism) (Maximum £2,700 per residential unit)
Transport for London cycle hire contribution	£5,250 – maybe more if non residential contribution is required (£50 per residential unit plus non residential contribution)
Construction Management Contribution	£4,200 (£40 per residential unit)
Admin fee	2% for all cash contributions plus flat fee of £2,000 for costs incurred in transferring TfL buses contribution

221. In addition to the financial contributions set out above, the following other provisions would be secured:

- Affordable housing provisions and delivery controls;
- Wheelchair accessible housing;
- Marketing, allocation and fit out of the wheelchair units
- Site management plan;
- Appointment of workspace co-ordinator;
- Workspace Specification (including full M&E fit out);
- Triggers securing Practical Completion of workspace;
- 10% Affordable workspace – Available for 30 years minimum at £17 per sqft to the end user (subject to annual RPI increases);
- Affordable Workspace Management Plan, including marketing requirements;
- Construction phase jobs, short courses and apprenticeships or Employment and Training Contribution;
- Employment, Skills and Business Support Plan (Construction Phase);
- Highways works – s278 works;
- Connection to a future district heating system (SELCHP);
- London Living Wage – best endeavours to being offered to all staff employed in the commercial units as well as workers during the construction period;
- Final Demolition and Construction Environment Management Plans;
- Final Delivery and Service Management Plan;
- Final Construction Logistics Management Plan;
- Local Procurement;
- Securing Hawkins\Brown Architects to deliver the building detailed design, unless otherwise agreed in writing

222. The S106 heads of terms agreed would satisfactorily mitigate against the adverse impacts of the proposed development.
223. In the event that a satisfactory legal agreement has not been entered into by 6 April 2021, it is recommended that the director of planning refuses planning permission, if appropriate, for the following reason:

“The proposal, by failing to provide for appropriate planning obligations secured through the completion of a S106 agreement, fails to ensure adequate provision of affordable housing and mitigation against the adverse impacts of the development through projects or contributions in accordance with saved policy 2.5 'Planning Obligations' of the Southwark Plan (2007), strategic policy 14 'Delivery and Implementation' of the Core Strategy (2011), policy 8.2 'Planning obligations' of the London Plan (2015) and the Planning Obligations and Community Infrastructure Levy SPD (2015)”.

S278 Works Outline

224. An S278 agreement will need to be undertaken with Southwark Highways for works to the highway, and traffic management changes.

Mayoral and Southwark Community Infrastructure Levy (CIL)

225. Section 143 of the Localism Act states that any financial contribution received as community infrastructure levy (CIL) is a material “local financial consideration” in planning decisions. The requirement for payment of the Mayoral or Southwark CIL is therefore a material consideration. However, the weight attached is determined by the decision maker. The Mayoral CIL is required to contribute towards strategic transport investments in London as a whole, primarily Crossrail, while Southwark’s CIL will provide for infrastructure that supports growth in Southwark.
226. Based on the floor areas provided in the agent’s D&A Statement section 7.1 (p.72) the gross amount of **CIL is approximately £1,808,357.40**, consisting £401,754.29 of Mayoral CIL and £1,406,603.11 of Borough CIL.
227. That is, the **anticipated CIL receipt for this scheme is circa £1,808,357.40 (pre-relief)**. It should be noted that this is an estimate, and the floor areas will be checked when related CIL Assumption of Liability Form is submitted after planning approval has been obtained.

Other matters

228. None

Conclusion on planning issues

229. The major redevelopment of the site is supported and welcomed in principle. The principle of housing on the site is also accepted, and would be in line with policy aspirations to increase the number of new homes in the area.
230. The re-provision of the existing B1c floorspace on the ground floor and first floor with an uplift of 49% on existing B1c floorspace is welcomed.

231. The proposed mix of uses would add to the vibrancy of the area which would be complemented the creation of frontages onto Ossory Road and Estate Road that assists in activating the development at street level.
232. The scheme would deliver the following major regeneration benefits:
- 105 new residential units to the borough's housing stock;
 - 100% affordable intermediate housing
 - The re-provision of the existing B1c Use Class with the introduction of B1c Affordable Workspace;
 - Up to 77 new full time equivalent jobs would be provided post development;
 - Variety of terraced amenity areas catering for different functions for residents to use and enjoy.
 - A contribution to parks and open spaces within the OKROA, including delivery mechanisms secured through the Section 106;
 - The site will benefit significantly from landscaping features and biodiversity net gain which is currently not available on site;
 - The proposed development results in a series of significant economic, social and environmental benefits that outweighs any potential and minor harm to the surrounding area that may be caused.
233. The proposals would deliver a good standard of accommodation, which would comply with the majority of the standards and principles of exemplary residential design, as set out in Southwark's residential design standards SPD. Whilst the design of the development results in a third of the development being dual aspect, rather than it being predominantly dual aspect owing to the type of accommodation being provided (all 1 bed flats), the key habitable rooms for each flat will be provided with generously portioned windows to maximise the levels of daylight received. Furthermore, all units have access to the communal amenity spaces located on the second, tenth and eleventh floors.
234. The development would reduce car dependency whilst also accommodating a significant uplift in cycle parking on site. 112 cycle spaces (106 spaces located in 2no. bike stores on two-tier racks) are allocated for residents of the scheme whilst a further six cycle spaces are located in the service yard designed to fit larger and adaptive bicycles. 11 visitor cycle spaces are also proposed in the service yard with one visitor parking space on Ossory Road. For the commercial element of the scheme, six long stay cycle spaces and six visitor cycle spaces are proposed. The improvements to the public footway along Ossory Road are considered to enhance the public realm whilst also improving the pedestrian experience through comfort and circulation when entering, visiting or moving past the site.
235. The impacts of the scheme on neighbouring properties in relation to daylight and sunlight would on balance not result in detrimental harm to the living conditions of neighbouring occupiers. Furthermore, where the results would not satisfy the BRE Guidelines, the retained levels would be within the range considered acceptable for an urban location.
236. The architectural design is considered to be of a high quality and would significantly improve the site within the context of the surrounding area
237. It is therefore recommended that planning permission be granted subject to conditions, referral to the Mayor of London, referral to the Secretary of State and the agreement of

a Section 106 Legal Agreement under the terms as set out above.

Statement of community involvement

238. Consultation was carried out by the applicant prior to the submission of the planning, and during the consideration of the application. The consultation undertaken was carried out with the local community and key stakeholders from the area. This is summarised in the tables below, which are taken from the submitted Development Consultation Charter.

Table: List of meetings

Meetings	Date	Attendees	Summary of discussions
Pre application meetings (Southwark Council)	2 pre-application meetings Pre-application meeting dates: 15/11/2018 05/09/2019	Council Officers	The council were supportive of a mixed use scheme for the redevelopment of the site. However, a reduction in height was sought, from 15 storeys, to better reflect the massing envisioned in the draft OKR AAP. Following this pre-app the height was reduced in line with OKR 10 aspirations. The council was supportive of Juliet balconies to the development and industrial uses to the ground floor
Ossory Road Design workshops lead by the council	18/09/2019 25/09/2019	Pocket Homes 14-22 Ossory Road development team Council Officers	Council Officers recommended that each development be similar in height along with providing similar material finishes given the sites prominent location when viewed along the Old Kent Road. The second workshop focused on the Servicing and access along Ossory Road was discussed with the council outlining their intention to bring forward significantly reduced car parking spaces on Ossory Road in order to support a car free environment and encourage the use of sustainable forms of transport
External pre-application meetings	1 Pre-application meeting 11/12/2018 1 Design workshop	Greater London Authority	GLA Officers were supportive of the proposed housing tenure. Recommendations from the GLA included consideration of height, GLA were supportive of a 15 storey building, increase quantum of industrial floorspace by removing residential homes on the first floor, and providing a service yard At the workshop, the GLA

	11/03/2019		strongly supported the evolved scheme which had removed the residential homes at first thus increasing the quantum of B1c floorspace; increased the floor to ceiling heights; introduced a service yard and goods lift; and expressed the industrial use on the building exterior.
Resident group meetings	Ongoing		In addition to the public exhibition noted below Pocket has been in direct contact and via the council officers regarding a meeting with local residents on Glengall Road. It is proposed to seek dialogue with residents post submission.
Vital OKR	January 2019 26/11/2019	Vital OKR Team	Vital OKR were supportive of the high quality usable space congruent with industrial user's needs and daily requirements. Recommendations were made to further enhance the light industrial floorspace which have been incorporated into the application scheme where feasible.

Table: List of public consultation events carried out

Public consultation events	Date	Attendees	Summary of feedback
Public exhibition –	11/12/2019	Invitations sent to 2,590 residents, businesses and Ward Councillors 13 members of the public attended	Feedback from this event was generally supportive with attendees welcoming the provision of affordable homes for younger people, the layouts and use of space were well considered and designed, more developments that help get younger people on the property ladder should come forward.

Consultations

239. Details of consultation and any re-consultation undertaken in respect of this application are set out in Appendix 1.

Consultation replies

240. Details of consultation responses received are set out in Appendix 2.

Summary of consultation responses

241. This application was subject to a round of statutory consultation in February 2020.

242. At the time of writing, a forty three consultation responses had been received from members of the public and local businesses and organisations. Forty one responses object to the application, whilst two responses are in support of the application. Of the objections to the development, 8 were from Portway House, 32 were from nearby Glengall Road, and 1 from Latona Road.
243. The main issue raised by residents objecting to the proposed development are:
- Concern over the height of the development close to residential dwellings and units
 - Height of development out of character for the area
 - Overshadowing to neighbouring properties resulting in loss of daylight and sunlight to habitable windows and amenity spaces
 - Negative impact on the character of the Glengall Road Conservation Area
 - The ASDA delivery lorries already limited space when they turn into the ADSA entry and the addition of the work lorries, vans and traffic needed for this development to go ahead would make Ossory Road gridlocked and dangerous
 - Inadequate parking provision
 - Impact the existing trees and vegetation in the Conservation Area and will result in damage to many protected trees and loss of the bird life and other wildlife they support.
 - Architectural design is contrary to the architectural composition of the Glengall Road Conservation Area.
244. Officer response: The development has been assessed in depth, and the development is not considered to give rise to any detrimental harm to the amenity of neighbouring occupiers given as discussed in detail within this report. Additionally, the development, whilst considerably taller than neighbouring buildings is compliant with the aims and objectives for site allocation OKR 10 within the OKR AAP and is not considered to harm the character of the surrounding area. See Design section of this report for the positive contribution this development is anticipated to make on the surrounding area. The transport concerns have been considered in the relevant section of this report along with potential harm to local ecology and landscape.
245. The comments received in support of the application are summarised below:
- The scheme would provide affordable housing choice for people that work locally and are on a single income

GLA

246. The GLA's Stage 1 response considers the principle of development and proposed land uses to be appropriate and generally in compliance with London Plan policies. The design is also considered acceptable. However, the report also raises a few issues whereby more information was required at the planning application stage. Through the application process, these have been addressed, as set out below.
247. Climate change: Further information relating to overheating, and the ability for the scheme to achieve 35% for the commercial elements of the developments against SAP10 carbon factors
248. Officer response: The applicant's have submitted further information in regards to the climate change mitigation, and the additional information is considered acceptable in

overcoming initial concerns expressed in the GLA response.

- 249. Transport: The quantity cycle parking for the light industrial use should be increased.
- 250. Officer Response: A revised ground floor plan to address TfL's comments was submitted with the provision of cycle parking for the B1c use being increased and spacing for the cycle spaces also increasing. The revisions have been deemed acceptable by both Transport Officers for Southwark, and are welcomed by the GLA.
- 251. Urban Greening Factor: GLA Officers were concerned with low level of UGF on site at 0.08.
- 252. Officer Response: The applicant's have increased the UGF from 0.08 to 0.2. For this increase, an approach was design led to fully utilise opportunity for soft landscape and restoring urban biodiversity. A significant consideration in increasing the UGF was to balance the amount of soft landscape with the requirements for flexible and functional amenity space, ensuring communal areas improve biodiversity of the site together with the health and well-being of future residents.

TfL

- 253. TfL Officers raised some minor concerns regarding the width of the cycle parking, and the lack of blue badge parking spaces available within the development. Southwark Transport Officers are satisfied that sufficient evidence submitted has demonstrated that if a future resident required blue badge there is capacity for on street provision in the vicinity and this together with the Pocket Homes surveys from their current occupied developments in London have no blue badge car owners. That future disabled residents could be dropped off and collected at kerbside. Southwark Officers raise no issue with the width of cycle provision, and a condition is attached to this decision requiring details to be submitted regarding the Cycle Parking provision.

London Underground

- 254. No comments to make on the application.

Metropolitan Police

- 255. The Designing Out Crime Officer has advised that they have not yet met with the applicants but are confident that the development can attain secure by design accreditation. The MET Officer has recommended a condition be attached regarding the need for the development to attain secure by design accreditation.
- 256. Officer response: The recommended conditions are included with this recommendation.

Natural England

- 257. No comments to make on the application.

Environment Agency

- 258. No objection to the development subject to conditions being attached to the decision notice.

Historic England (HE)

259. Historic England raises no objection to the scheme

Arqiva

260. Arqiva has considered whether this development is likely to have an adverse effect on our operations and have concluded that the development will not impact on any of our SHF or RBL links.

Thames Water

261. On the basis of information provided, Thames Water do not object to the development and advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
262. Officer response: The recommended informatives have been attached to this decision notice of this application.

Network Rail

263. Network rail have no comments to make on this application.

London Fire Brigade

264. The applicant is advised that an undertaking should be given that, access for fire appliances as required by Part B5 of the current Buildings Regulation Approved Document and adequate water supplies for fire fighting purposes, will be provided.

Internal Consultees

265. The advice received from other Southwark Officers has been summarised in the table below. Further detail is provided throughout this report.

Officer	Summary of comments	Officer response
Urban Forester	The terrace is designed to be an extension of the internal lounge, with seating and flexible space for table tennis and other games. Raised seating around this space provides an area for social gatherings or small events. A condition for a Landscaping Plan should be submitted and approved prior to occupation.	Recommended condition included.
Local Economy Team (LET)	Subject to the employment and enterprise obligations outlined in this response, LET are happy to support this application which matches the economic, job, and growth plans as discussed in the planning statement.	Recommended contributions to be secured through the S106
Environmental Protection Team (EPT)	Approve subject to conditions	Recommended conditions included with this report.

Ecology Team	I advise 12 swift bricks.	Conditions attached to this report.
Flood Risk and Drainage Team	The submission of the surface drainage strategy demonstrates that the discharge rate is under the recommended 2 l/s. Flood risk officers therefore have no objection to the development.	Conditions attached to this report.
Transport	Approve subject to conditions and Section 106 clauses.	Recommended conditions included with this report, or as clauses in S106.
Highways	No objection subject to a conditions and applicant entering into S278 Agreement	Recommended conditions attached
Archaeology	Further Archaeological information is to be submitted before any work development is to take place on site.	Recommended conditions attached

Community impact statement / Equalities Assessment

266. The Public Sector Equality Duty (PSED) contained in Section 149 (1) of the Equality Act 2010 imposes a duty on public authorities to have, in the exercise of their functions, due regard to three “needs” which are central to the aims of the Act:
- a) The need to eliminate discrimination, harassment, victimisation and any other conduct prohibited by the Act
 - b) The need to advance equality of opportunity between persons sharing a relevant protected characteristic and persons who do not share it. This involves having due regard to the need to:
 - Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic
 - Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it
 - Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low
 - c) The need to foster good relations between persons who share a relevant protected characteristic and those who do not share it. This involves having due regard, in particular, to the need to tackle prejudice and promote understanding.
267. The protected characteristics are: race, age, gender reassignment, pregnancy and maternity, disability, sexual orientation, religion or belief, sex, marriage and civil partnership.
268. The council must not act in a way which is incompatible with rights contained within the European Convention of Human Rights
269. The council has given due regard to the above needs and rights where relevant or engaged throughout the course of determining this application. This is addressed in detail in the relevant section of this report.

Relevant planning history

270. The subject site has been subject to one relevant application of note which is detailed below:

18/EQ/0369

'Redevelopment of the site for a residential-led mixed-use development within a part 10 part 16 storey building containing 117 affordable units (102 1B1P AND 15 2B3P units)'

Decision: Closed

Pre application advice

271. Pre-application advice was provided in advance of the submission of this application, details of which are held electronically by the Local Planning Authority under the planning reference number listed above. A number of meetings were held with the applicant and discussions centred on the provision of affordable housing, the height and massing of the proposals, the re-provision of B1c floorspace with the introduction of Affordable Work Space in Use Class B1c and C3 Residential Use to the upper floors of the development. Additionally, the amenity space, quality of the residential accommodation and potential impacts upon surrounding occupiers were discussed during the pre-application stage.

Planning history of adjoining sites

272. The council has received a number of planning applications recently in the Old Kent Road Opportunity Area. These include the following:

273. 18/AP/0564 16 Peckham Park Road and 1 Livesey Place

Application type: FULL

Demolition of existing buildings and construction of a part three, part four storey building with retail and warehouse (A1) use on the ground floor and 5 residential units (3 x 2-bedroom and 2 studio flats) on upper floors.

Decision: Granted with Grampian Condition (3rd August 2018).

274. 17/AP/2773 Malt Street Regeneration Site, Land Bounded By Bianca Road, Latona Road, Haymerle Road, Frensham Street, and Malt Street

Application type: FULL and OUTLINE

Hybrid application comprising a full planning application for Phase 1 (the "Detailed Component") and outline planning permission (the "Outline Component") for Phases 2 and 3:

Detailed Component (Phase 1):

Full planning permission for the demolition of existing buildings and structures and redevelopment of the central area for the erection of a total of 4 buildings, two at 7 storeys (Buildings B9 and B12), one at 15 storeys (Building B10), and one at 44

storeys (Building B4) (max height 147.12m AOD) to provide 420 homes, 1,197 sqm GEA of Class B1(c) floorspace and 785 sqm GEA of non-residential floorspace within classes A1-A4 (retail), Class B1 (business) and Class D1 (public services) and D2 (entertainment and leisure) use, an energy centre (750 sqm) and new public open space and public realm with on street and basement car parking spaces and cycle spaces.

Outline Component (Phase 2 and 3):

Outline planning permission (scale, layout, landscaping, access and appearance reserved) for the demolition of existing buildings and structures and the erection of a seven buildings (B1, B2, B3, B5, B6, B7, B11) ranging in height from 5 to 39 storeys (max height 132.9m AOD) to provide up to 88,052sqm floorspace GEA, comprising up to 880 residential units, up to 3,316 sqm GEA of Class B1(c) floorspace and up to 1,702sqm GEA of non-residential floorspace within Classes A1-A4 (retail), Class B1 (business), Class D1 (public services) and D2 (entertainment and leisure) use and car parking spaces at ground level and cycle spaces, with associated new open space, public realm, car parking and associated works.

Totals: Up to 1,300 homes and up to 7,000sqm commercial floorspace.

Decision: Resolution to grant, subject to a legal agreement, referral to the Mayor of London and Secretary of State (3rd June 2019).

275. 18/AP/0897 Ruby Triangle Site, Land bounded by Old Kent Road, Ruby Street and Sandgate Street

Application type: FULL

Full planning permission is sought for demolition of existing buildings and structures on the site, and redevelopment consisting of three buildings at maximum heights of 17 storeys (including mezzanine) (+64.735m AOD), 48 Storeys (+170.830m AOD) and 40 storeys (including mezzanine) (+144.750m AOD), plus single storey basement under part of the site. Development would provide 1,152 residential dwellings (Class C3), retail, business and community spaces (Classes A1, A2, A3, A4, B1(a),(b),(c) and D1), public sports hall and gym (Class D2), public and private open space, formation of new accesses and alterations to existing accesses, energy centre, associated car and cycle parking and other associated works.

276. 18/AP/3246 Land at Cantium Retail Park, 520 Old Kent Road

Application type: FULL

Demolition of existing buildings and redevelopment of the site to provide a new basement level and buildings ranging from 3 to 48 storeys in height (max height 159.05m above ground level) comprising up to 1,113 residential units (Class C3), up to 5,659 sq. m of office floorspace (Class B1(a)), up to 2,228 sq. m of retail floorspace (Class A1), up to 2,336 sq. m of flexible space including use within Classes A1, A3, B1(a), B1(b), D1, D2 and / or Sui Generis (Theatre) within Block B and up to 596 sq. m of flexible space within Classes A1, A2 and / or A3 within Block C together with associated access, car parking, landscaping and infrastructure works.

Decision: Resolution to grant, subject to a legal agreement, referral to the GLA and Secretary of State (5th March 2019).

277. 17/AP/4596 13-14 Frensham Street, (Nye's Wharf)

Application Type: FULL

Demolition of existing buildings and erection of mixed-use scheme comprising 321sqm (GIA) of flexible A1, A2, A3, A4, B1, D1 and D2 floorspace and 882sqm (GIA) of B1 floorspace at ground and mezzanine levels; with 153 Residential units (Class C3) above in two blocks ranging from 9 to 18 storeys with hard and soft landscaping and associated infrastructure works, including three disabled spaces and cycle parking.

Decision: Resolution to grant, subject to a legal agreement and referral to the GLA (3rd September 2018).

278. 17/AP/4612 49-53 Glengall Road

Application type: FULL

Demolition of all existing buildings and structures (excluding some of the facades along Glengall Road and Bianca Road and the industrial chimney) and erection of a part 6, 8 and 15 storey mixed-use development comprising 3,855 sqm (GIA) of flexible workspace (Use Class B1) and 181 residential units (Use Class C3) with amenity spaces and associated infrastructure.

Decision: Resolution to grant, subject to a legal agreement, referral to the GLA and Secretary of State (15th January 2019).

279. 18/AP/3551 Southernwood Retail Park

Application type: FULL and OUTLINE

Hybrid planning application for detailed permission for Phase 1 and outline planning permission for Phase 2 comprising:

Application for full planning permission for 'Phase 1' comprising demolition of existing buildings and the erection of a part 9, part 14, part 15, part 48 storey development (plus basement) up to 161.25m AOD, with 940 sqm GIA of (Class A1) retail use, 541 sqm GIA of flexible (Class A1/A2/A3) retail/financial and professional services/restaurant and café use, 8671 sqm GIA (Class C1) hotel; 541 (class C3) residential units (51,757 sqm GIA); landscaping, public realm and highway works, car and cycle parking and servicing area, plant and associated works.

Application for outline planning permission (with details of internal layouts and external appearance reserved) for 'Phase 2' comprising demolition of existing buildings and the erection of a part 9, part 12, storey development (plus basement) up to 42.80m AOD, with 1049 sqm GIA of flexible (Class A1/A2/A3) retail/financial and professional services/restaurant and café use; 183 (Class C3) residential units (17,847sqm GIA), 1141 sqm GIA (Class D2) cinema and the creation of a 475 sqm GIA (Class C1) hotel service area at basement level; landscaping, public realm and highway works, car and cycle parking and servicing area, plant and associated works.

Decision: Resolution to grant, subject to legal agreement, and referral to GLA (28 May 2019).

280. 19/AP/1322 – 840 Old Kent Road

Application type: FULL

Demolition of existing building and redevelopment of the site to provide a new building of up to 13 and 21 storeys in height (maximum height 73.60m above ground level). Redevelopment to comprise 168 residential units (Class C3), a 1,778 sqm (GIA) retail unit (Class A1) and a 52 sqm (GIA) flexible retail unit (Class A1/A3), with associated landscaping, car parking, servicing, refuse and plant areas, and all ancillary or associated works.

Decision: Resolution to grant, subject to legal agreement, and referral to GLA (05 February 2020).

Planning policy

281. The statutory development plans for the Borough comprise the National Planning Policy Framework 2019, London Plan 2016, Southwark Core Strategy 2011, and saved policies from The Southwark Plan (2007 - July). The site falls within the area covered by the draft Old Kent Road Area Action Plan (draft OKR AAP).

Planning policy designations

282. The application site is found within the following Planning Policy Designations:
- The Old Kent Road Opportunity Area;
 - Draft OKR AAP site OKR 16;
 - Preferred Industrial Location - Strategic
 - The Urban Density Zone;
 - Bermondsey Lake Archaeological Priority Zone;
 - The Air Quality Management Area;
 - Public Transport Accessibility Level (PTAL) of 2;
 - Extended background area (Wider Setting Consultation Area) of LVMF views 2A.1, 3A.1, and 6A.1 and
 - Flood Zone 3.
283. This application was determined in accordance with the development plan unless material considerations indicate otherwise; and the following national framework, regional and local policy and guidance are particularly relevant.

Adopted policy

National Planning Policy Framework

284. The revised National Planning Policy Framework ('NPPF') was published in February 2019 which sets out the national planning policy and how this needs to be applied. The NPPF focuses on sustainable development with three key objectives: economic, social and environmental.
285. Paragraph 212 states that the policies in the Framework are material considerations which should be taken into account in dealing with applications.
286. Section 2 - Achieving sustainable development
 Section 5 - Delivering a sufficient supply of homes
 Section 6 - Building a strong, competitive economy

- Section 7 - Ensuring the vitality of town centres
- Section 8 - Promoting healthy and safe communities
- Section 9 - Promoting sustainable transport
- Section 11 - Making effective use of land
- Section 12 - Achieving well-designed places
- Section 14 - Meeting the challenge of climate change, flooding and coastal change
- Section 15 - Conserving and enhancing the natural environment
- Section 16 - Conserving and enhancing the historic environment

287. National Planning Policy Guidance (2014) is a web-based resource which brings together planning guidance on various topics into one place.

London Plan 2016

288. The London Plan is the regional planning framework and was adopted in 2016. The most relevant policies are those listed below.
289. Policy 2.17 - Strategic Industrial locations
- Policy 3.1 - Ensuring Equal Life Chances for All
 - Policy 3.3 - Increasing housing supply
 - Policy 3.5 - Quality and design of housing developments
 - Policy 3.6 - Children and young people's play and informal recreation facilities
 - Policy 3.8 - Housing choice
 - Policy 3.9 - Mixed and balanced communities
 - Policy 3.10 - Definition of affordable housing
 - Policy 3.11 - Affordable housing targets
 - Policy 3.12 - Negotiating affordable housing on individual private residential and mixed use schemes
 - Policy 3.13 - Affordable housing thresholds
 - Policy 3.16 - Protection and Enhancement of Social Infrastructure
 - Policy 4.3 - Mixed use development and offices
 - Policy 4.4 - Managing industrial land and premises
 - Policy 5.7 - Renewable energy
 - Policy 5.8 - Innovative energy technologies
 - Policy 5.11 - Green roofs and development site environs
 - Policy 5.12 - Flood risk management
 - Policy 5.13 - Sustainable drainage
 - Policy 5.21 - Contaminated land
 - Policy 6.9 - Cycling
 - Policy 6.10 - Walking
 - Policy 6.13 - Parking
 - Policy 7.2 - An inclusive environment
 - Policy 7.3 - Designing out crime
 - Policy 7.4 - Local character
 - Policy 7.6 - Architecture
 - Policy 7.21 - Trees and woodlands
 - Policy 8.2 - Planning obligations
 - Policy 8.3 - Community infrastructure levy
290. The London Plan 2016 identifies the Old Kent Road as an Opportunity Area with “significant potential for residential – led development along the Old Kent Road corridor”. Opportunity Areas are described in the London Plan (2016) as London’s major reservoirs of brownfield land with significant capacity to accommodate new housing, commercial and other development linked to existing or potential improvements to public transport accessibility.

291. Policy 2.13 in the London Plan 2016 sets out the strategic policy for the development and intensification of opportunity areas. Annex 1 includes an indicative capacity for Old Kent Road of 2,500 homes and 1,000 jobs and supports the development of a planning framework to realise the area's full growth potential. It goes on to state that the employment and minimum homes figures should be explored further and refined in a planning framework for the area.

Mayoral SPGs

292. The following Mayoral SPGs are relevant to the consideration of this application:

293. Homes for Londoners (2017)
 London View Management Framework (2012)
 London's World Heritage Sites SPG (2012)
 Providing for Children and Young People's Play and Informal Recreation (2008)
 Use of planning obligations in the funding of Crossrail (2010)
 Affordable Housing and Viability SPG (2017)

Core Strategy 2011

294. The Core Strategy was adopted in 2011 providing the spatial planning strategy for the borough. The strategic policies in the Core Strategy are relevant alongside the saved Southwark Plan (2007) policies. The relevant policies of the Core Strategy 2011 are:

Strategic policy 1 - Sustainable development
 Strategic policy 2 - Sustainable transport
 Strategic policy 5 - Providing new homes
 Strategic policy 6 - Homes for people on different incomes
 Strategic policy 10 - Jobs and businesses
 Strategic policy 11 - Open spaces and wildlife
 Strategic policy 12 - Design and conservation
 Strategic policy 13 - High environmental standards
 Strategic policy 14 - Implementation and delivery

Southwark Plan 2007 (July) - Saved Policies

295. In 2013, the council resolved to 'save' all of the policies in the Southwark Plan 2007 unless they had been updated by the Core Strategy with the exception of Policy 1.8 (location of retail outside town centres). Paragraph 213 of the NPPF states that existing policies should not be considered out of date simply because they were adopted or made prior to publication of the Framework. Due weight should be given to them, according to their degree of consistency with the Framework. The relevant policies of the Southwark Plan 2007 are:

Policy 1.1 - Access to employment opportunities
 Policy 1.2 - Strategic and local preferred industrial locations
 Policy 1.5 - Small businesses
 Policy 2.2 - Provision of new community facilities
 Policy 2.5 - Planning obligations
 Policy 3.2 - Protection of amenity
 Policy 3.3 - Sustainability assessment
 Policy 3.4 - Energy efficiency
 Policy 3.6 - Air quality

Policy 3.7 - Waste reduction
 Policy 3.9 - Water
 Policy 3.11 - Efficient use of land
 Policy 3.12 - Quality in design
 Policy 3.13 - Urban design
 Policy 3.14 - Designing out crime
 Policy 3.15 - Conservation of the Historic Environment
 Policy 3.18 – Setting of Listed Buildings, Conservation Areas and World Heritage Sites
 Policy 3.19 – Archaeology
 Policy 3.20 – Tall Buildings
 Policy 3.22 – Important Local Views
 Policy 3.28 - Biodiversity
 Policy 4.2 - Quality of residential accommodation
 Policy 4.3 - Mix of dwellings
 Policy 4.4 - Affordable housing
 Policy 4.5 - Wheelchair affordable housing
 Policy 5.2 - Transport impacts
 Policy 5.3 - Walking and cycling
 Policy 5.6 - Car parking
 Policy 5.7 - Parking standards for disabled people and the mobility impaired

Supplementary Planning Documents (SPDs)

296. The following Southwark SPDs are relevant to the consideration of this application:

Development Viability SPD (2016)
 Technical Update to the Residential Design Standards SPD (2015)
 Section 106 Planning Obligations/CIL SPD (2015)
 Affordable housing SPD (2008 - Adopted and 2011 - Draft)
 Residential Design Standards SPD (2011)
 Sustainable Transport SPD (2010)
 Sustainable design and construction SPD (2009)
 Sustainability assessments SPD (2009)

Emerging planning policy

Draft New London Plan

297. The draft New London Plan was published on 30 November 2017 and the first and only stage of consultation closed on 2nd March 2018. Following an Examination in Public, the Mayor then issued the Intend to Publish London Plan, which was published in December 2019.

The Secretary of State responded to the Mayor in March 2020 where he expressed concerns about the Plan and has used his powers to direct changes to the London Plan. The London Plan cannot be adopted until these changes have been made.

The draft New London Plan is at an advanced stage. Policies contained in the Intend to Publish (ItP) London Plan published in December 2019 that are not subject to a direction by the Secretary of State carry significant weight. Paragraph 48 of the NPPF states that decision makers may give weight to relevant policies in emerging plans according to the stage of preparation of the emerging plan, the extent to which there are unresolved objections to the policy and the degree of consistency with the Framework.

298. The draft New London Plan identifies the Old Kent Road as having a minimum capacity for 12,000 homes and a jobs target of 5,000, which increases the capacity of the adopted London Plan of 2,500 homes and 1,000 jobs.

New Southwark Plan

299. For the last 5 years the council has been preparing the New Southwark Plan (NSP) which will replace the saved policies of the 2007 Southwark Plan and the 2011 Core Strategy. The council concluded consultation on the Proposed Submission version (Regulation 19) on 27 February 2018. The New Southwark Plan Proposed Submission Version: Amended Policies January 2019 consultation closed in May 2019. These two documents comprise the Proposed Submission Version of the New Southwark Plan.

These documents and the New Southwark Plan Submission Version (Proposed Modifications for Examination) were submitted to the Secretary of State in January 2020 for Local Plan Examination. The New Southwark Plan Submission Version (Proposed Modifications for Examination) is the council's current expression of the New Southwark Plan and responds to consultation on the NSP Proposed Submission Version.

In April 2020 the Planning Inspectorate provided their initial comments to the New Southwark Plan Submission Version. It was recommended that a further round of consultation take place in order to support the soundness of the Plan. Consultation is due to take place on this version of the NSP in summer 2020. The final updated version of the plan will then be considered at the Examination in Public (EiP).

It is anticipated that the plan will be adopted in 2021 following the EiP. As the NSP is not yet adopted policy, it can only be attributed limited weight. Nevertheless paragraph 48 of the NPPF states that decision makers may give weight to relevant policies in emerging plans according to the stage of preparation of the emerging plan, the extent to which there are unresolved objections to the policy and the degree of consistency with the Framework.

Old Kent Road Area Action Plan (OKR AAP/OAPF)

300. The council is preparing an Area Action Plan/Opportunity Area Planning Framework for Old Kent Road (AAP/OAPF) which proposes significant transformation of the Old Kent Road area over the next 20 years, including the extension of the Bakerloo Line with new stations along the Old Kent Road towards New Cross and Lewisham. Consultation has been underway for 4 years, with a first draft published in 2016. A further preferred option of the Old Kent Road AAP (Regulation 18) was published in December 2017 and concluded consultation on 21 March 2018. As the document is still in draft form, it can only be attributed limited weight.
301. Whilst acknowledging this limited weight, members are advised that the draft OKR AAP places the application site within the proposed Action Area Core, and within proposal site OKR 10 which covers the area bounded by Ossory Road, Latona Road and the Cantium Retail Park Requirements for this allocation site include the re-provision of existing industrial floorspace in Use Class B1c, and to provide residential accommodation in Use Class C3, and the provision of Affordable Work space in Use Class B1c.

Environmental impact assessment

302. No request for an Environmental Impact Assessment (EIA) was carried out in accordance with Regulation 5 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. It is noted that the regulations raise and amend the thresholds at which certain types of development project will need to be screened in order to determine whether an environmental impact assessment is required. The development could be considered an urban development project under Schedule 2 of the Regulations. As the development would not introduce more than 150 dwellings it is therefore not necessary to assess the potential impact against Schedule 2 of the EIA Regulations.

Human rights implications

303. This planning application engages certain human rights under the Human Rights Act 1998 (the HRA). The HRA prohibits unlawful interference by public bodies with conventions rights. The term 'engage' simply means that human rights may be affected or relevant.
304. This application has the legitimate aim of providing new mixed use development. The rights potentially engaged by this application, including the right to a fair trial and the right to respect for private and family life are not considered to be unlawfully interfered with by this proposal.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Southwark Local Development Framework and Development Plan Documents	Chief Executive Department 160 Tooley Street London SE1 2QH	Planning enquiries telephone: 020 7525 5403 Planning enquiries email: planning.enquiries@southwark.gov.uk Case officer telephone: 0207 525 1513 Council website: www.southwark.gov.uk

APPENDICES

No.	Title
Appendix 1	Consultation undertaken
Appendix 2	Consultation responses received
Appendix 3	Recommendation

AUDIT TRAIL

Lead Officer	Simon Bevan, Director of Planning		
Report Author	Troy Davies, Team Leader		
Version	Final		
Dated	21 September 2020		
Key Decision	No		
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER			
Officer Title	Comments Sought	Comments included	
Strategic Director of Finance and Governance	No	No	
Strategic Director of Environment and Leisure	No	No	
Strategic Director of Housing and Modernisation	No	No	
Director of Regeneration	No	No	
Date final report sent to Constitutional Team		21 September 2020	

APPENDIX 1**Consultation undertaken****Site notice date:** 05/02/2020**Press notice date:** 13/02/2020**Case officer site visit date:** 19/02/2020**Neighbour consultation letters sent:** 10/02/2020**Internal services consulted**

Ecology Officer

Economic Development Team

Environmental Protection Team Formal Consultation [Noise / Air Quality / Land Contamination / Ventilation]

Flood and Drainage Team

Highway Development Management

Waste Management

Urban Forester

Transport Department

Archaeology

Statutory and non-statutory organisations

Arqiva - digital communications

Civil Aviation Authority

Council for British Archaeology

Environment Agency

Greater London Authority

Historic England

London Borough of Lewisham

London Fire & Emergency Planning Authority, Fire Safety Regulations

London Underground Limited

Metropolitan Police Service (Designing out Crime)

National Air Traffic Safeguarding Office

Natural England - London Region & South East Region

Thames Water - Development Planning

Transport for London (referable & non-referable app notifications and pre-apps)

Neighbour and local groups consulted:

Date	Recipient
10/02/2020	Flat 7 George Elliston House Old Kent Road London Southwark SE1 5ET
10/02/2020	Flat 12 John Penry House 1 Marlborough Grove London Southwark SE1 5JS
10/02/2020	Flat 26 Portway House 2A Ossory Road London Southwark SE1 5XY
10/02/2020	First Floor And Second Floor Flat 5 Glengall Road London Southwark SE15 6NJ
10/02/2020	Flat 17 John Penry House 1 Marlborough Grove London Southwark SE1 5JS
10/02/2020	Flat 41 George Elliston House Old Kent Road London Southwark SE1 5ET
10/02/2020	Flat 47 Avondale House Avondale Square London Southwark SE1 5PE
10/02/2020	Flat 1 Eric Wilkins House Old Kent Road London Southwark SE1 5ES
10/02/2020	Flat 12 Portway House 2A Ossory Road London Southwark SE1 5XY
10/02/2020	Flat 68 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PQ
10/02/2020	Flat 24 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PG
10/02/2020	Flat 14 Lanark House Mawbey Estate Old Kent Road London Southwark SE1 5PF
10/02/2020	29 Milestone House 434 Old Kent Road London Southwark SE1 5YB
10/02/2020	24 Milestone House 434 Old Kent Road London Southwark SE1 5YB
10/02/2020	5 Milestone House 434 Old Kent Road London Southwark SE1 5YB
10/02/2020	Milestone House 434 Old Kent Road London Southwark SE1 5YB
10/02/2020	Flat 19 Oleander House 1B Glengall Road London Southwark SE15 6FS
10/02/2020	Flat 16 Oleander House 1B Glengall Road London Southwark SE15 6FS
10/02/2020	48B Glengall Road London Southwark SE15 6NH
10/02/2020	Flat 5 John Penry House 1 Marlborough Grove London Southwark SE1 5JS
10/02/2020	512-516 Old Kent Road London Southwark SE1 5BA
10/02/2020	31 Glengall Road London Southwark SE15 6NJ
10/02/2020	3 Glengall Road London Southwark SE15 6NJ
10/02/2020	25 Glengall Road London Southwark SE15 6NJ
10/02/2020	Flat 31 George Elliston House Old Kent Road London Southwark SE1 5ET
10/02/2020	Flat 3 George Elliston House Old Kent Road London Southwark SE1 5ET
10/02/2020	Flat 25 George Elliston House Old Kent Road London Southwark SE1 5ET
10/02/2020	Flat 16 George Elliston House Old Kent Road London Southwark SE1 5ET
10/02/2020	Flat 17 Eric Wilkins House Old Kent Road London Southwark SE1 5ES
10/02/2020	Flat 71 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PQ
10/02/2020	Flat 66 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PQ
10/02/2020	Flat 52 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PQ
10/02/2020	Flat 5 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PG
10/02/2020	Flat 8A Lanark House Mawbey Estate Old Kent Road London Southwark SE1 5PF
10/02/2020	Flat 1 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PG
10/02/2020	Flat 16 Lanark House Mawbey Estate Old Kent Road London Southwark SE1 5PF
10/02/2020	52 Ossory Road London Southwark SE1 5AN
10/02/2020	15A Glengall Road London Southwark SE15 6NJ
10/02/2020	Flat 14 Portway House 2A Ossory Road London Southwark SE1 5XY
10/02/2020	Flat 11 Portway House 2A Ossory Road London Southwark SE1 5XY
10/02/2020	Flat 5 Portway House 2A Ossory Road London Southwark SE1 5XY
10/02/2020	Flat 3 Portway House 2A Ossory Road London Southwark SE1 5XY
10/02/2020	Flat 20 Oleander House 1B Glengall Road London Southwark SE15 6FS
10/02/2020	Flat 18 Oleander House 1B Glengall Road London Southwark SE15 6FS
10/02/2020	Flat 12 Oleander House 430 Old Kent Road London Southwark SE1 5AG
10/02/2020	Flat 2 Oleander House 430 Old Kent Road London Southwark SE1 5AG
10/02/2020	First Floor Flat 40A Glengall Road London Southwark SE15 6NH
10/02/2020	Flat 48 Oleander House 1B Glengall Road London Southwark SE15 6FS
10/02/2020	47 Milestone House 434 Old Kent Road London Southwark SE1 5YB
10/02/2020	41 Milestone House 434 Old Kent Road London Southwark SE1 5YB

10/02/2020 33 Milestone House 434 Old Kent Road London Southwark SE1 5YB
 10/02/2020 28 Milestone House 434 Old Kent Road London Southwark SE1 5YB
 10/02/2020 7 Milestone House 434 Old Kent Road London Southwark SE1 5YB
 10/02/2020 Flat 8 41 Glengall Road London Southwark SE15 6NF
 10/02/2020 Basement Flat 5 Glengall Road London Southwark SE15 6NJ
 10/02/2020 Asda 478-500 Old Kent Road London Southwark SE1 5AS
 10/02/2020 Unit 8 Glengall Business Centre 43-47 Glengall Road London Southwark SE15 6
 10/02/2020 11 Milestone House 434 Old Kent Road London Southwark SE1 5YB
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 10/02/2020 Flat 11 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PG
 10/02/2020 Flat 15 Eric Wilkins House Old Kent Road London Southwark SE1 5ES
 10/02/2020 Flat 6 Lanark House Mawbey Estate Old Kent Road London Southwark SE1 5PF
 10/02/2020 48A Glengall Road London Southwark SE15 6NH
 10/02/2020 Flat 4 41 Glengall Road London Southwark SE15 6NF
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 10/02/2020 Flat 37 George Elliston House Old Kent Road London Southwark SE1 5ET
 10/02/2020 Flat 23 George Elliston House Old Kent Road London Southwark SE1 5ET
 10/02/2020 Flat 21 George Elliston House Old Kent Road London Southwark SE1 5ET
 10/02/2020 Flat 7 Avondale House Avondale Square London Southwark SE1 5PE
 10/02/2020 Flat 3 Avondale House Avondale Square London Southwark SE1 5PE
 10/02/2020 Flat 22 Portway House 2A Ossory Road London Southwark SE1 5XY
 10/02/2020 Flat 19 Portway House 2A Ossory Road London Southwark SE1 5XY
 10/02/2020 Flat 4 Portway House 2A Ossory Road London Southwark SE1 5XY
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 10/02/2020 Flat 63 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PQ
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 10/02/2020 Flat 35 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PG
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 10/02/2020 Flat 15 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PG
 10/02/2020 Flat 2 Tevatree House Old Kent Road London Southwark SE1 5PA
 10/02/2020 Flat 9A Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PG
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 10/02/2020 Flat 39 Oleander House 1B Glengall Road London Southwark SE15 6FS
 10/02/2020 Flat 34 Oleander House 1B Glengall Road London Southwark SE15 6FS
 10/02/2020 Flat 21 Oleander House 1B Glengall Road London Southwark SE15 6FS
 10/02/2020 Flat 6 Oleander House 430 Old Kent Road London Southwark SE1 5AG
 10/02/2020 Inspiration House Second Floor 54-80 Ossory Road London Southwark SE1 5AN
 10/02/2020 33 Glengall Road London SE15 6NJ
 10/02/2020 First Floor Flat 50 Glengall Road London Southwark SE15 6NH
 10/02/2020 Flat 11 John Penry House 1 Marlborough Grove London Southwark SE1 5JS
 10/02/2020 Third Floor Flat Surrey Wharf 30 Olmar Street London Southwark SE1 5AU
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 10/02/2020 Flat 5 George Elliston House Old Kent Road London Southwark SE1 5ET
 10/02/2020 Flat 22 George Elliston House Old Kent Road London Southwark SE1 5ET
 10/02/2020 Flat 13 George Elliston House Old Kent Road London Southwark SE1 5ET
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 10/02/2020 Flat 67 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PQ
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 10/02/2020 42 Glengall Road London Southwark SE15 6NH
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 10/02/2020 13 Glengall Road London Southwark SE15 6NJ

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 10/02/2020 462 Old Kent Road London Southwark SE1 5AG
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 10/02/2020 30 Glengall Road London Southwark SE15 6NN
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 10/02/2020 Flat 41 Oleander House 1B Glengall Road London Southwark SE15 6FS
 10/02/2020 Flat A 44 Glengall Road London Southwark SE15 6NH
 10/02/2020 Flat 8 John Penry House 1 Marlborough Grove London Southwark SE1 5JS
 10/02/2020 26 Glengall Road London Southwark SE15 6NN
 10/02/2020 Flat 4 Avondale House Avondale Square London Southwark SE1 5PE
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 10/02/2020 Flat 27 Portway House 2A Ossory Road London Southwark SE1 5XY
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 10/02/2020 Flat 19 Lanark House Mawbey Estate Old Kent Road London Southwark SE1 5PF
 10/02/2020 Flat 19A Lanark House Mawbey Estate Old Kent Road London Southwark SE1 5PF
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 10/02/2020 Flat 61 Oleander House 1A Glengall Road London Southwark SE15 6NJ
 10/02/2020 Basement Flat 34 Glengall Road London Southwark SE15 6NN
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 10/02/2020 Flat 9 John Penry House 1 Marlborough Grove London Southwark SE1 5JS
 10/02/2020 36 Glengall Road London Southwark SE15 6NN
 10/02/2020 33 Glengall Road London Southwark SE15 6NJ
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 10/02/2020 Flat 34 George Elliston House Old Kent Road London Southwark SE1 5ET
 10/02/2020 Flat 54 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PQ

10/02/2020 Flat 38 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PQ
 10/02/2020 Flat 6 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PG
 10/02/2020 Flat 21 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PG
 10/02/2020 Flat 12 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PG
 10/02/2020 Flat 8 Lanark House Mawbey Estate Old Kent Road London Southwark SE1 5PF
 10/02/2020 Flat 24 Lanark House Mawbey Estate Old Kent Road London Southwark SE1 5PF
 10/02/2020 Flat 1 Tevatree House Old Kent Road London Southwark SE1 5PA
 10/02/2020 Flat 6 Avondale House Avondale Square London Southwark SE1 5PE
 10/02/2020 Flat 45 Avondale House Avondale Square London Southwark SE1 5PE
 10/02/2020 Flat 43 Avondale House Avondale Square London Southwark SE1 5PE
 10/02/2020 Flat 1 Avondale House Avondale Square London Southwark SE1 5PE
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 10/02/2020 Flat 29 Portway House 2A Ossory Road London Southwark SE1 5XY
 10/02/2020 Flat 25 Portway House 2A Ossory Road London Southwark SE1 5XY
 10/02/2020 Flat 16 Portway House 2A Ossory Road London Southwark SE1 5XY
 10/02/2020 Flat 8 Portway House 2A Ossory Road London Southwark SE1 5XY
 10/02/2020 Flat Ground Floor 1 462 Old Kent Road London Southwark SE1 5AG
 10/02/2020 46 Milestone House 434 Old Kent Road London Southwark SE1 5YB
 10/02/2020 44 Milestone House 434 Old Kent Road London Southwark SE1 5YB
 10/02/2020 39 Milestone House 434 Old Kent Road London Southwark SE1 5YB
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 10/02/2020 23 Milestone House 434 Old Kent Road London Southwark SE1 5YB
 10/02/2020 20 Milestone House 434 Old Kent Road London Southwark SE1 5YB
 10/02/2020 17 Milestone House 434 Old Kent Road London Southwark SE1 5YB
 10/02/2020 15 Milestone House 434 Old Kent Road London Southwark SE1 5YB
 10/02/2020 Second Floor Flat 50 Glengall Road London Southwark SE15 6NH
 10/02/2020 Ground Floor And First Floor 54-80 Ossory Road London Southwark SE1 5AN
 10/02/2020 Flat C 44 Glengall Road London Southwark SE15 6NH
 10/02/2020 Unit 3 Glengall Business Centre 43-47 Glengall Road London Southwark SE15 6
 10/02/2020 Flat 14 George Elliston House Old Kent Road London Southwark SE1 5ET
 10/02/2020 21 Glengall Road London Southwark SE15 6NJ
 10/02/2020 Flat 7 Eric Wilkins House Old Kent Road London Southwark SE1 5ES
 10/02/2020 Flat 59 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PQ
 10/02/2020 22 Milestone House 434 Old Kent Road London Southwark SE1 5YB
 10/02/2020 Flat 13 Portway House 2A Ossory Road London Southwark SE1 5XY
 10/02/2020 Flat 19 George Elliston House Old Kent Road London Southwark SE1 5ET
 10/02/2020 Flat 4 Tevatree House Old Kent Road London Southwark SE1 5PA
 10/02/2020 4 Ainsdale Drive London Southwark SE1 5JY
 10/02/2020 Flat 17 Oleander House 1B Glengall Road London Southwark SE15 6FS
 10/02/2020 Flat 6 George Elliston House Old Kent Road London Southwark SE1 5ET
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 10/02/2020 Flat 5 Eric Wilkins House Old Kent Road London Southwark SE1 5ES
 10/02/2020 Flat 16 Eric Wilkins House Old Kent Road London Southwark SE1 5ES
 10/02/2020 Flat 1 Portway House 2A Ossory Road London Southwark SE1 5XY
 10/02/2020 Flat 70 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PQ
 10/02/2020 Flat 39 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PQ
 10/02/2020 Flat 13 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PG
 10/02/2020 Flat 17 Lanark House Mawbey Estate Old Kent Road London Southwark SE1 5PF
 10/02/2020 Flat 12 Lanark House Mawbey Estate Old Kent Road London Southwark SE1 5PF
 10/02/2020 Shop 462 Old Kent Road London Southwark SE1 5AG
 10/02/2020 Flat 7 41 Glengall Road London Southwark SE15 6NF
 10/02/2020 Flat Top Floor 3 462 Old Kent Road London Southwark SE1 5AG

10/02/2020 Flat 32 Oleander House 1B Glengall Road London Southwark SE15 6FS
 10/02/2020 Flat 63 Oleander House 1A Glengall Road London Southwark SE15 6NJ
 10/02/2020 Unit 5 Glengall Business Centre 43-47 Glengall Road London Southwark SE15 6
 10/02/2020 Flat 1 John Penry House 1 Marlborough Grove London Southwark SE1 5JS
 10/02/2020 28 Glengall Road London Southwark SE15 6NN
 10/02/2020 Flat 39 George Elliston House Old Kent Road London Southwark SE1 5ET
 10/02/2020 Flat 36 George Elliston House Old Kent Road London Southwark SE1 5ET
 10/02/2020 Flat 11 George Elliston House Old Kent Road London Southwark SE1 5ET
 10/02/2020 Flat 62 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PQ
 10/02/2020 Flat 55 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PQ
 10/02/2020 Flat 50 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PQ
 10/02/2020 Flat 25 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PG
 10/02/2020 Flat 20A Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PG
 10/02/2020 Flat 20 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PG
 10/02/2020 Flat 3 Lanark House Mawbey Estate Old Kent Road London Southwark SE1 5PF
 10/02/2020 Flat 11 Lanark House Mawbey Estate Old Kent Road London Southwark SE1 5PF
 10/02/2020 Flat 10 Lanark House Mawbey Estate Old Kent Road London Southwark SE1 5PF
 10/02/2020 Flat 5 Avondale House Avondale Square London Southwark SE1 5PE
 10/02/2020 Flat 40 Oleander House 1B Glengall Road London Southwark SE15 6FS
 10/02/2020 1 Glengall Road London SE15 6NJ
 10/02/2020 19 Glengall Road London SE15 6NJ
 10/02/2020 15A Glengall Road London SE15 6NJ
 10/02/2020 Flat 38 Oleander House 1B Glengall Road London Southwark SE15 6FS
 10/02/2020 Flat 28 Oleander House 1B Glengall Road London Southwark SE15 6FS
 10/02/2020 Flat 51 Oleander House 1B Glengall Road London Southwark SE15 6FS
 10/02/2020 Flat 49 Oleander House 1B Glengall Road London Southwark SE15 6FS
 10/02/2020 Flat 44 Oleander House 1B Glengall Road London Southwark SE15 6FS
 10/02/2020 6 Milestone House 434 Old Kent Road London Southwark SE1 5YB
 10/02/2020 Units 10 To 13 Glengall Business Centre 43-47 Glengall Road London Southwark
 10/02/2020 Surrey Wharf 30 Olmar Street London Southwark SE1 5AY
 10/02/2020 31 Milestone House 434 Old Kent Road London Southwark SE1 5YB
 10/02/2020 Flat 15 George Elliston House Old Kent Road London Southwark SE1 5ET
 10/02/2020 Flat 27 Lanark House Mawbey Estate Old Kent Road London Southwark SE1 5PF
 10/02/2020 Flat 48 Avondale House Avondale Square London Southwark SE1 5PE
 10/02/2020 Flat 28 George Elliston House Old Kent Road London Southwark SE1 5ET
 10/02/2020 40 Milestone House 434 Old Kent Road London Southwark SE1 5YB
 10/02/2020 16 Milestone House 434 Old Kent Road London Southwark SE1 5YB
 10/02/2020 Flat 24 Oleander House 1B Glengall Road London Southwark SE15 6FS
 10/02/2020 24-50 Ossory Road London Southwark SE1 5AN
 10/02/2020 Flat 61 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PQ
 10/02/2020 11A Glengall Road London Southwark SE15 6NJ
 10/02/2020 Flat 20 Portway House 2A Ossory Road London Southwark SE1 5XY
 10/02/2020 49 Milestone House 434 Old Kent Road London Southwark SE1 5YB
 10/02/2020 Unit 0z05 Ground Floor 54-80 Ossory Road London Southwark SE1 5AN
 10/02/2020 Flat 6 John Penry House 1 Marlborough Grove London Southwark SE1 5JS
 10/02/2020 First Floor Flat 34 Glengall Road London Southwark SE15 6NN
 10/02/2020 32 Glengall Road London Southwark SE15 6NN
 10/02/2020 Flat 26 George Elliston House Old Kent Road London Southwark SE1 5ET
 10/02/2020 Flat 17 George Elliston House Old Kent Road London Southwark SE1 5ET
 10/02/2020 Flat 9 Portway House 2A Ossory Road London Southwark SE1 5XY
 10/02/2020 Flat 60 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PQ
 10/02/2020 Flat 56 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PQ
 10/02/2020 Flat 7 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PG

10/02/2020 Flat 21 Lanark House Mawbey Estate Old Kent Road London Southwark SE1 5PF
 10/02/2020 48 Milestone House 434 Old Kent Road London Southwark SE1 5YB
 10/02/2020 34 Milestone House 434 Old Kent Road London Southwark SE1 5YB
 10/02/2020 Upper Ground Floor Flat 34 Glengall Road London Southwark SE15 6NN
 10/02/2020 Ground Floor Flat 40A Glengall Road London Southwark SE15 6NH
 10/02/2020 Flat 15 John Penry House 1 Marlborough Grove London Southwark SE1 5JS
 10/02/2020 17 Glengall Road London Southwark SE15 6NJ
 10/02/2020 1 Glengall Terrace London Southwark SE15 6NW
 10/02/2020 Flat 8 George Elliston House Old Kent Road London Southwark SE1 5ET
 10/02/2020 Flat 2 George Elliston House Old Kent Road London Southwark SE1 5ET
 10/02/2020 Flat 6 Eric Wilkins House Old Kent Road London Southwark SE1 5ES
 10/02/2020 Flat 13 Eric Wilkins House Old Kent Road London Southwark SE1 5ES
 10/02/2020 Flat 4 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PG
 10/02/2020 Flat 34 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PG
 10/02/2020 Flat 32 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PG
 10/02/2020 Flat 5 Lanark House Mawbey Estate Old Kent Road London Southwark SE1 5PF
 10/02/2020 Flat 18 Portway House 2A Ossory Road London Southwark SE1 5XY
 10/02/2020 Flat 30 Oleander House 1B Glengall Road London Southwark SE15 6FS
 10/02/2020 Flat 15 Oleander House 1B Glengall Road London Southwark SE15 6FS
 10/02/2020 Flat 59 Oleander House 1A Glengall Road London Southwark SE15 6NJ
 10/02/2020 Flat 57 Oleander House 1A Glengall Road London Southwark SE15 6NJ
 10/02/2020 Unit 1 Glengall Business Centre 43-47 Glengall Road London Southwark SE15 6
 10/02/2020 506-510 Old Kent Road London Southwark SE1 5BA
 10/02/2020 Flat 14 Eric Wilkins House Old Kent Road London Southwark SE1 5ES
 10/02/2020 Flat 6 Tevatree House Old Kent Road London Southwark SE1 5PA
 10/02/2020 43 Milestone House 434 Old Kent Road London Southwark SE1 5YB
 10/02/2020 Ground Floor Flat 50 Glengall Road London Southwark SE15 6NH
 10/02/2020 Flat 3 Oleander House 430 Old Kent Road London Southwark SE1 5AG
 10/02/2020 Unit 2A Cantium Retail Park 520 Old Kent Road London Southwark SE1 5BA
 10/02/2020 37 Glengall Road London Southwark SE15 6NJ
 10/02/2020 430A Old Kent Road London Southwark SE1 5AG
 10/02/2020 Flat 4 John Penry House 1 Marlborough Grove London Southwark SE1 5JS
 10/02/2020 Flat 3 41 Glengall Road London Southwark SE15 6NF
 10/02/2020 29 Glengall Road London Southwark SE15 6NJ
 10/02/2020 23 Glengall Road London Southwark SE15 6NJ
 10/02/2020 15 Glengall Road London Southwark SE15 6NJ
 10/02/2020 Flat 9 George Elliston House Old Kent Road London Southwark SE1 5ET
 10/02/2020 Flat 30 George Elliston House Old Kent Road London Southwark SE1 5ET
 10/02/2020 Flat 44 Avondale House Avondale Square London Southwark SE1 5PE
 10/02/2020 Flat 8 Eric Wilkins House Old Kent Road London Southwark SE1 5ES
 10/02/2020 Flat 53 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PQ
 10/02/2020 Flat 9 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PG
 10/02/2020 Flat 30 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PG
 10/02/2020 Flat 4 Lanark House Mawbey Estate Old Kent Road London Southwark SE1 5PF
 10/02/2020 45 Milestone House 434 Old Kent Road London Southwark SE1 5YB
 10/02/2020 Flat 52 Oleander House 1B Glengall Road London Southwark SE15 6FS
 10/02/2020 Flat 50 Oleander House 1B Glengall Road London Southwark SE15 6FS
 10/02/2020 Flat 45 Oleander House 1B Glengall Road London Southwark SE15 6FS
 10/02/2020 Flat 37 Oleander House 1B Glengall Road London Southwark SE15 6FS
 10/02/2020 Flat 27 Oleander House 1B Glengall Road London Southwark SE15 6FS
 10/02/2020 Flat 55 Oleander House 1A Glengall Road London Southwark SE15 6NJ
 10/02/2020 Flat 9 Oleander House 430 Old Kent Road London Southwark SE1 5AG
 10/02/2020 Flat B 44 Glengall Road London Southwark SE15 6NH

10/02/2020 Unit 7 Glengall Business Centre 43-47 Glengall Road London Southwark SE15 6
 10/02/2020 35A Glengall Road London Southwark SE15 6NJ
 10/02/2020 24 Glengall Road London Southwark SE15 6NN
 10/02/2020 46 Glengall Road London Southwark SE15 6NH
 10/02/2020 Flat 42 George Elliston House Old Kent Road London Southwark SE1 5ET
 10/02/2020 Flat 24 George Elliston House Old Kent Road London Southwark SE1 5ET
 10/02/2020 Flat 20 George Elliston House Old Kent Road London Southwark SE1 5ET
 10/02/2020 Flat 18 George Elliston House Old Kent Road London Southwark SE1 5ET
 10/02/2020 Flat 4 Eric Wilkins House Old Kent Road London Southwark SE1 5ES
 10/02/2020 Flat 3 Eric Wilkins House Old Kent Road London Southwark SE1 5ES
 10/02/2020 Flat 12 Eric Wilkins House Old Kent Road London Southwark SE1 5ES
 10/02/2020 Flat 69 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PQ
 10/02/2020 Flat 64 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PQ
 10/02/2020 Flat 57 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PQ
 10/02/2020 Flat 47 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PQ
 10/02/2020 Flat 40 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PQ
 10/02/2020 Flat 17 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PG
 10/02/2020 Flat 22 Lanark House Mawbey Estate Old Kent Road London Southwark SE1 5PF
 10/02/2020 Flat 20 Lanark House Mawbey Estate Old Kent Road London Southwark SE1 5PF
 10/02/2020 Flat 18 Lanark House Mawbey Estate Old Kent Road London Southwark SE1 5PF
 10/02/2020 Flat 4 Roman House 2B Ossory Road London Southwark SE1 5AN
 10/02/2020 Flat 28 Portway House 2A Ossory Road London Southwark SE1 5XY
 10/02/2020 Flat 23 Portway House 2A Ossory Road London Southwark SE1 5XY
 10/02/2020 Flat 10 Oleander House 430 Old Kent Road London Southwark SE1 5AG
 10/02/2020 Flat 46 Oleander House 1B Glengall Road London Southwark SE15 6FS
 10/02/2020 36 Milestone House 434 Old Kent Road London Southwark SE1 5YB
 10/02/2020 30 Milestone House 434 Old Kent Road London Southwark SE1 5YB
 10/02/2020 12 Milestone House 434 Old Kent Road London Southwark SE1 5YB
 10/02/2020 10 Milestone House 434 Old Kent Road London Southwark SE1 5YB
 10/02/2020 9 Milestone House 434 Old Kent Road London Southwark SE1 5YB
 10/02/2020 Unit 2B Cantium Retail Park 520 Old Kent Road London Southwark SE1 5BA
 10/02/2020 Unit 6 Glengall Business Centre 43-47 Glengall Road London Southwark SE15 6
 10/02/2020 Unit 4 Glengall Business Centre 43-47 Glengall Road London Southwark SE15 6
 10/02/2020 Ground Floor And First Floor Flat 9 Glengall Road London Southwark SE15 6NJ
 10/02/2020 Flat 32 George Elliston House Old Kent Road London Southwark SE1 5ET
 10/02/2020 Flat 7 John Penry House 1 Marlborough Grove London Southwark SE1 5JS
 10/02/2020 Flat 29 George Elliston House Old Kent Road London Southwark SE1 5ET
 10/02/2020 Flat 6 41 Glengall Road London Southwark SE15 6NF
 10/02/2020 Flat 33 Oleander House 1B Glengall Road London Southwark SE15 6FS
 10/02/2020 Flat 15 Portway House 2A Ossory Road London Southwark SE1 5XY
 10/02/2020 2 Glengall Terrace London Southwark SE15 6NW
 10/02/2020 Flat 3 John Penry House 1 Marlborough Grove London Southwark SE1 5JS
 10/02/2020 Flat 33 George Elliston House Old Kent Road London Southwark SE1 5ET
 10/02/2020 Flat 2 Portway House 2A Ossory Road London Southwark SE1 5XY
 10/02/2020 35 Glengall Road London Southwark SE15 6NJ
 10/02/2020 Flat 45 George Elliston House Old Kent Road London Southwark SE1 5ET
 10/02/2020 Flat 35 George Elliston House Old Kent Road London Southwark SE1 5ET
 10/02/2020 Flat 41 Avondale House Avondale Square London Southwark SE1 5PE
 10/02/2020 Flat 20 Eric Wilkins House Old Kent Road London Southwark SE1 5ES
 10/02/2020 Flat 30 Portway House 2A Ossory Road London Southwark SE1 5XY
 10/02/2020 Flat 24 Portway House 2A Ossory Road London Southwark SE1 5XY
 10/02/2020 Flat 72 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PQ
 10/02/2020 Flat 33 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PG

10/02/2020 Flat 22 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PG
 10/02/2020 Flat 2 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PG
 10/02/2020 Flat 25 Lanark House Mawbey Estate Old Kent Road London Southwark SE1 5PF
 10/02/2020 Flat 1 Lanark House Mawbey Estate Old Kent Road London Southwark SE1 5PF
 10/02/2020 Flat 7 Tevatree House Old Kent Road London Southwark SE1 5PA
 10/02/2020 Basement And Ground Floors 516 Old Kent Road London Southwark SE1 5BA
 10/02/2020 42 Milestone House 434 Old Kent Road London Southwark SE1 5YB
 10/02/2020 32 Milestone House 434 Old Kent Road London Southwark SE1 5YB
 10/02/2020 21 Milestone House 434 Old Kent Road London Southwark SE1 5YB
 10/02/2020 19 Milestone House 434 Old Kent Road London Southwark SE1 5YB
 10/02/2020 Flat 42 Oleander House 1B Glengall Road London Southwark SE15 6FS
 10/02/2020 Flat 14 Oleander House 1B Glengall Road London Southwark SE15 6FS
 10/02/2020 Flat 4 Oleander House 430 Old Kent Road London Southwark SE1 5AG
 10/02/2020 John Penry House 1 Marlborough Grove London Southwark SE1 5JS
 10/02/2020 Unit 9 Glengall Business Centre 43-47 Glengall Road London Southwark SE15 6
 10/02/2020 Ground Floor And First Floor Flat 27 Glengall Road London Southwark SE15 6N
 10/02/2020 Flat 2 41 Glengall Road London Southwark SE15 6NF
 10/02/2020 7 Glengall Road London Southwark SE15 6NJ
 10/02/2020 40 Glengall Road London Southwark SE15 6NH
 10/02/2020 454-460 Old Kent Road London Southwark SE1 5AG
 10/02/2020 Flat 9 Eric Wilkins House Old Kent Road London Southwark SE1 5ES
 10/02/2020 Flat 18 Eric Wilkins House Old Kent Road London Southwark SE1 5ES
 10/02/2020 Flat 49 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PQ
 10/02/2020 Flat 45 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PQ
 10/02/2020 Flat 44 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PQ
 10/02/2020 Flat 36 Mawbey House Mawbey Estate Old Kent Road London Southwark SE1 5PG
 10/02/2020 Flat 5 Tevatree House Old Kent Road London Southwark SE1 5PA
 107/02/2020 Flat 42 Avondale House Avondale Square London Southwark SE1 5PE
 10/02/2020 Flat 21 Portway House 2A Ossory Road London Southwark SE1 5XY
 10/02/2020 First Floor 516 Old Kent Road London Southwark SE1 5BA
 10/02/2020 Flat 25 Oleander House 1B Glengall Road London Southwark SE15 6FS
 10/02/2020 Flat 23 Oleander House 1B Glengall Road London Southwark SE15 6FS
 10/02/2020 Flat 13 Oleander House 1B Glengall Road London Southwark SE15 6FS
 10/02/2020 432 Old Kent Road London Southwark SE1 5AG
 10/02/2020 Flat 8 Oleander House 430 Old Kent Road London Southwark SE1 5AG
 10/02/2020 Flat 5 Oleander House 430 Old Kent Road London Southwark SE1 5AG
 10/02/2020 Flat 43 Oleander House 1B Glengall Road London Southwark SE15 6FS
 10/02/2020 38 Milestone House 434 Old Kent Road London Southwark SE1 5YB
 10/02/2020 35 Milestone House 434 Old Kent Road London Southwark SE1 5YB
 10/02/2020 26 Milestone House 434 Old Kent Road London Southwark SE1 5YB
 10/02/2020 18 Milestone House 434 Old Kent Road London Southwark SE1 5YB
 10/02/2020 14-22 Ossory Road London Southwark SE1 5AN
 10/02/2020 7-17 Latona Road London Southwark SE15 6RX
 10/02/2020 10A Nile Terrace London Southwark SE15 6NS
 10/02/2020 10 Nile Terrace London Southwark SE15 6NS

APPENDIX 2**Consultation responses received****Internal services**

Archaeological Officer
 Ecology Officer
 Economic Development Officer
 Environmental Protection Officer
 Flood and Drainage Officer
 Urban Forester
 Transport Officer
 Highways Officer

Statutory and non-statutory organisations

Arqiva - digital communications
 Environment Agency
 Historic England
 London Underground Limited
 Metropolitan Police Service (Designing out Crime)
 Natural England - London Region & South East Region
 Thames Water - Development Planning
 Transport for London (referable & non-referable app notifications and pre-apps)
 United Kingdom Power Network

Neighbour and local groups consulted:Response to consultation letter:

7-17 Latona Road
 Flat 13 Portway House, 2a, Ossory Road
 Flat 24 Portway House, 2a, Ossory Road
 Flat 29 Portway House, 2a, Ossory Road
 Flat 29 Portway House, 2a, Ossory Road
 Flat 29 Portway House, 2a, Ossory Road
 Flat 30 Portway House, 2a, Ossory Road
 Flat 30 Portway House, 2a, Ossory Road
 2A Ossory Road London
 1 Glengall Road
 1 Glengall Road
 1 Glengall Road
 11a Glengall Road
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31 Glengall Road
33 Glengall Road
34 Glengall Road
34 Glengall Road
35 Glengall Road
42 Glengall Road
9 Church Road, Welling
525 Old Kent Road

APPENDIX 3**RECOMMENDATION**

This document shows the case officer's recommended decision for the application referred to below.
This document is not a decision notice for this application.

Applicant	POCKET LIVING OSSORY ROAD LIMITED	Reg. Number	
Application Type	Full Planning Application		
Recommendation	Grant subject to Legal Agreement	Case Number	20/AP/0009

Draft of Decision Notice**Planning Permission was GRANTED for the following development:**

Demolition of existing building and redevelopment of the site to construct a part two, part ten, part eleven storey (AOD +44.61m) building comprising of 105 units (Use Class C3) 100% affordable by habitable rooms, 1,439 sqm of light industrial space (Use Class B1), ancillary service yard (172.80 sqm), cycle storage and associated plant rooms

This application represents a departure from strategic policy 10 'Jobs and Businesses' of the Core Strategy (2011) and Saved Policy 1.2 'Strategic and Local Preferred Industrial Locations' of the Southwark Plan (2007) by virtue of proposing to introduce residential accommodation in a preferred industrial location.

At: 2-10 OSSORY ROAD, LONDON, SE1 5PA

In accordance with application received on 20/01/2020

- 1 The development hereby permitted shall not be carried out otherwise than in accordance with the following approved plans:

18075-HBA-00-00-DR-A-08-0100 Rev 08; 18075-HBA-00-00-DR-A-08-0101 Rev 07; 18075-HBA-00-00-DR-A-08-0102 Rev 06; 18075-HBA-00-00-DR-A-08-0103 Rev 05; 18075-HBA-00-00-DR-A-08-0104 Rev 05; 18075-HBA-00-00-DR-A-08-0105 Rev 05; 18075-HBA-00-00-DR-A-08-0106 Rev 05; 18075-HBA-00-00-DR-A-08-0107 Rev 05; 18075-HBA-00-00-DR-A-08-0108 Rev 05; 18075-HBA-00-00-DR-A-08-0109 Rev 05; 18075-HBA-00-00-DR-A-08-0110 Rev 05; 18075-HBA-00-00-DR-A-08-0111 Rev 05; 18075-HBA-00-00-DR-A-08-0112 Rev 05; 18075-HBA-00-ZZ-DR-A-08-0200 Rev 05; 18075-HBA-00-ZZ-DR-A-08-0201 Rev 06; 18075-HBA-00-ZZ-DR-A-08-0202 Rev 05; 18075-HBA-00-ZZ-DR-A-08-0203 Rev 05; 18075-HBA-00-ZZ-DR-A-08-0300 Rev 05; 18075-HBA-00-ZZ-DR-A-08-0301 Rev 05; PLOR-HBA-01-12-DR-A-20-0051

Planning Documents:

- Planning Application Form (dated 20th December 2019)- completed by Rolfe Judd Planning
- CIL Additional Information Form (dated 20th December 2019) - prepared by Rolfe Judd Planning
- Design and Access Statement (dated 20th December 2019)- prepared by Hawkins Brown
- Planning Statement (dated 20th December 2019)- prepared by Rolfe Judd Planning
- Heritage Statement (December 2019) – prepared by Heritage Collective

- Ventilation and Extraction Strategy (December 2019)- prepared by XCO2
- Air Quality Assessment (December 2019)- prepared by XCO2
- Environmental Noise and Impact Assessment (19th December 2019) – prepared by XCO2
- Sustainability Statement (19th December 2019) – prepared by XCO2
- Engagement Summary- prepared by Rolfe Judd Planning
- Archaeological Desk Based Assessment (December 2019)- prepared Archaeology Collective
- Daylight and Sunlight Assessment (Within Development) (dated 19th December 2019)– prepared by Right of Light Consulting
- Daylight and Sunlight Assessment (Neighbouring Properties) (dated 19th December 2019)- prepared by Right of Light Consulting
- Financial Viability Assessment Executive Summary (23rd December 2019) – prepared by Montagu Evans
- Financial Viability Assessment Full Assessment (December 2019) – prepared by Montagu Evans
- Drainage Strategy (December 2019) – prepared by Whitby Wood
- Energy Statement (December 2019) – prepared by XCO2
- External Lighting Statement (dated 19th December 2019)- prepared by XCO2
- Fire Strategy (dated June 2020)- prepared by JGA
- SUDS Pro Forma- completed by Whitby Wood
- Flood Risk Assessment (dated 12th December 2019)- prepared by JM Enviro Ltd.
- Phase 1 Environmental Study (dated May 2018)- prepared by RSK
- Roof Structural Plan - RC Option (dated 12th December 2019) – prepared by Whitby Wood
- Foundation Plan - RC Option (dated 12th December 2019) – prepared by Whitby Wood
- Transport Assessment (dated December 2019)- prepared by TPP
- Utilities Statement Report (December 2019)- prepared by XCO2
- Townscape and Visual Impact Assessment (dated June 2020) - prepared by Landscape Collective

Reason:

For the avoidance of doubt and in the interests of proper planning.

- 2 The development hereby permitted shall be begun before the end of three years from the date of this permission.

Reason:

As required by Section 91 of the Town and Country Planning Act 1990 as amended.

Pre-commencement condition(s) - the details required to be submitted for approval by the condition(s) listed below must be submitted to and approved by the council before any work in connection with implementing this permission is commenced.

- 3 Before any work hereby authorised begins (excluding demolition of site structures), the applicant shall secure the implementation of a programme of archaeological evaluation works in accordance with a written scheme of investigation, which shall first be submitted to and approved in writing by the Local Planning Authority.

Reason:

In order that the applicants supply the necessary archaeological information to ensure suitable mitigation measures and/or foundation design proposals be presented, in accordance with: the National Planning Policy Framework 2019; Strategic Policy 12 (Design and Conservation) of The Core Strategy 2011, and; Saved Policy 3.19 (Archaeology) of the Southwark Plan 2007.

- 4 a) Either prior to or as part of the re-development works following demolition of site structures, an intrusive site investigation and associated risk assessment shall be completed to fully characterise the nature and extent of any contamination of soils and ground water on the site.
- b) In the event that contamination is found following paragraph a) above that presents a risk to future users or controlled waters or the wider environment, a detailed remediation and/or mitigation strategy shall be prepared and submitted to the Local Planning Authority for approval in writing. The strategy shall detail all proposed actions to be taken to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment. The approved remediation/mitigation strategy shall be implemented as part of the development.
- c) Following the completion of the works and measures identified in the approved remediation strategy, a verification report shall be submitted to and approved in writing by the Local Planning Authority providing evidence that all works required by the remediation strategy have been completed and that the site is suitable and safe for the developed uses and in respect of the wider environment.
- d) In the event that potential contamination is found at any time during development works that was not previously identified, then a scheme of investigation and risk assessment, and a remediation strategy shall be submitted to the Local Planning Authority for approval in writing, in accordance with the above paragraphs.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with saved policy 3.2 'Protection of amenity' of the Southwark Plan (2007), strategic policy 13' High environmental standards' of the Core Strategy (2011) and the National Planning Policy Framework 2019.

- 5 No development shall take place, including any works of demolition, until a written detailed construction environmental management plan (CEMP) to cover each phase of site works has been devised and submitted by the appropriate contractor for that phase for the approval of the Local Planning Authority. The CEMP shall oblige the applicant, developer and contractors to commit to current best practice with regard to site management and to use all best endeavours to minimise off site impacts. A copy of the CEMP shall be available on site at all times and shall include the following information:
- A detailed specification of demolition and construction works at each phase of development including consideration of all environmental impacts and the identified remedial measures, including continuous monitoring of noise and airborne particulates in locations to be agreed with the Council's Environmental Protection Team;
 - Engineering measures to eliminate or mitigate identified environmental impacts e.g. acoustic screening, sound insulation, dust control, emission reduction, location of specific activities on site, etc.;
 - Arrangements for direct responsive contact for nearby occupiers with the site management during demolition and/or construction (signage on hoardings, newsletters, resident's liaison meetings);
 - A commitment to adopt and implement of the ICE Demolition Protocol and Considerate Contractor Scheme;
 - Site traffic controls - Routing of in-bound and outbound site traffic, one way site traffic, lay off areas, etc.;
 - Waste Management - Accurate waste identification, separation, storage, registered waste carriers for transportation and disposal to appropriate destinations.

To follow current best construction practice, including the following:

- Southwark Council's Technical Guide for Demolition & Construction 2016, available from <https://www.southwark.gov.uk/environment/environmental-protection/construction>
- S61 of Control of Pollution Act 1974,
- The London Mayors Supplementary Planning Guidance 'The Control of Dust and Emissions During Construction and Demolition',
- The Institute of Air Quality Management's 'Guidance on the Assessment of Dust from Demolition and Construction' and 'Guidance on Air Quality Monitoring in the Vicinity of Demolition and Construction Sites',
- BS 5228-1:2009+A1:2014 'Code of practice for noise and vibration control on construction and open sites',
- BS 7385-2:1993 Evaluation and measurement for vibration in buildings. Guide to damage levels from ground borne vibration,
- BS 6472-1:2008 'Guide to evaluation of human exposure to vibration in buildings - vibration sources other than blasting,
- Greater London Authority requirements for Non-Road Mobile Machinery, see: <http://nrmm.london/>,
- Relevant CIRIA and BRE practice notes.

All demolition and construction work shall then be undertaken in strict accordance with the plan and relevant codes of practice, unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To ensure that occupiers of neighbouring premises and the wider environment do not suffer a loss of amenity by reason of unnecessary pollution or nuisance, in accordance with strategic policy 13 'High environmental standards' of the Core Strategy (2011) saved policy 3.2 'Protection of amenity' of the Southwark Plan (2007) and the National Planning Policy Framework 2019.

- 6 No works (excluding demolition and site clearance) shall commence until full details of the proposed surface water drainage system incorporating Sustainable Drainage Systems (SuDS) have been submitted to and approved in writing by the Local Planning Authority, including detailed design, size and location of attenuation units and details of flow control measures. The strategy should achieve a reduction in surface water runoff rates during the 1% Annual Exceedance Probability (AEP) event plus climate change allowance to greenfield rates, as detailed in the 'Drainage Strategy' prepared by Whitby Woods (ref: P450200-REP-C-001 Rev 2, dated July 2020). The applicant must demonstrate that the site is safe in the event of blockage/failure of the system, including consideration of exceedance flows. The site drainage must be constructed to the approved details.

Reason: To minimise the potential for the site to contribute to surface water flooding in accordance with Southwark's Strategic Flood Risk Assessment (2017) and Policy 5.13 of the London Plan (2015).

- 7 Before commencements of foundations, a detailed scheme showing the complete scope and arrangement of the foundation design and all ground works shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise than in accordance with any such approval given.

Reason:

In order that details of the foundations, ground works and all below ground impacts of the proposed development are detailed and accord with the programme of archaeological mitigation works to ensure the preservation of archaeological remains by record and in situ in accordance with Strategic Policy 12 - Design and Conservation of The Core Strategy 2011, Saved Policy 3.19 Archaeology of the Southwark Plan 2007 and the National Planning Policy Framework 2019.

Commencement of works above grade - the details required to be submitted for approval by the condition(s) listed below must be submitted to and approved by the council before any work above grade is commenced. The term 'above grade' here means any works above ground level.

- 8 Prior to the commencement of any above grade works (excluding demolition), details of the swift bricks shall be submitted to and approved in writing by the Local Planning Authority. No less than 12 swift bricks at the top of the eastern elevation which shall be internal and set into the wall shall be provided and the details shall include the exact location, specification and design.

Reason:

To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in accordance with policies: 5.10 and 7.19 of the London Plan 2011, Policy 3.28 of the Southwark Plan and Strategic Policy 11 of the Southwark Core Strategy.

- 9 Prior to commencement of any works above grade (excluding demolition), detailed drawings at a scale of 1:5 or 1:10 through:

- i) all facade variations; and
- ii) commercial fronts and residential entrances; and
- iii) all parapets and roof edges; and
- iv) all balcony details; and
- v) heads, cills and jambs of all openings

to be used in the carrying out of this permission shall be submitted to and approved by the Local Planning Authority in writing. The development shall not be carried out otherwise than in accordance with any such approval given.

Reason:

In order that the Local Planning Authority may be satisfied as to the quality of the design and details in accordance with the National Planning Policy Framework 2019, Policy 7.7 Location and Design of Tall Buildings of the London Plan 2016, Strategic Policy SP12 'Design & Conservation - of the Core Strategy (2011) and Saved Policies: 3.12 Quality in Design; 3.13 Urban Design; and 3.20 Tall buildings of The Southwark Plan (2007).

- 10 Prior to the commencement of any above grade works (excluding demolition), samples of all external facing materials and full-scale (1:1) mock-ups of the facades to be used in the carrying out of this permission shall be presented on site to the Local Planning Authority and approved in writing. The development shall not be carried out otherwise than in accordance with any such approval given. The facades to be mocked up should be agreed with the Local Planning Authority.

Reason:

In order that the Local Planning Authority may be satisfied that these samples will make an acceptable contextual response in terms of materials to be used, and achieve a quality of design and detailing in accordance with the National Planning Policy Framework 2019, Policy 7.7 of the London Plan 2016, Strategic Policy SP12 'Design & Conservation - of the Core Strategy (2011) and Saved Policies: 3.12

Quality in Design; 3.13 Urban Design; and 3.20 Tall buildings of The Southwark Plan (2007)

- 11 Prior to the commencement of any above grade works (excluding demolition), details of security measures shall be submitted and approved in writing by the Local Planning Authority and any such security measures shall be implemented prior to occupation in accordance with the approved details which shall achieve the 'Secured by Design' accreditation award from the Metropolitan Police.

Reason:

In pursuance of the Local Planning Authority's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions and to improve community safety and crime prevention in accordance with The National Planning Policy Framework 2019, Strategic Policy 12 - Design and conservation of The Core Strategy 2011 and Saved Policy 3.14 Designing out crime of the Southwark Plan 2007.

- 12 Prior to the commencement of any above grade works (excluding demolition), details and 1:50 scale drawings of the secure cycle parking facilities and servicing layout and its relationship with the public highway shall be submitted to be approved in writing by the Local Planning Authority. The cycle parking facilities shall be provided prior to the occupation of the development and thereafter shall be retained and the space used for no other purpose and the development shall not be carried out otherwise in accordance with any such approval given.

Reason

In order to ensure that satisfactory safe and secure cycle parking facilities are provided and retained in order to encourage the use of cycling as an alternative means of transport to the development and to reduce reliance on the use of the private car in accordance with The National Planning Policy Framework 2019, Strategic Policy 2 - Sustainable Transport of The Core Strategy 2011 and Saved Policy 5.3 Walking and Cycling of the Southwark Plan 2007.

- 13 Prior to the commencement of above grade works (excluding demolition), the applicant shall submit written confirmation from the appointed building control body that the specifications for each dwelling identified in the detailed construction plans meet the standard of the Approved Document M of the Building Regulations (2015) required in the schedule below and as corresponding to the approved floor plans. The development shall be carried out in accordance with the details thereby approved by the appointed building control body.

M4 (Category 3) 'wheelchair user dwellings':- at least 10%

M4 (Category 2) 'accessible and adaptable':- remaining units

Reason:

In order to ensure the development complies with Core Strategy 2011 Strategic Policy 5 (Providing new homes) and London Plan 2016 Policy 3.8 (Housing choice).

- 14 Prior to the commencement of any fit out of the light industrial floorspace, full particulars of the sprinkler system to be used within the ground and first floor units shall be submitted to and approved by the Local Planning Authority. The development shall not be carried out otherwise than in accordance with any approval given.

Reason:

To ensure that there is an adequate level of fire safety within this mixed use development.

- 15 Prior to the commencement of any above grade works (excluding demolition), details of the specification of glass with an appropriate reflectivity, demonstrating that levels of glare would be reduced to a tolerable level at all times, to be used in the carrying out of this permission shall be submitted to and approved by the Local Planning Authority. The development shall not be carried out otherwise than in accordance with any such approval given.

Reason:

To ensure that occupiers of neighbouring premises or the surrounding public realm do not suffer a loss of amenity by reason of harmful glare in accordance with the National Planning Policy Framework 2019, Strategic Policy 13 High Environmental Standards of the Core Strategy 2011 and Saved Policy 3.2 Protection of Amenity of the Southwark Plan 2007.

- 16 Prior to the fit out of any of the commercial premises, an independently verified BREEAM report (detailing performance in each category, overall score, BREEAM rating and a BREEAM certificate of building performance) to achieve a minimum 'Excellent' rating shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise than in accordance with any such approval given, unless otherwise agreed in writing with the Local Planning Authority. Within 6 months of first occupation of the B1c floorspace building hereby permitted, a certified Post Construction Review (or other verification process agreed with the local planning authority) shall be submitted to and approved in writing by the Local Planning Authority, confirming that the agreed standards at (a) have been met.

Reason:

To ensure the proposal complies with The National Planning Policy Framework 2019, Strategic Policy 13 - High Environmental Standards of The Core Strategy 2011 and Saved Policies 3.3 Sustainability and 3.4 Energy Efficiency of the Southwark Plan 2007.

- 17 Prior to the installation of any lighting, a detailed lighting strategy and design for all internal and external lighting, demonstrating compliance with the Institute of Lighting Professionals (ILP) Guidance Notes, shall be submitted to and approved by the Local Planning Authority in writing. 23.00 hrs shall be the curfew for light pollution / light spillage assessment and implementation of the approved lighting strategy. If mitigation is required to avoid harmful light pollution or light spillage it shall be implemented prior to the first use of the building and retained as such thereafter.

Reason:

In order that the Council may be satisfied as to the details of the development in the interest of the visual amenity of the area, the amenity and privacy of adjoining occupiers, and their protection from light nuisance, in accordance with The National Planning Policy Framework 2019, Strategic Policy 12 Design and Conservation and Strategic Policy 13 High environmental standards of The Core Strategy 2011 and Saved Policies 3.2 Protection of Amenity and 3.14 Designing out crime of the Southwark Plan 2007.

- 18 Prior to the commencement of any landscaping works, detailed drawings of a hard and soft landscaping scheme showing the treatment of all parts of the site not covered by buildings (including cross sections, surfacing materials of any access, terraces, or pathways layouts, materials and edge details), shall be submitted to and approved in writing by the Local Planning Authority. The landscaping shall not be carried out otherwise than in accordance with any such approval given and shall be retained for the duration of the use. The planting, seeding and/or turfing shall be carried out in the first planting season following completion of building works and any trees or shrubs that is found to be dead, dying, severely damaged or diseased within five years of the completion of the building works OR five years of the carrying out of the landscaping scheme (whichever is later), shall be replaced in the next planting season by specimens of the same size and species in the first suitable planting season. Planting shall comply to BS: 4428 Code of practice for general landscaping operations, BS: 5837 (2012) Trees in

relation to demolition, design and construction and BS 7370-4:1993 Grounds maintenance Recommendations for maintenance of soft landscape (other than amenity turf).

Reason:

So that the Council may be satisfied with the details of the landscaping scheme in accordance with The National Planning Policy Framework 2019 Chapters 8, 12, 15 & 16 and policies of The Core Strategy 2011: SP11 Open spaces and wildlife; SP12 Design and conservation; SP13 High environmental standards, and Saved Policies of The Southwark Plan 2007: Policy 3.2 Protection of amenity; Policy 3.12 Quality in Design; Policy 3.13 Urban Design and Policy 3.28 Biodiversity.

- 19 Before any work above grade hereby approved begins on any phase of development, full particulars and details of a scheme for the fit out of the premises to an appropriate level for B1(c) use shall be submitted to and approved by the Local Planning Authority and the development shall not be carried out otherwise than in accordance with any approval given. This should include details of the mechanical and electrical fit out of the units, showing heating and cooling provision, and the provision of kitchen and toilet facilities. The development shall not be carried out otherwise than in accordance with any approval given, and practical completion of the B1(c) fit out for each phase shall be at the same time, or before the practical completion of the residential component of the same phase

Reason:

In granting this permission the Local Planning Authority has had regard to the special circumstances of this case in accordance with Strategic Policy 1.2 Strategic and local preferred industrial locations of The Core Strategy 2011 and Saved Policy 3.2 Protection of Amenity of the Southwark Plan 2007 and the National Planning Policy Framework 2019.

Pre-occupation condition(s) - the details required to be submitted for approval by the condition(s) listed below must be submitted to and approved by the council before the building(s) hereby permitted are occupied or the use hereby permitted is commenced.

- 20 Before the first occupation of the building hereby permitted, details of the arrangements for the storing of domestic and commercial refuse shall be submitted to and approved in writing by the Local Planning Authority and the facilities approved shall be provided and made available for use by the occupiers. The facilities shall thereafter be retained and shall not be used or the space used for any other purpose.

Reason:

To ensure that the refuse will be appropriately stored within the site thereby protecting the amenity of the site and the area in general from litter, odour and potential vermin/pest nuisance in accordance with The National Planning Policy Framework 2019, Strategic Policy 13 High Environmental Standards of the Core Strategy 2011 and Saved Policies 3.2 Protection of Amenity and Policy 3.7 Waste Reduction of The Southwark Plan 2007

- 21 Before the first occupation of the building hereby permitted, a landscape management plan, including long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas (except privately owned defensible space), shall be submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority.

Reason:

This condition is necessary to ensure the protection of wildlife and supporting habitat and secure opportunities for the enhancement of the nature conservation value of the site. This is a mandatory criterion of BREEAM (LE5) to monitor long term impact on biodiversity, a requirement is to produce a

Landscape and Habitat Management Plan.

- 22 Floors and ceilings between the commercial premises and residential dwellings shall be designed to achieve a minimum weighted standardized level difference of 57dB DnTw+Ctr. Pre-occupation testing of the separating partition shall be undertaken for airborne sound insulation in accordance with the methodology of BS EN ISO 140-4:1998. Details of the specification of the partition together with full results of the sound transmission testing shall be submitted to the Local Planning Authority for written approval prior to the use commencing and once approved the partition shall be permanently maintained thereafter.

Reason:

To ensure that the occupiers and users of the proposed development do not suffer a loss of amenity by reason of noise nuisance and other excess noise from activities within the commercial premises accordance with strategic policy 13 'High environmental standards' of the Core Strategy (2011), saved Policy 3.2 Protection of Amenity of the Southwark Plan (2007) and the National Planning Policy Framework 2019.

- 23 Before the marketing of the development to residential occupiers, details to ensure the promotion of car free living is clear to the occupiers of the development hereby permitted.

Reason:

To ensure compliance with Strategic Policy 2 Sustainable Transport of the Core Strategy 2011, and Saved Policy 5.2 Transport Impacts of the Southwark Plan 2007.

Compliance condition(s) - the following condition(s) impose restrictions and/or other requirements that must be complied with at all times once the permission has been implemented.

- 24 The dwellings hereby permitted shall be designed to ensure that the following internal noise levels are not exceeded due to environmental noise:

Bedrooms - 35dB LAeq T†, 30 dB LAeq T*, 45dB LAFmax T *

Living rooms- 35dB LAeq T †

Dining room - 40 dB LAeq T †

* - Night-time - 8 hours between 23:00-07:00

† - Daytime - 16 hours between 07:00-23:00

Reason:

To ensure that the occupiers and users of the development do not suffer a loss of amenity by reason of excess noise from environmental and transportation sources in accordance with strategic policy 13 'High environmental standards' of the Core Strategy (2011) saved policies 3.2 'Protection of amenity' and 4.2 'Quality of residential accommodation' of the Southwark Plan (2007), and the National Planning Policy Framework 2019.

- 25 The Rated sound level from any plant, together with any associated ducting shall not exceed the Background sound level (LA90 15min) at the nearest noise sensitive premises. Furthermore, the

Specific plant sound level shall be 10dB(A) or more below the background sound level in this location. For the purposes of this condition the Background, Rating and Specific Sound levels shall be calculated fully in accordance with the methodology of BS4142:2014.

Reason:

To ensure that occupiers of neighbouring premises do not suffer a loss of amenity by reason of noise nuisance or the local environment from noise creep due to plant and machinery in accordance with the National Planning Policy Framework 2019, Strategic Policy 13 High Environmental Standards of the Core Strategy 2011 and Saved Policy 3.2 Protection of Amenity of the Southwark Plan (2007).

- 26 The habitable rooms within the development sharing a party ceiling or floor element with commercial premises shall be designed and constructed to achieve an airborne sound insulation performance of 55dB Rw+Ctr when tested in accordance with BS EN ISO 140 Parts 4 – “Acoustics. Measurement of sound insulation in buildings and of building elements. Field measurements of airborne sound insulation between rooms”.

Reason:

To ensure that the occupiers and users of the proposed development do not suffer a loss of amenity by reason of noise nuisance and other excess noise from activities within the commercial premises accordance with strategic policy 13 'High environmental standards' of the Core Strategy (2011), saved Policy 3.2 Protection of Amenity of the Southwark Plan (2007) and the National Planning Policy Framework 2019.

- 27 No developer, owner or occupier of any part of the development hereby permitted, with the exception of disabled persons, shall seek, or will be allowed, to obtain a parking permit within any future controlled parking zone in Southwark in which the application site is situated.

Reason:

To ensure compliance with Strategic Policy 2 - Sustainable Transport of the Core Strategy 2011 and saved policy 5.2 Transport Impacts of the Southwark Plan 2007.

- 28 Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason:

The developer should be aware of the potential risks associated with the use of piling where contamination is an issue. Piling or other penetrative methods of foundation design on contaminated sites can potentially result in unacceptable risks to underlying groundwaters. We recommend that where soil contamination is present, a risk assessment is carried out in accordance with our guidance 'Piling into Contaminated Sites'. We will not permit piling activities on parts of a site where an unacceptable risk is posed to Controlled Waters.

- 29 Any deliveries, unloading and loading to the commercial units shall only be between the following hours:

08.00 to 20.00hrs on Monday to Saturdays; and

10.00 to 16.00hrs on Sundays and Bank Holidays.

Reason:

To ensure that and occupiers of the development and occupiers of neighbouring premises do not suffer a loss of amenity by reason of noise nuisance in accordance with The National Planning Policy Framework 2019, Strategic Policy 13 High Environmental Standards of the Core Strategy 2011 and Saved Policies 3.2 Protection of Amenity of The Southwark Plan 2007.

- 30 Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order and any associated provisions of the Town and Country Planning General Permitted Development Order (including any future amendment or enactment of those Orders), the Class B use hereby permitted shall only be for B1(c) uses as detailed in the Ground Floor Plan (18075-HBA-00-00-DR-A-08-0100 REV 08), and (Level 01 Floor Plan 18075-HBA-00-00-DR-A-08-0101 REV 07)

Reason:

In granting this permission the Local Planning Authority has had regard to the special circumstances of this case in accordance with Strategic Policy 1.2 Strategic and local preferred industrial locations of The Core Strategy 2011 and Saved Policy 3.2 Protection of Amenity of the Southwark Plan 2007 and the National Planning Policy Framework 2019.

Informative notes to the applicant relating to the proposed development

THAMES WATER

1. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-yourdevelopment/Working-near-or-diverting-our-pipes>
2. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-yourdevelopment/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk

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OPEN COMMITTEE:		MUNICIPAL YEAR 2020-21	
NOTE:	Original held in Constitutional Team; all amendments/queries to Tim Murtagh/Gerald Gohler, Constitutional Team, Tel: 020 7525 7187/7420		
OPEN			
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Councillor Darren Merrill (Vice-Chair)	1	Colin Wilson (label provided)	1
Councillor Richard Livingstone	1	Joyce Rowe-Jones/Sandra Warren	1
Councillor Damian O'Brien	1		
Councillor Cleo Soanes	1		
Councillor Dan Whitehead	1		
Councillor Kath Whittam	1	COMMUNITY SAFETY AND ENFORCEMENT TEAM	
Councillor Bill Williams	1	Sarah Newman	1
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Councillor Radha Burgess (Reserve)		Louise Neilan	1
Councillor Victor Chamberlain (Reserve)			
Councillor Nick Johnson (Reserve)		LEGAL TEAM	
Councillor James McAsh (Reserve)		Jonathan Gorst	1
Councillor Margy Newens (Reserve)			
Councillor Jason Ochere (Reserve)		CONSTITUTIONAL TEAM - Electronic Copies (No paper)	
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Helen Hayes MP, House of Commons, London, SW1A 0AA	1	TOTAL PRINT RUN	15
List Updated: 18 September 2020			