

Planning Committee

Tuesday 4 June 2013

7.00 pm

Ground Floor Meeting Room G02A - 160 Tooley Street, London SE1 2QH

Membership

Councillor Nick Dolezal (Chair)
Councillor Darren Merrill (Vice-Chair)
Councillor Mark Gettleson
Councillor Rebecca Lury
Councillor Adele Morris
Councillor Nick Stanton
Councillor Mark Williams

Reserves

Councillor Kevin Ahern
Councillor James Barber
Councillor Catherine Bowman
Councillor Chris Brown
Councillor Martin Seaton

INFORMATION FOR MEMBERS OF THE PUBLIC

Access to information

You have the right to request to inspect copies of minutes and reports on this agenda as well as the background documents used in the preparation of these reports.

Babysitting/Carers allowances

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Access

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Contact

Kenny Uzodike on 020 7525 7236 or email: kenny.uzodike@southwark.gov.uk

Members of the committee are summoned to attend this meeting

Eleanor Kelly

Chief Executive

Date: 24 May 2013



Planning Committee

Tuesday 4 June 2013
7.00 pm
Ground Floor Meeting Room G02A - 160 Tooley Street, London SE1 2QH

Order of Business

Item No.	Title	Page No.
	PART A - OPEN BUSINESS	
1.	APOLOGIES	
	To receive any apologies for absence.	
2.	CONFIRMATION OF VOTING MEMBERS	
	A representative of each political group will confirm the voting members of the committee.	
3.	NOTIFICATION OF ANY ITEMS OF BUSINESS WHICH THE CHAIR DEEMS URGENT	
	In special circumstances, an item of business may be added to an agenda within five clear days of the meeting.	
4.	DISCLOSURE OF INTERESTS AND DISPENSATIONS	
	Members to declare any personal interests and dispensation in respect of any item of business to be considered at this meeting.	
5.	MINUTES	3 - 11
	To approve as a correct record the minutes of the open section of the meetings held on 7 May 2013 and 22 May 2013.	
6.	DEVELOPMENT MANAGEMENT	12 - 16
	6.1. LAND EAST OF CROWN STREET BETWEEN WYNDHAM ROAD AND BETHWIN ROAD INCLUDING THE FORMER CROWN STREET DEPOT AND THE BETHWIN ROAD ADVENTURE PLAYGROUND CROWN STREET CAMBERWELL SE5 0UR	17 - 69

Item No.	Title	Page No.
6.2.	399 ROTHERHITHE NEW ROAD, LONDON, SE16 3HG	70 - 118
6.3.	NEW CAMBERWELL LIBRARY VACANT LAND TO D'EYNSFORD ROAD AND CAMBERWELL GREEN SE5	119 - 164
7.	DRAFT REVISED CANADA WATER AREA ACTION PLAN (AAP)	165 - 338

ANY OTHER OPEN BUSINESS AS NOTIFIED AT THE START OF THE MEETING AND ACCEPTED BY THE CHAIR AS URGENT.

EXCLUSION OF PRESS AND PUBLIC

The following motion should be moved, seconded and approved if the committee wishes to exclude the press and public to deal with reports revealing exempt information:

“That the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in paragraphs 1-7, Access to Information Procedure rules of the Constitution.”

PART B - CLOSED BUSINESS

ANY OTHER CLOSED BUSINESS AS NOTIFIED AT THE START OF THE MEETING AND ACCEPTED BY THE CHAIR AS URGENT.

Date: 24 May 2013



PLANNING COMMITTEE

Guidance on conduct of business for planning applications, enforcement cases and other planning proposals

1. The reports are taken in the order of business on the agenda.
2. The officers present the report and recommendations and answer points raised by members of the committee.
3. Your role as a member of the planning committee is to make planning decisions openly, impartially, with sound judgement and for justifiable reasons in accordance with the statutory planning framework.
4. The following may address the committee (if they are present and wish to speak) for **not more than 3 minutes each**.

- (a) One representative (spokesperson) for any objectors. If there is more than one objector wishing to speak, the time is then divided within the 3-minute time slot.
- (b) The applicant or applicant's agent.
- (c) One representative for any supporters (who live within 100 metres of the development site).
- (d) Ward councillor (spokesperson) from where the proposal is located.
- (e) The members of the committee will then debate the application and consider the recommendation.

Note: Members of the committee may question those who speak only on matters relevant to the roles and functions of the planning committee that are outlined in the constitution and in accordance with the statutory planning framework.

5. If there are a number of people who are objecting to, or are in support of, an application or an enforcement of action, you are requested to identify a representative to address the committee. If more than one person wishes to speak, the 3-minute time allowance must be divided amongst those who wish to speak. Where you are unable to decide who is to speak in advance of the meeting, you are advised to meet with other objectors in the foyer of council offices prior to the start of the meeting to identify a representative. If this is not possible, the chair will ask which objector(s) would like to speak at the point the actual item is being considered.

Note: Each speaker should restrict their comments to the planning aspects of the proposal and should avoid repeating what is already in the report.

6. This is a council committee meeting, which is open to the public and there should be no interruptions from the audience.

7. No smoking is allowed at committee and no recording is permitted without the consent of the meeting on the night, or consent in advance from the chair.

The arrangements at the meeting may be varied at the discretion of the chair.

Contacts: The Head of Development Management
Planning Section, Chief Executive's Department
Tel: 0207 525 5437; or

Planning Committee Clerk, Constitutional Team
Corporate Strategy, Chief Executive's Department
Tel: 0207 525 7236



Planning Committee

MINUTES of the OPEN section of the Planning Committee held on Tuesday 7 May 2013 at 7.00 pm at Ground Floor Meeting Room G02A - 160 Tooley Street, London SE1 2QH

PRESENT: Councillor Nick Dolezal (Chair)
Councillor Darren Merrill
Councillor Kevin Ahern
Councillor Chris Brown
Councillor Robin Crookshank Hilton
Councillor Mark Gettleston
Councillor Adele Morris

OFFICER SUPPORT: Simon Bevan, Director of Planning
Bridin O'Connor, Development Management
Yvonne Lewis, Development Management
Michael Tsoukaris, Development Management
Kiran Chauhan, Development Management
Laura Webster, Development Management
Zayd Al-Jawad, Section 106 Manager
Bill Legassick, Environmental Protection Officer
Christian Loveday, Transport Planning
Jonathan Gorst, Legal Services
Kenny Uzodike, Constitutional Team

1. APOLOGIES

Apologies for lateness were received from Councillor Darren Merrill.

2. CONFIRMATION OF VOTING MEMBERS

The members listed as present were confirmed as the voting members for the meeting.

3. NOTIFICATION OF ANY ITEMS OF BUSINESS WHICH THE CHAIR DEEMS URGENT

There were none.

The chair informed the committee of the following additional documents circulated prior to the meeting:

- Item 6: Addendum report
- Item 6: Member information pack.

The chair also informed the committee of a variation to the order of business. Items 7, 8 and 9 would be considered before item 6.

4. DISCLOSURE OF INTERESTS AND DISPENSATIONS

There were no disclosures of interests or dispensations.

5. MINUTES

RESOLVED:

That the minutes of the open section of the meeting held 26 March 2013 be agreed as a correct record and signed by the chair.

6. DEVELOPMENT MANAGEMENT

The addendum report had not been circulated five clear days in advance of the meeting, nor had it been available for public inspection during that time. The chair agreed to accept the item as urgent to enable members to be aware of late observations, consultation responses, additional information and revisions.

RESOLVED:

1. That the determination of planning applications, or formal observations and comments, the instigation of enforcement action and the receipt of the reports on the agenda be considered.
2. That the decisions made on the planning applications be subject to the conditions and/or made for the reasons set out in the reports and draft decision notices unless otherwise stated.
3. That where reasons for the decision or condition are not included in the report relating to an individual item, that they be clearly specified.

6. TOWER BRIDGE BUSINESS COMPLEX, CLEMENTS ROAD, LONDON SE16 4DG

Planning application reference number 12/AP/2737

Report: See pages 15-94 of the agenda and addendum report pages 1-4.

PROPOSAL:

Hybrid planning application comprising:

1. *Application for full planning permission for the demolition of existing buildings and the erection of a new part 5, part 7 and part 9 storey building (max height 32.125m AOD) fronting Clements Road providing 119 residential units, plus associated highway*

works, vehicle access, car and cycle parking and landscaping, including all related ancillary facilities (storage, management facilities and plant).

2. *Application for outline planning permission (with all matters reserved) for the demolition of existing buildings and the development of a mixed use scheme providing a number of buildings ranging from 14.08m (AOD) to 32.45m (AOD) in height (approximately 4 to 9 storeys) providing up to 73,000sqm of residential floorspace (up to 681units) and up to 8,240sqm of new commercial floorspace (Use Classes A1, A2, A3, B1, B8, D1 and D2), plus associated highway and public realm works, landscaping, car and cycle parking, and related infrastructure works.*

The committee heard an introduction to the report from an officer and members asked questions of the officer.

Members heard a representation from an objector to the application and asked questions.

The applicant's agents made representations to the committee and answered members' questions.

Members debated the application and asked questions of the officers.

A motion to grant planning permission was moved, seconded, put to the vote and declared to be carried.

RESOLVED:

That in reference to application number 12-AP-2737, planning permission be granted subject to the following conditions:

1. The applicant entering into an appropriate legal agreement by no later than 30 August 2013 and subject to referral to the Mayor of London;
2. That in the event that the requirements of (1) are not met by 30 August 2013, the head of development management is authorised to refuse planning permission for the reasons set out under paragraph 184 of the committee report.
3. The conditions as stated in the committee report and draft decision notice.
4. The amended Condition 201, Reserved Matters Time Period, as stated in the addendum report.
5. The amended Conditions 109 and 229, Noise, as stated in the addendum report.
6. That Condition 131, Hours of Operation for Commercial Uses, be deleted.
7. The additional condition, Condition 239 as stated in the addendum report.
8. That it is confirmed that the environmental information has been taken into account as required by Regulation 3(4) of the Town and Country Planning

(Environmental Impact Assessments) Regulations 2011.

9. That following the issue of the decision, a statement pursuant to Regulation 24 of the Town and Country Planning (Environmental Impact Assessments) Regulations 2011, which contains the information required by Regulation 21, be placed on the statutory register by the head of development management and for the purposes of Regulation 24(1)(c), the main reasons and considerations on which the planning committee's decision was based, be set out as was in the committee report.

ADJOURNMENT

The meeting was adjourned at 8.13pm for a short break. The meeting reconvened at 8.16pm.

6. 202-204 LONG LANE, LONDON SE1 4QB

Planning application reference number 12/AP/0294

Report: See pages 95-136 of the agenda and addendum report pages 4-6.

PROPOSAL:

Erection of a basement and part 3, part 4 and part 5 storey building to provide 8 residential units fronting Long Lane (5 x 2 bed and 3 x 3 bed), plus provision of cycle parking, refuse store and associated landscaping works.

The committee heard an introduction to the report from an officer and members asked questions of the officer.

Members heard a representation from an objector to the application and asked questions.

The applicant's agents made representations to the committee and answered members' questions.

Members heard representations from two supporters to the application. During which it was established that neither resided within 100 metres of the development. Members were advised to disregard their representation as it did not meet the criteria stated in the guidance on conduct of business for planning applications, enforcement cases and other planning proposals.

Members debated the application and asked questions of the officers.

A motion to grant planning permission was moved, seconded, put to the vote and declared to be carried.

RESOLVED:

That in reference to application number 13/AP/0294, planning permission be granted subject to the following:

1. The conditions as stated in the committee report and draft decision notice.
2. That condition 4 be amended to read as stated in the addendum report.
3. That condition 5 be amended to read as stated in the addendum report.
4. The additional condition that the windows of the development shall have fixed obscured glazing.

ADJOURNMENT

The meeting was adjourned at 9.07pm for a short break. The meeting reconvened at 9.14pm.

6. 90-91 AND 92 BLACKFRIARS ROAD, LONDON SE1 8HW

Planning application reference number 12/AP/3558

Report: See pages 137-176 of the agenda and addendum report pages 6-7.

PROPOSAL:

Demolition of existing buildings and erection of a replacement building of five to eight storeys in height (max height of 27.5m), plus basement, comprising 53 residential units, 633 sqms of retail floorspace (Use Class A1) and 767 sqms of office floorspace (Use Class B1), disabled parking spaces and roof top landscaped amenity areas.

The committee heard an introduction to the report from an officer and members asked questions of the officer.

Members heard a representation from an objector to the application and asked questions.

The applicant's agents made representations to the committee and answered members' questions.

Members debated the application and asked questions of the officers.

A motion to grant planning permission was moved, seconded, put to the vote and declared to be carried.

RESOLVED:

That in reference to application number 12/AP/3558, planning permission be granted subject to the following:

1. The applicant first entering into an appropriate legal agreement no later than 3 June 2013.
2. In the event that the legal agreement is not entered into by 3 June 2013, the

head of development management be authorised to refuse planning permission for the reasons set out in paragraph 70 of the committee report.

3. The conditions as stated in the committee report and draft decision notice.
4. The additional condition detailing hours of operation for the retail units on the ground floor of the development.

Members suggested that officers discuss with the applicant to ensure that appropriate materials are used for the balcony railing on the upper floors of the development.

Members also suggested and the applicant's agents agreed that a more suitable shade of green, perhaps pea green, paint be used for the development.

Councillor Adele Morris requested that her vote against the recommendation be recorded in the minutes in accordance with committee procedure rule 1.8(4).

7. S106 RELEASE REPORT FOR £300,000 FROM S106 AGREEMENTS TO TOWARDS COSTS OF IMPROVING COMMUNITY ACCESS TO THE LONDON SOUTH BANK UNIVERSITY (LSBU) LEISURE CENTRE ON LONDON ROAD SE1

Report: See pages 177-183 of the agenda.

Members heard an officer's introduction to the report and asked questions.

Councillor Darren Merrill joined the meeting at 7.07pm during the discussion of this item. He confirmed that he was a voting member and had no declarations to make on the rest of the items on the agenda and did not participate in the debate or voting on this item.

RESOLVED:

That the sum of £300,000 be released from the signed Section 106 agreement from the developments at:

- The sum of £54,831 from Land at Ewer Street, London SE1, 10/AP/3316, a/n 594,
- The sum of £27,545 from Sea Containers House, Upper Ground, London SE1 11/AP/1955 a/n 589,
- The sum of £176,996 from Kings Reach Tower, Stamford Street, London SE1 9LS, 11/AP/1071, a/n 579
- The sum of £6,619 from The Southwark Rose Hotel, 43-47 Southwark Bridge Road, London, SE1 9HH, 06/AP/2188, a/n 420
- The sum of £34,009 28-30 Trinity Street, London SE1 4JE, 10/AP/3131, a/n 526

to fund the improvements to enable increased access and usage of the London South Bank University (LSBU) leisure centre on London Road, SE1.

8. TO RELEASE SECTION 106 MONIES TO DELIVER £887,506 OF REGENERATION PROJECTS FROM 07-AP-2267 BANKSIDE HILTON, GREAT SUFFOLK STREET 11/AP/1341, ST IVES HOUSE 11/AP/0671, GREAT GUILDFORD BUSINESS SQUARE AND 10/AP/3316 LAND AT EWER STREET

Report: See pages 184-197 of the agenda.

Members heard an officer's introduction to the report and asked questions.

RESOLVED:

That funds totalling £887,506 be released from 07-AP-2267 (a/n 359) Bankside Hilton also known as land bounded by Prices Street, Bear Lanes and Great Suffolk Street 11/AP/1341 (a/n 584), St Ives House also known as the Crane Building, 11/AP/0671 (a/n 612), Great Guildford Business Square and 10/AP/3316 Land at Ewer Street (a/n 594) be released for:

- Employment during construction (Project 1)
- Employment and training (Project 2)
- Ewer Street / Great Guildford Street / Lavington Street public realm and transport improvements (Project 3)
- Great Suffolk Street regeneration project (Project 4)
- Marlborough Playground open space improvements (Project 5).

9. S106 RELEASE REPORT FOR £455,592 TOWARDS OPEN SPACE AND PUBLIC REALM IMPROVEMENTS TO PASLEY PARK, PELIER PARK AND KENNINGTON OPEN SPACE FROM FOUR DEVELOPMENTS IN NEWINGTON WARD

Report: See pages 198-212 of the agenda.

Members heard an officer's introduction to the report and asked questions.

RESOLVED:

That the allocation of funds totalling £455,592 be authorised from Newington South, Bolton Crescent (a/n 451 07/AP/2801), John Smith House (a/n 499 10/AP/1831), Royal Road (a/n 491 09/AP/2388) and 120-138 Walworth Road (a/n 470 09/AP/1069) towards open space and public realm improvements to Pasley Park, Pelier Park and Kennington Open Space.

The meeting ended at 9.55pm.

CHAIR:

DATED:



Planning Committee

MINUTES of the OPEN section of the Planning Committee held on Wednesday 22 May 2013 at 8.50pm at Ground Floor Meeting Room, 160 Tooley Street, SE1 2QH

PRESENT: Councillor Nick Dolezal (Chair)
 Councillor Chris Brown (reserve)
 Councillor Darren Merrill
 Councillor Mark Gettleton
 Councillor Adele Morris
 Councillor Nick Stanton
 Councillor Mark Williams

OFFICER SUPPORT: Virginia Wynn-Jones, constitutional officer

1. APOLOGIES

There were apologies from Councillor Rebecca Lury, and Councillor Chris Brown was in attendance as reserve.

2. CONFIRMATION OF VOTING MEMBERS

The members present were confirmed as the voting members.

3. NOTIFICATION OF ANY ITEMS OF BUSINESS WHICH THE CHAIR DEEMS URGENT

There were none.

4. DISCLOSURE OF INTERESTS AND DISPENSATIONS

There were none.

5. PLANNING SUB-COMMITTEE ARRANGEMENTS FOR 2013/14

RESOLVED:

The planning committee:

1. Noted the size, composition and roles and functions of the planning committee, as agreed by annual council assembly on 22 May 2013.

2. Noted the role and functions of planning sub-committees, as agreed by annual council assembly on 23 May 2012.
3. Established two planning sub-committees with the size and composition as set out in paragraph 9 of the report.
4. Appointed chairs and vice-chairs of the planning sub-committees as below:

Planning sub-committee A:

Chair – Councillor Althea Smith

Vice-chair – Councillor Adele Morris

Planning sub-committee B:

Chair – Councillor Darren Merrill

Vice-chair – Councillor Nick Stanton

The meeting closed at 8.55pm.

CHAIR:

DATED:

Item No. 6.	Classification: Open	Date: 4 June 2013	Meeting Name: Planning Committee
Report title:		Development Management	
Ward(s) or groups affected:		All	
From:		Proper Constitutional Officer	

RECOMMENDATIONS

1. That the determination of planning applications, or formal observations and comments, the instigation of enforcement action and the receipt of the reports included in the attached items be considered.
2. That the decisions made on the planning applications be subject to the conditions and/or made for the reasons set out in the attached reports unless otherwise stated.
3. That where reasons for decisions or conditions are not included or not as included in the reports relating to an individual item, they be clearly specified.

BACKGROUND INFORMATION

4. The council's powers to consider planning business are detailed in Part 3F which describes the role and functions of the planning committee and planning sub-committees. These were agreed by the annual meeting of the council on 23 May 2012. The matters reserved to the planning committee and planning sub-committees exercising planning functions are described in part 3F of the Southwark Council constitution.

KEY ISSUES FOR CONSIDERATION

5. In respect of the attached planning committee items members are asked, where appropriate:
 - a. To determine those applications in respect of site(s) within the borough, subject where applicable, to the consent of the Secretary of State for Communities and Local Government and any directions made by the Mayor of London.
 - b. To give observations on applications in respect of which the council is not the planning authority in planning matters but which relate to site(s) within the borough, or where the site(s) is outside the borough but may affect the amenity of residents within the borough.
 - c. To receive for information any reports on the previous determination of applications, current activities on site, or other information relating to specific planning applications requested by members.

6. Each of the following items are preceded by a map showing the location of the land/property to which the report relates. Following the report, there is a draft decision notice detailing the officer's recommendation indicating approval or refusal. Where a refusal is recommended the draft decision notice will detail the reasons for such refusal.
7. Applicants have the right to appeal to Planning Inspector against a refusal of planning permission and against any condition imposed as part of permission. Costs are incurred in presenting the council's case at appeal which maybe substantial if the matter is dealt with at a public inquiry.
8. The sanctioning of enforcement action can also involve costs such as process serving, court costs and of legal representation.
9. Where either party is felt to have acted unreasonably in an appeal the inspector can make an award of costs against the offending party.
10. All legal/counsel fees and costs as well as awards of costs against the council are borne by the budget of the relevant department.

Community impact statement

11. Community impact considerations are contained within each item.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Legal Services

12. A resolution to grant planning permission shall mean that the development & building control manager is authorised to grant planning permission. The resolution does not itself constitute the permission and only the formal document authorised by the committee and issued under the signature of the head of development management shall constitute a planning permission. Any additional conditions required by the committee will be recorded in the minutes and the final planning permission issued will reflect the requirements of the planning committee.
13. A resolution to grant planning permission subject to legal agreement shall mean that the head of development management is authorised to issue a planning permission subject to the applicant and any other necessary party entering into a written agreement in a form of words prepared by the director of legal services, and which is satisfactory to the head of development management. Developers meet the council's legal costs of such agreements. Such an agreement shall be entered into under section 106 of the Town and Country Planning Act 1990 or under another appropriate enactment as shall be determined by the director of legal services. The planning permission will not be issued unless such an agreement is completed.
14. Section 70 of the Town and Country Planning Act 1990 as amended requires the council to have regard to the provisions of the development plan, so far as material to the application, and to any other material considerations when dealing with applications for planning permission. Where there is any conflict with any policy contained in the development plan, the conflict must be resolved in favour of the policy which is

contained in the last document to be adopted, approved or published, as the case may be (s38(5) Planning and Compulsory Purchase Act 2004).

15. Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that where, in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The development plan is currently Southwark's Core Strategy adopted by the council in April 2011, saved policies contained in the Southwark Plan 2007, the where there is any conflict with any policy contained in the development plan, the conflict must be resolved in favour of the policy which is contained in the last document to be adopted, approved or published, as the case may be (s38(5) Planning and Compulsory Purchase Act 2004).
16. On 15 January 2012 section 143 of the Localism Act 2011 came into force which provides that local finance considerations (such as government grants and other financial assistance such as New Homes Bonus) and monies received through CIL (including the Mayoral CIL) are a material consideration to be taken into account in the determination of planning applications in England. However, the weight to be attached to such matters remains a matter for the decision-maker.
17. "Regulation 122 of the Community Infrastructure Levy regulations (CIL) 2010, provides that "a planning obligation may only constitute a reason for granting planning permission if the obligation is:
 - a. necessary to make the development acceptable in planning terms;
 - b. directly related to the development; and
 - c. fairly and reasonably related to the scale and kind to the development.

A planning obligation may only constitute a reason for granting planning permission if it complies with the above statutory tests."

18. The obligation must also be such as a reasonable planning authority, duly appreciating its statutory duties can properly impose, i.e. it must not be so unreasonable that no reasonable authority could have imposed it. Before resolving to grant planning permission subject to a legal agreement members should therefore satisfy themselves that the subject matter of the proposed agreement will meet these tests.
19. The National Planning Policy Framework (NPPF) came into force on 27 March 2012. The NPPF replaces previous government guidance including all PPGs and PPSs. For the purpose of decision-taking policies in the Core Strategy (and the London Plan) should not be considered out of date simply because they were adopted prior to publication of the NPPF. For 12 months from the day of publication, decision-takers may continue to give full weight to relevant policies adopted in accordance with the Planning and Compulsory Purchase Act (PCPA) 2004 even if there is a limited degree of conflict with the NPPF.
20. In other cases and following and following the 12 month period, due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF. This is the approach to be taken when considering saved plan policies under the Southwark Plan 2007. The approach to be taken is that the closer the

policies in the Southwark Plan to the policies in the NPPF, the greater the weight that may be given.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Council assembly agenda 23 May 2012	Constitutional Team 160 Tooley Street London SE1 2QH	Kenny Uzodike 020 7525 7236
Each planning committee item has a separate planning case file	Development Management, 160 Tooley Street, London SE1 2QH	The named case officer as listed or Gary Rice 020 7525 5437

APPENDICES

No.	Title
None	

AUDIT TRAIL

Lead Officer	Ian Millichap, Constitutional Manager	
Report Author	Kenny Uzodike, Constitutional Officer Jonathan Gorst, Head of Regeneration and Development	
Version	Final	
Dated	November 2012	
Key Decision	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments sought	Comments included
Director of Legal Services	Yes	Yes
Head of Development Management	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team		November 2012

ITEMS ON AGENDA OF THE PLANNING COMMITTEE

on Tuesday 04 June 2013

Appl. Type	Full Planning Permission	Reg. No.	13-AP-0561
Site	LAND EAST OF CROWN STREET BETWEEN WYNDHAM ROAD AND BETHWIN ROAD INCLUDING THE FORMER CROWN STREET DEPOT AND THE BETHWIN ROAD ADVENTURE PLAYGROUND CROWN STREET CAMBERWELL SE5 OUR	TP No.	TP/2003-C
		Ward	Camberwell Green
		Officer	Fennel Mason

Recommendation GRANT SUBJECT TO LEGAL AGREEMENT***Item 6/1*****Proposal**

Redevelopment of the site including the demolition of existing depot building and erection of four new residential buildings of between six and nine storeys accommodating 69 dwellings and 137m2 of Class A1, A2 and/or A3 (retail/services/cafe) space, 9 disabled car parking spaces, cycle parking, private and communal amenity space including a new public square and landscaping, plus refurbishment and single storey extensions to the existing Bethwin Road playgroup building (Class D1 use) with associated landscaping.

Appl. Type	Full Planning Permission	Reg. No.	13-AP-0065
Site	399 ROTHERHITHE NEW ROAD, LONDON, SE16 3HG	TP No.	TP/2354-9
		Ward	Livesey
		Officer	Kiran Chauhan

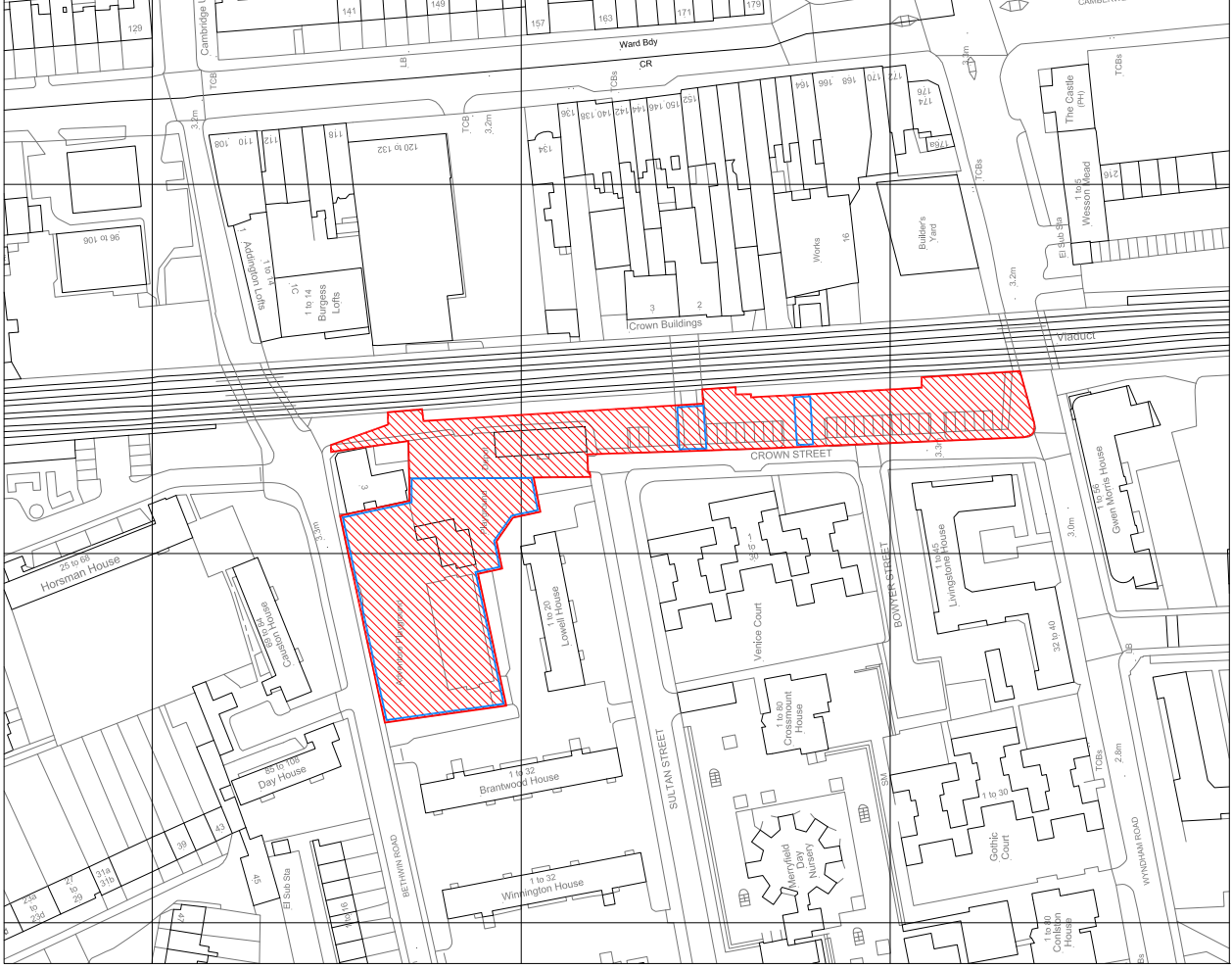
Recommendation REFUSE SUBJECT TO GLA DIRECTION***Item 6/2*****Proposal**

Demolition of existing building and the erection of a part 6, part 19 storey building (maximum height from ground 61.3m) with basement for a mixed use scheme comprising of 158 residential dwellings, primary school for Southwark Free School, sixth form and community centre for City of London Academy, with associated amenity and play space, basement car and cycle parking and landscaping.

Appl. Type	Full Planning Permission	Reg. No.	13-AP-0882
Site	NEW CAMBERWELL LIBRARY VACANT LAND TO D'EYNSFORD ROAD AND CAMBERWELL GREEN SE5	TP No.	TP/2027-A
		Ward	Camberwell Green
		Officer	Fennel Mason

Recommendation GRANT PERMISSION***Item 6/3*****Proposal**

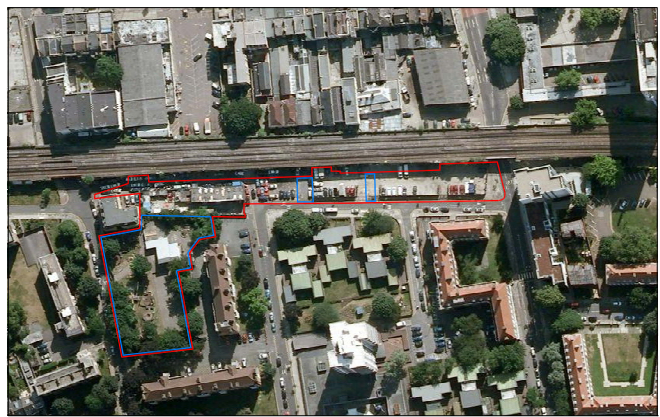
Construction of a new two storey library building comprising, adult library, children's library, study area and meeting rooms with hard and soft landscaping surrounding.



03 03/20/2022



01 01/20/2020



02 02/20/2020

<p>PROJECT NAME: PARRITT LENG PROJECT NUMBER: 200 DESIGNER: PARRITT LENG SCALE: 1:1000 DATE: 03/20/2022</p>	
<p>01 01/20/2020 02 02/20/2020 03 03/20/2022</p>	
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Item No. 6.1	Classification: Open	Date: 4 June 2013	Meeting Name: Planning Committee
Report title:	Development Management planning application: Application 13/AP/0561 for: Full Planning Permission Address: LAND EAST OF CROWN STREET BETWEEN WYNDHAM ROAD AND BETHWIN ROAD INCLUDING THE FORMER CROWN STREET DEPOT AND THE BETHWIN ROAD ADVENTURE PLAYGROUND CROWN STREET CAMBERWELL SE5 OUR Proposal: Redevelopment of the site including the demolition of existing depot building and erection of four new residential buildings of between six and nine storeys accommodating 69 dwellings and 137m2 of Class A1, A2 and/or A3 (retail/services/cafe) space, 9 disabled car parking spaces, cycle parking, private and communal amenity space including a new public square and landscaping, plus refurbishment and single storey extensions to the existing Bethwin Road playgroup building (Class D1 use) with associated landscaping.		
Ward(s) or groups affected:	Camberwell Green		
From:	HEAD OF DEVELOPMENT MANAGEMENT		
Application Start Date 25/03/2013		Application Expiry Date 24/06/2013	
Earliest Decision Date 27/04/2013			

RECOMMENDATION

- 1 Grant planning permission subject to conditions and the applicant entering into an appropriate legal agreement by no later than 23 June 2013.
- 2 In the event that the requirements of Recommendation 1 are not met by 23 June 2013, the Head of Development Management be authorised to refuse planning permission for the reasons set out under paragraph 167.

BACKGROUND INFORMATION

Site description

- 3 The application site is bordered by the railway viaduct and arches to the east, Crown Street to the west, Wyndham Road to the south and Bethwin Road to the north. The site is a narrow strip of land predominantly between the railway lines and Crown Street, and also includes the Bethwin Playground site to the north.
- 4 At present the site is occupied by a variety of uses, including the Bethwin Playground site and existing building to the north, the vacant former Crown Street Depot building (at the time of writing occupied by squatters) and the land to the south which could be described as being used both formally and informally for parking associated with the light industrial uses within the adjoining railway arches. The land occupied by the Bethwin Road Playground building is owned by the council and the Playgroup have an

existing licence to operate at the site.

- 5 The site is located approximately 90m from Camberwell Road and is surrounded by a mixture of land uses, with predominantly residential use to the west and light industry within the railway arches and retail towards Camberwell Road.
- 6 Buildings within close proximity of the site range from the 2 storey building of Venice Court located to the immediate west of the application site, to the 12 storey Gwen Morris House building located to the immediate south of the application site, and the larger Castlemead to the south-east opposite the railway viaduct.
- 7 The site is located within the Urban Density Zone, the Air Quality Management Area and the Camberwell Action Area. The site is not located within the setting of any conservation area or listed building.

Details of proposal

- 8 Planning permission is sought for the redevelopment of the site including the demolition of existing depot building and erection of four new residential buildings of between six and nine storeys (maximum of 27.4m in height) accommodating 69 new dwellings and 137m² of Class A1, A2 and/or A3 (retail/services/cafe) space at ground floor level, plus single storey extensions to the Bethwin Road Playground building (Class D1 use).
- 9 The development is comprised of six 'blocks' which are summarised as following:
 - Block 1: extended and refurbished playgroup building
 - Block 2: part six and part nine storey residential building
 - Block 3: part six and part eight storey residential building with commercial at part of ground floor
 - Block 4: communal/public amenity space
 - Block 5: part seven and part nine storey residential building
 - Block 6: part seven and part eight (with a large void space above which effectively gives the appearance of nine storeys) storey residential building with commercial at part of ground floor.
- 10 The breakdown of the proposed residential units is described in the table below:

Table 1: Schedule of proposed residential units by bedroom number and tenure

Unit Type	Number of Units	Private Market	Affordable
Studio	0	0	0
1 bed	1	1	0
2 bed	54	21	33
3 bed	7	6	1
4 bed	6	0	6
5 bed	1	0	1
Total	69	28	41

- 11 The development will also include single storey extensions to the existing Bethwin Playgroup building, with associated internal and external alterations.
- 12 The wider development will provide 8 disabled car parking spaces (within the basement of Block 6) and another at ground level to the front of Block 2, cycle storage within each of the proposed residential buildings, and in addition to the communal amenity space (Block 4) there will be rooftop amenity spaces above each of the residential blocks, in addition to the provision of photovoltaic panels.

- 13 The application has been amended since original submission which has resulted in the Bethwin Playgroup building being extended and renovated rather than being completely replaced with a new building. In addition three flats (1 x 2 bed private and 2 x 2 bed affordable) have been removed from Blocks 3 and 6 which has reduced the bulk and height of these buildings, and reduced the over number of residential units from 72 to 69.

Planning history

- 14 Planning permission (07-AP-2905) was granted on 8 April 2008 at the Crown Street Depot site for the erection of a part five, part seven storey building with lift overrun to provide business and community uses (Class B1 and Class D1) plus 11x1 bed, 12x2 bed and 5x3 bed and 1x4 bed flats (29 flats in total) with ancillary plant and servicing, wind turbines, works of hard and soft landscaping and alterations to existing pedestrian access together with other associated and enabling works.
- 15 Prior to expiry in April 2011, planning permission (11-AP-1003) was sought for the renewal of planning permission reference 07-AP-2905. This application remains undetermined at the time of writing, however it is likely that this application is to be withdrawn and no determination made.

Planning history of adjoining sites

- 16 Planning permission (05-AP-1957) was granted at the Wyndham Garage in June 2007 for the erection of part 5 and part 12 storey building for mixed use to provide 56 flats (29 x one bedroom, 23 x two bedroom and 4 x three bedroom flats) and retail and office use on the ground floor submitted as an amendment to planning permission dated 2/9/2005 (04-AP-0116) for the erection of part 5 and part 12 storey building for mixed use to provide 56 flats (29 x one bedroom, 23 x two bedroom and 4 x three bedroom) on part of the ground floor and the upper floors and 214m² of retail (Use Class A1 - retail) or office use (Use Class B1 - business use) on the ground floor together with associated external landscaping. This permission was implemented and the buildings are now complete and occupied.
- 17 Planning permission (10-AP-2915) was refused in March 2011 at 166-176 Camberwell Road and 16 Wyndham Road for the construction of a residential mixed use development comprising:
- Phase 1 - part 3, part 4 and part 8 storey building containing 765m² floorspace in office and artist studios (B1 use) and 523m² floorspace in retail (A1 use) in addition to 5 disabled car parking spaces and 90 cycle storage spaces at ground floor level, with a first floor outdoor amenity space and 52 residential units (comprising 8 x 1 bed, 36 x 2 bed and 8 x 3 bed) on the upper levels.
 - Phase 2 - part 4 and part 5 storey building containing 297m² floorspace in retail (A1 use) at ground floor and 11 residential units (comprising 3 x 1 bed, 4 x 2 bed and 4 x 3 bed) units on the upper levels.

The application was refused due to the failure of the applicant to complete the legal agreement in time.

KEY ISSUES FOR CONSIDERATION

Summary of main issues

- 18 The main issues to be considered in respect of this application are:
- principle of the proposed development in terms of land use and conformity with

- strategic policies
- design issues including layout, heights, massing and elevations
- transport issues, and loss of existing parking on the site
- affordable housing
- housing mix and type
- quality of accommodation
- traffic issues
- impact on the amenities of occupiers of adjoining properties
- energy and sustainability
- planning obligations.

Planning policy

Core Strategy 2011

- 19
- 1 – Sustainable development
 - 2 – Sustainable transport
 - 5 – Providing new homes
 - 6 – Homes for people on different incomes
 - 7 – Family homes
 - 10 – Jobs and businesses
 - 11 - Open spaces and wildlife
 - 12 – Design and conservation
 - 13 – High environmental standard
 - 14 - Implementation and delivery

Southwark Plan 2007 (July) - saved policies

- 20
- The council's cabinet on 19 March 2013, as required by para 215 of the NPPF, considered the issue of compliance of Southwark Planning Policy with the National Planning Policy Framework. All policies and proposals were reviewed and the council satisfied itself that the policies and proposals in use were in conformity with the NPPF. The resolution was that with the exception of Policy 1.8 (location of retail outside town centres) in the Southwark Plan all Southwark Plan policies are saved. Therefore due weight should be given to relevant policies in existing plans in accordance to their degree of consistency with the NPPF.
- 21
- 1.4 Employment sites outside the Preferred Office Locations and Preferred Industrial Locations
 - 2.5 Planning Obligations
 - 3.1 Environmental Effects
 - 3.2 Protection of Amenity
 - 3.3 Sustainability Appraisal
 - 3.4 Energy Efficiency
 - 3.6 Air Quality
 - 3.7 Waste Reduction
 - 3.11 Efficient Use of Land
 - 3.12 Quality in Design
 - 3.13 Urban Design
 - 3.14 Designing Out Crime
 - 3.19 Archaeology
 - 3.28 Biodiversity
 - 4.1 Density of Residential Development
 - 4.2 Quality of Residential Development
 - 4.3 Mix of Dwellings
 - 4.4 Affordable Housing
 - 5.1 Locating Developments

- 5.2 Transport Impacts
- 5.3 Walking and Cycling
- 5.6 Car Parking
- 5.7 Parking Standards for disabled people and the mobility impaired

Southwark Supplementary Planning Documents

- 22 Sustainable Design and Construction 2009
- Affordable Housing 2008 (September) and 2011 Draft
- Section 106 Planning Obligations 2007
- Residential Design Standards 2011

London Plan 2011

- 23 3.1 Ensuring Equal Life Chances For All
- 3.2 Improving Health And Addressing Health Inequalities
- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.5 Quality And Design Of Housing Developments
- 3.6 Children And Young People's Play And Informal Recreation Facilities
- 3.7 Large Residential Developments
- 3.8 Housing Choice
- 3.9 Mixed And Balanced Communities
- 3.11 Affordable Housing Targets
- 3.12 Negotiating Affordable Housing On Individual Private Residential And Mixed Use Schemes
- 4.1 Developing London's Economy
- 4.7 Retail And Town Centre Development
- 5.1 Climate Change Mitigation
- 5.2 Minimising Carbon Emissions
- 5.3 Sustainable Design And Construction.
- 5.6 Decentralised Energy In Development Proposals
- 5.7 Renewable Energy
- 5.11 Green roofs And Development Site Environs
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 6.3 Assessing Effects Of Development On Transport Capacity
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.6 Architecture
- 7.8 Heritage Assets And Archaeology
- 7.10 World Heritage Sites
- 7.14 Improving Air Quality
- 7.15 Reducing Noise And Enhancing Soundscapes
- 7.18 Protecting Local Open Space And Addressing Local Deficiency
- 7.19 Biodiversity And Access To Nature
- 7.21 Trees And Woodlands
- 8.2 Planning Obligations

National Planning Policy Framework (NPPF)

- 24 The NPPF came into effect on 27 March 2012 and is a material planning consideration. The document is applicable in its entirety, but the most relevant sections are:

Section 1: Building a strong competitive economy

Section 4: Promoting sustainable development

Section 6: Delivering a wide choice of good quality homes

Section 7: Requiring good design

Section 8: Promoting healthy communities

Section 10: Meeting the challenge of climate change, flooding and coastal change

Section 11: Conserving and enhancing the natural environment

Principle of development

- 25 The proposed application includes the provision of 69 residential units, 137m² of Class A1, A2 and/or A3 (retail/services/cafe) space, and an increase of 126 m² of Class D1 space.
- 26 According to the applicant there is existing storage (B8 use) of 300m² in area and community facilities (D1 use) of 136m² in area within the existing depot building and the playgroup building. The remainder of the site is used for access and parking.
- 27 There is no policy requirement to retain or replace the existing B Class floorspace as the site is not located within a town centre, a Central Activity Zone, a Transport Accessibility Zone or with direct access to a classified road. Therefore the loss of the B Class floorspace does not raise any objection in policy terms.
- 28 With regard to the D Class floorspace (the building used by the Bethwin Road Playgroup) the proposed development will increase both the quality and quantity of community floorspace provision, which is a positive aspect of the development.
- 29 The creation of 69 residential homes proposed as part of this application is a significant contribution to the supply of new housing within the area, which is welcomed.
- 30 In accordance with Saved Policy 4.4 'Affordable housing' of the Southwark Plan and Strategic Policy 6 'Homes for people of different incomes' of the Core Strategy, provision should be included for 35% affordable housing, and 35% private (based on habitable rooms rather than total number of units).
- 31 The development would provide the following tenure mix:
- Private Housing: A total of 28 units (89 hr) being 39.0%
 - Shared Ownership: A total of 24 units (73 hr) being 32.0%
 - Affordable Rented: A total of 10 units (30 hr) being 13.1%
 - Social Rented: A total of 7 units (36 hr) being 15.8%
- 32 As such the development would meet both the minimum 35% affordable and 35% private housing requirement. The tenure mix is considered further at paragraph 48-52.
- 33 The dwelling mix is discussed in detail from paragraph 43 below.
- 34 The development would bring into beneficial use an under-utilised brownfield site, and as such is consistent with policy at national and local level.

Density

- 35 Saved policy 4.1 'Density of residential development' describes the residential density levels expected in different parts of the borough, and refers to appendix 2 of the development plan for further guidance. Appendix 2.6 'Density Calculations' describes

the methodology for calculating density in the borough.

- 36 Strategic policy 5 'Providing new homes' describes that in the urban zone densities are expected to be between 200 and 700 habitable rooms per hectare, and that within the action area cores the maximum densities set out above may be exceeded when developments are of an exemplary standard of design. Southwark's Residential Design Standards go on to describe the criteria that should be met if a development is to be considered as having an exemplary standard of design in section 2.2 'Density Standards'.
- 37 The site area stated by the applicant is 0.52 hectares, however this includes the Bethwin Adventure Playground site which in the opinion of the council should not be included in the calculations as it would provide a misleading density figure. The stated density of any scheme should properly reflect the scale and intensity of the residential accommodation together with any other uses which are an integral part of the same development. There is no direct relationship between the housing being provided here and the playground site as the future residents would not share the use of any of the facilities or functions. As such, it is considered that this part of the site should be removed from the density calculations. With the Bethwin Adventure Playground removed the site area measures 0.274 hectares.
- 38 There are 228 habitable rooms (residential use) in addition to the 6 habitable room equivalent associated with the non-residential use (a total of 234 habitable rooms). Therefore it is considered that the actual density of the proposed development is 854 habitable rooms per hectare (hr/ha).
- 39 This means that the development is in excess of the normal density range of 200-700 hr/ha expected in the urban density zone. In accordance with the Core Strategy, it may be possible to exceed this range, if exemplary design standards can be demonstrated. The quality of accommodation is discussed in detail below. In addition, the scale and form of the development should not be overbearing in its context, or cause significant harm to the amenity of neighbouring occupiers. This issue is also discussed further below.

Environmental impact assessment

- 40 Applications where an environmental impact assessment (EIA) is required will either be mandatory or discretionary, depending on whether they constitute Schedule 1 (mandatory) or Schedule 2 (discretionary) development of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011. In this case the proposed development falls under Schedule 2, Category 10b 'urban development project' of the EIA Regulations where the threshold for these projects is a site area exceeding 0.5ha. The application site area is 0.52 ha and therefore is just above this trigger threshold.
- 41 An EIA would only be required for this current application site, if it is likely to generate significant environmental effects having regard to the criteria set out in Schedule 3 of the Regulations which include:
- The characteristics of the development
 - The environmentally sensitivity of the location
 - The characteristics of the potential impact.
- 42 A request for a screening opinion was not submitted with the application. However, in this context it is considered that the development is unlikely to have a significant effect upon the environment by virtue of its nature, size or location based upon a review of the Schedule 3 selection criteria for screening Schedule 2 Development. The site is a

brownfield site in an inner London location, and is located outside of a sensitive area as per Regulation 2(1) and the development is unlikely to generate any significant environmental effects of a magnitude which would require assessment through an EIA.

Dwelling Mix

- 43 Strategic Policy 7 'Family homes' of the Core Strategy requires developments with 10 or more units to provide a minimum 60% of units with 2 or more bedrooms and a minimum of 20% 3, 4 or 5 bedroom units within the Urban Zone.
- 44 This application proposal provides 98.6% of units with 2 or more bedrooms and 20.3% of units with 3 or more bedrooms. The development therefore significantly exceeds the minimum policy requirements for 2 or more bedrooms and also provides 20% of 3, 4 or 5 bedroom units.
- 45 Furthermore, saved policy 4.3 'Mix of dwellings' of the Southwark Plan states that 10% of units in residential developments should be wheelchair accessible, on a habitable room basis. The proposed development will provide 7 wheelchair accessible units (a total of 25 habitable rooms) which is in excess of 10% of the total residential accommodation and therefore policy compliant.
- 46 The proposed wheelchair units are designed to comply with the South East London Housing Partnerships Wheelchair Housing Design Guidelines (SELHPWHDG), as appended to Southwark's Residential Design Standards (SPD).
- 47 Officers are satisfied that the submitted application drawings currently show that these units will meet the SELHPWHDG requirements.

Affordable Housing

- 48 Strategic Policy 6 'Homes for people on different incomes' requires affordable housing in all new developments of 10 or more units. Within this area, developments are required to provide a minimum of 35% affordable housing and at least 35% of the scheme should be for private housing. Of the affordable homes 50% should be for social rent and 50% for intermediate/shared ownership.
- 49 The development would provide the following tenure mix:
- Private Housing: A total of 28 units (89 hr) being 39%
 - Shared Ownership: A total of 24 units (73 hr) being 33%
 - Affordable Rented: A total of 10 units (27 hr) being 11.4%
 - Social Rented: A total of 7 units (39 hr) being 16.5%
- 50 This application proposal includes 41 units that will be affordable, equating to 139 habitable rooms, or 61% This is well in excess of the minimum 35% affordable housing required by policy.
- 51 Policy requires a minimum of 17.5% shared ownership and 17.5% social rented accommodation (each being 50% of the total 35% affordable housing requirement) to be provided within any major development in this part of Camberwell. This application provides 33% shared ownership housing, measured by habitable rooms. This more than meets the policy requirement. The social rented provision falls slightly below the 17.5% requirement, (being 16.5% of the total habitable rooms). Although the total number of social rented units appears low (7 units) these are all large family sized units where there is a particular demand for affordable housing at target rents. The 1% shortfall in social rented housing, when considered in the context of the level of shared

ownership housing, and the 11.4% affordable rented housing also being offered, is not considered to be a significant issue. The total level of affordable housing within the development is substantial, and this is a positive aspect of the development. The scheme would contribute to the supply of affordable housing across all tenures, whilst also providing a number of new private units in an area where there is a high proportion of affordable housing. As such, it is considered that the scheme would make a welcome contribution to the creation of a mixed and balanced community in Camberwell.

- 52 The applicant would deliver the scheme in partnership with ASRA housing association, and has advised that they would commence construction of these units this year, if planning permission is granted.

Quality of Residential Accommodation

- 53 Saved policy 4.2 'Quality of residential accommodation' states that planning permission will be granted for residential development, where it achieves good quality living conditions, and includes high standards of accessibility, outlook, privacy, natural daylight, ventilation, outdoor amenity space, safety, security and protection from pollution including noise and light.
- 54 As mentioned above the density for the scheme is 854 habitable rooms per hectare (hr/ha) which is above the anticipated density range and therefore the scheme must have exemplary design standards.
- 55 The Residential Design Standards SPD sets out guidance on what constitutes 'excellent' accommodation standards, looking at factors such as exceeding minimum flat sizes, a preponderance of dual aspect units, and providing generous floor to ceiling heights.

Daylighting analysis

- 56 Each block sits on a small footprint, with in most cases only two flats per floor. As a result, all flats are dual, or in most cases triple, aspect. This means that daylight and sunlight penetration to the flats is excellent and each would achieve very high levels of internal amenity in terms of natural light.

Outdoor amenity space

- 57 Policy 4.2(ii) of the Southwark Plan and Section 3.2 of the SPD on Residential Design Standards states that development should provide high standards of outdoor/green amenity space. The draft SPD advises that development should as a minimum meet and seek to exceed the following standards:
- 50m² of communal space per development
 - For units containing 3 or more bedrooms, 10m² of private amenity space
 - For units containing 2 or less bedrooms, ideally 10m² of private amenity space, and where this is not possible the remaining amount should be provided to the communal amenity space requirement.
- 58 In this development the requirement for amenity space is 740m². The application proposal includes four areas of roof top communal amenity spaces (on Blocks 2, 3, 5 and 6) and the communal amenity space (Block 4) which totals approximately 479m² in area.
- 59 It is acknowledged that this narrow site is unable to provide conventional communal amenity spaces for each of the blocks, which has driven the need to provide roof top

amenity spaces. The main communal amenity space provided (Block 4) is provided for the future occupiers of the development, but also open to the public.

60 In addition to this, each of the proposed residential units has a private balcony, terrace, or garden providing the following:

- Block 2: A total of 479m² of private amenity space (ranging from 8m² to 132m²)
- Block 3: A total of 140m² of private amenity space (ranging from 9m² to 16m²)
- Block 5: A total of 139m² of private amenity space (ranging from 7m² to 25m²)
- Block 6: A total of 112m² of private amenity space (ranging from 7m² to 21m²)

61 Therefore, overall the proposed development provides a total of approximately 1,349m² of private and communal amenity space for future occupiers, which is in excess of the policy requirement.

Internal space standards

62 Supplementary Planning Document for Residential Design Standards 2011 details minimum space standards for residential units.

63 The table below describes the range of unit size proposed in this scheme, compared to the Residential Design standards.

Unit size	Minimum standard (sqm)	Proposed size range (sqm)
1 bed (2 persons)	50	70
2 bed (3 persons)	61	68 to 90
2 bed (4 persons)	70	
2 bed (average)	66	
3 bed (4 persons)	74	90 to 118
3 bed (5 persons)	86	
3 bed (6 persons)	95	
3 bed (average)	85	
4 bed (5 persons)	90	94 to 167
4 bed (6 persons)	99	
4+ bed (average)	95	

64 All units achieve the minimum standards for unit size, as well as the minimum standards for individual room size within units. The larger family units are particularly generous in size.

65 In addition, all of the proposed flats are dual aspect and many are triple aspect, which represents an exemplary level of internal layout and outlook. The proposed flats include bulk storage areas, and have natural light and ventilation for kitchens and bathrooms.

66 The proposed development is located 6.0m at closest (Block 3) from the railway viaduct and will have habitable rooms facing the railway lines in many of the units. This is a close proximity however there are a number of other developments within the area which have built as close (and some closer) to the railway lines. There is potential for a poor quality of accommodation should these units not be sufficiently acoustically insulated.

67 As discussed further below, a condition of consent will be imposed requiring the submission of an updated Noise Report, and a further condition requiring a suitable standard of internal ambient noise levels to be provided. With these measures in place it is considered that there would be no loss of amenity in this regard.

- 68 The proposed buildings will be located within fairly close proximity of each other, being a minimum of 9m between Blocks 2 and 3, and 15m between Blocks 5 and 6.
- 69 With regard to Blocks 2 and 3 they are offset from each other sufficiently to ensure that the habitable rooms facing each other do not look directly into the neighbouring windows, and the associated rooms have other windows on different elevations to ensure that there would be good outlook and sufficient levels of privacy. In terms of Blocks 5 and 6, it is considered that these have sufficient separation distance (more than the minimum 12m requirement of front to front facing developments as required by the Residential Design Standards).

Conclusion on quality of accommodation

- 70 Overall the proposed development can generally be considered to comply with development plan policies and proposes a good quality of residential amenity, which meets Southwark's Residential Design Standards.

Adventure Playground Building

- 71 The existing Bethwin Road Adventure Playground building is considered to be dated in terms of its ability to function and the provision of its services, and also its appearance. The building, and the wider Adventure Playground site, are owned by the council, and are leased to Bethwin Playgroup, who occupy the buildings and manage the range of functions which take place on the site.
- 72 The Playground Building and surrounds provides access to local children from different backgrounds, generally between the ages of 5 to 16 (and sometimes beyond). The playground services include access to play facilities, community programmes, resident support programmes.
- 73 There is an increasing demand for the use of the facilities and the existing facilities are not large enough to serve the local communities needs, according to the current user. The user is currently unable to fund any refurbishment or extension of the existing building and the proposed development would enable the provision of a much needed improvement to the existing community facility. The applicant has been in discussions with the playground management team for some months. The earlier planning permission on the site (07-AP-2905) integrated the community space into the ground floor of the housing block. This would potentially raise issues around the management and control of the space, and the extension and improvement to the building within the playground would seem to be a more viable and sustainable route.
- 74 The original submission included an entirely new building for the Playgroup use. However, the reduction in the number of units (in order to seek to improve the amenity of some surrounding residents) impacted on the wider viability of the scheme. In addition, the existing Bethwin Playgroup team expressed some concern at the potential liabilities associated with the proposed new building. The revised scheme therefore proposes to extend and refurbish the existing building, which will significantly increase the space available to users, and the quality of the accommodation. The Playgroup support this option, as do the council's children and adults services team. The detailed brief for the building, and the terms under which it would be occupied, are still under discussion. However, the brief and the contract requirements will be secured through the S106 agreement if permission is granted, and a clause will be included to ensure that the building will be delivered before a proportion of the private housing in the new development can be occupied.

Impact on Neighbouring Occupiers

- 75 Policy 3.2 'Impact on amenity' 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 policy 3.1 'Environmental effects' to ensure that development proposals will not cause material adverse effects on the environment and quality of life. Strategic Policy 13 'High Environmental Standards' of the Core Strategy requires developments to avoid amenity and environmental problems that affect how we enjoy the environment in which we live and work.

Daylight and Sunlight

- 76 A daylight and sunlight report was submitted with the application, and a second report later supplied to clarify the results and provide further information. Following the revisions, which reduced the height of two sections of the buildings, a further report was submitted to take into account any alterations to the impacts on the neighbouring properties. Each report assesses the application scheme based on the Building Research Establishment (BRE) guidelines on daylight and sunlight.
- 77 The BRE sets out three detailed daylight tests. The first is the Vertical Sky Component test (VSC), which is the most readily adopted. This test considers the potential for daylight by calculating the angle of vertical sky at the centre of each of the windows serving the residential buildings which look towards the site. 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 have determined that the daylight can be reduced by about 20% of their original value (0.8 times the original value) before the loss is noticeable.
- 78 The second method is the No Sky Line (NSL) or Daylight Distribution (DD) method which assesses the proportion of the room where the sky is visible, and plots the change in the No Sky Line between the existing and proposed situation. It advises that if there is a reduction of 20% in the area of the room which has sky visibility, daylight may be affected.
- 79 Another method of calculation is the Average Daylight Factor (ADF) which is a more detailed assessment and considers the amount of sky visibility on the vertical face of a window, but also the window size, room size and room use. The recommendations for ADF in dwellings are 2% for kitchens, 1.5% for living rooms and 1% for bedrooms.
- 80 In relation to sunlight, the test is to calculate the annual probable sunlight hours (APSH) taking into account the amount of sun available in both the summer and winter for each given window which faces within 90 degrees of due south. The assessment requires that a window should receive a quarter of annual probable sunlight hours in the summer and at least 5% of sunlight hours during the winter months.
- 81 At present, the site is largely cleared, with the exception of the existing Crown Street depot building at the northern end of the site. The remainder of the site is partly enclosed by a boundary wall under 3 metres high. As such, many of the buildings which face the site enjoy good levels of daylight and sunlight, due to the absence of any substantial obstructions. However, some of the buildings have design features, such as overhanging walkways, which do limit the amount of daylight available to the rooms beneath the walkways.
- 82 A large number of objections to the application have raised the issue of impact on daylight and sunlight. These include objections from the nearest properties, at

Livingstone House, Venice Court and Gwen Morris House. In response to these objections, the applicant submitted a revised proposal which reduced the height of two of the blocks, taking 2 storeys from the highest part of Block 6, and one storey from the part of Block 3 which is closest to Venice Court. These revisions do improve the daylight levels remaining to some properties within these addresses, albeit to a limited extent. As with all applications, the impact on the amenity of neighbouring residents needs to be assessed against the advice set out by the BRE, taking into account the nature of the property and the characteristics of the area. These impacts should then be considered in the light of any broader benefits of the development, and all other material considerations.

83 The submitted reports considered the impacts on the following properties:

134, 136-138 Camberwell Road, and Crown Buildings blocks A-F, Camberwell Road

84 These blocks all sit on the eastern side of the railway viaduct, opposite the application site. All rooms retain levels of VSC equivalent to at least 0.8 times the existing value. As such, accordingly to the BRE report, the impact on daylight would not be noticeable. Some rear facing bedroom windows in Crown Buildings D, E and F have low ADF levels relative to the room use, but this reflects the existing low levels for those rooms, and the reductions are minimal.

85 In terms of sunlight, some windows are already shadowed by existing neighbours and the application scheme is making only a marginal difference to sunlight levels.

Gwen Morris House, Wyndham Road

86 This is a new development on the south side of Wyndham Road, facing the proposed Block 6. This part of the building has a commercial unit on the ground floor, with 11 levels of residential flats above. Currently, these flats look over a cleared site used for informal car parking.

87 These are some losses of VSC on levels 1 and 2 which reduce to less than 0.8 times the existing levels. However, all but 4 of the 44 residential windows facing the site retain levels of VSC within the tolerances set out by the BRE. All windows maintain a No Sky Line of more than 80% of the existing, and ADF levels for each room meets the levels expected for the room type. As such, the impact is considered to be acceptable.

88 It was not necessary to assess the impact on sunlight because the affected windows do not fall within 90 degrees of due south (being broadly due north).

Livingstone House, Crown Street

89 This is a 4 storey flat block with deck access on the east side of the building, facing the application site. There are 2 corner bedrooms on each level on this face of the building, but most of the windows serve bathrooms or small kitchens. These windows are severely impacted by the overhanging walkways, which limit the amount of light from above which could reach the windows. In addition, the projecting stairwell limits lateral light on this face.

90 The height of the element of Block 6 which directly faces Livingstone House was reduced by 2 storeys in the revised submission, in an attempt to improve the light and outlook to these dwellings. However, whilst the reduction in height may have some benefits in terms of outlook, the impact on daylight has been limited. The design of Livingstone House, combined with the fact that it currently faces a clear site, means that any new building of more than a very modest height would cause a perceptible impact on light levels within the flats.

91 Each bedroom benefits from daylight from a second window on an unaffected facade,

which means that ADF levels for those rooms are acceptable. The bathrooms are not classed as habitable rooms, so the impact would not be required to be assessed. For the 4 kitchens, each would lose daylight at levels well above that expected under the BRE, and the proposed ADF level is also low. This impact is significant, but should be considered in the context of the design of the building itself, and the size and function of the kitchen, which is not a dining kitchen and therefore not classed as a habitable room. In these circumstances, and when weighted against the benefits of bringing this brownfield site into productive use, it is considered that the harm caused is not so severe as to warrant refusal of an otherwise acceptable scheme.

- 92 The impact on sunlight was not analysed because the affected windows do not lie within 90 degrees of due south.

Venice Court, Crown Street

- 93 This is a series of 2 storey buildings on the west side of Crown Street. A number of windows benefit from facing the new public space, but others face Blocks 3 and 5. The flats within Venice Court are all dual aspect, and the habitable rooms have windows on the Crown Street elevation but also the opposing faces, although the small (non-habitable) kitchens have windows only on the Crown Street facade.
- 94 The reduction in the height of part of Block 3 has slightly reduced the impact of the proposed development. Whilst there are a number of losses in VSC beyond the level set out in the BRE for the windows facing Crown Street, the availability of light from the other windows means that the ADF levels within the habitable rooms meet the BRE recommendations for the room types. The exception is the small kitchens; whilst the revisions mean that two further windows meet the BRE recommendations for VSC, and 6 other kitchens see a small improvement beyond that experienced under the original submission, there are still noticeable losses to those rooms. However, the ADF levels within these kitchens are between 1.4% and 1.7% which whilst below the 2% level set out in the BRE is not exceptionally low.

- 95 The impact on sunlight was not analysed because the affected windows do not lie within 90 degrees of due south.

3 Bethwin Road

- 96 This is a recently built 5 storey block of flats at the northern end of the site, beyond the existing Crown Street depot building.
- 97 13 of the 18 rooms analysed retain VSC levels of at least 27%, or 0.8 times the existing level. For these, and the remaining 5 rooms, each achieves the ADF level expected for the room type.
- 98 In terms of sunlight, the ground floor rooms do experience a loss of sunlight during the winter months, but the impact would be less severe to that experienced under the previously approved scheme (07-AP-2905) which stood closer to 3 Bethwin Road than the currently proposed Block 2.
- 99 In conclusion, there are impacts on daylight to neighbouring properties, most notably Livingstone House and Venice Court. However, with the exception of 4 kitchens to Livingstone House, the impacts are not so severe in themselves that they would warrant withholding planning permission. In the case of Livingstone House, the impacts are limited to small kitchens beneath deck access walkways, and since these rooms would be classified as non-habitable it is not considered that the impact should be an over-riding consideration. When considered in the context of the wider benefits of the development, it is recommended that the impacts be noted but that on balance permission should be granted.

Privacy and Overlooking

100 Supplementary Planning Guidance for Residential Design Standards 2011 states that in order to prevent unnecessary problems of overlooking, loss of privacy and disturbance, development should achieve the following distances between residential windows

- A minimum distance of 12m at the front of the building and any elevation that fronts onto a highway
- A minimum distance of 21m at the rear of the building.

The proposed development complies with these minimum separation distances to neighbours and given the proposed arrangement of the buildings, it is not considered that the proposed development would result in a material impact on the amenity of any adjoining occupiers from overlooking or a loss of privacy.

Environmental Protection

101 The applicant has provided a number of technical reports in support of this application, as required for validation. However they generally lack detail so are unreliable or inconclusive. Although this is not of sufficient concern to warrant refusal, further information would be required before commencement of any development. This is discussed below.

Air Quality

102 An assessment of possible impacts upon air quality has been submitted as part of the application. The Environmental Protection Team have assessed the document and is of the opinion that the assessment has been modelled without any reference to available air quality monitoring data and is incorrect with regard to some statements regarding particular pollutants, therefore it is inconclusive.

103 It is not considered that this lack of information would warrant refusal of planning permission given the nature of the proposed uses and scale of development, but would require an updated report (to be secured by way of condition) before any development commenced.

Noise and Vibration

104 A Noise and Vibration Assessment has been submitted in support of the application, however the Environmental Protection Team have assessed it and considers that it requires further consideration, and therefore, a condition should be imposed to secure the submission of an updated Noise and Vibration Assessment.

105 This assessment shall include both modelled and measured noise data including:

- External noise environment (trains, commercial activity, roads, etc.)
- Internal noise levels from proposed nature of structure
- Proposed mitigation (sound insulation) measures
- The effectiveness of the proposed mitigation on noise levels.

106 A number of other conditions have been recommended to be imposed including ensuring a suitable standard of internal noise levels within the proposed units, controlling vibration, plant noise and mechanical ventilation.

- 107 The construction of the development will need an adequate Noise and Vibration Assessment to be approved prior to the commencement of development, due to the sensitive nature of neighbouring premises.

Contaminated Land

- 108 The submitted Contamination Report is considered to be inconclusive by the Environmental Protection Team and as such it is recommended that a condition is imposed requiring the submission of an updated Contamination Report.

Construction Management

- 109 The submitted Construction and Demolition Management Plan contains no details regarding the management and control of noise and dust from the development proposals and is therefore inadequate. Should the application be granted, it is recommended that a condition is imposed to require an updated Construction and Demolition Management Plan for approval.

Traffic issues

Vehicular Access

- 110 The proposed development will have direct access from Crown Street and a newly created shared access road, which will run parallel to Crown Street, along the front of the railway arches. Within this access the applicant has proposed to install a retractable bollard outside Block 3 to restrict through vehicular access from Bethwin Road to Wyndham Road. The proposed access road will maintain access to the railway arches, and ongoing access to these will be secured through the legal agreement.
- 111 A vehicle lift is provided within Block 6 which provides access down to the disabled parking bays (and some cycle parking) in the bays in the basement. The width and depth of the lift and the vehicle crossover are suitable as is the visibility along Crown Street for exiting vehicles. Although some of the bays don't have the complete 1.2m additional isle widths along both sides, it would be unlikely that all bays will be required to provide wheelchair access for both driver and passenger doors and this is considered acceptable. Swept path diagrams have been provided showing how it is possible to access the bays with a standard size car.
- 112 It is noted that the Crown Street carriageway and that of several other roads in the vicinity are currently in a degraded state and planning contributions secured through the legal agreement will improve the current situation.
- 113 Several existing vehicle crossovers will be made redundant and there will be a need for new access points from Crown Street to the shared surface area which runs to the east of the proposed buildings. In addition to planning consent, any new or altered access must have the approval of the Highways Authority, before construction.
- 114 The shared surface area and any internal footways should be designed to be in compliance with the council's preferred methods of construction and design palettes in order to create a uniform approach to public realm. Details can be secured under condition of the planning permission. The carriageways and footpaths within the development site will not be adopted by the council.

Pedestrian Access and Disabled Access

- 115 Existing footways along Crown Street and Wyndham Road are presently degraded

and access through the site is poor. The proposed development with improved footpaths and access through, and around the site, will significantly improve pedestrian access.

- 116 The proposed footpaths vary in width but are at least 1.8m wide to allow for good pedestrian movement around the site. Furthermore, whilst there are a number of vehicle crossover points between the buildings, many are level access for pedestrians.
- 117 With regard to disabled access, a vehicle lift is proposed within Block 6 which provides disabled drivers access from the carriageway to the basement wheelchair accessible car parking spaces. Two passenger lifts are provided to take residents to the upper floors which contain wheelchair accessible units. These lifts are sufficiently sized for disabled access, and elsewhere throughout the scheme doorways and lifts are compliant for disabled access.

Car Parking

- 118 This proposed development is located in an area with a TfL PTAL rating of 6, reflecting the area's excellent level of access to public transport. Developments in areas with this PTAL rating are recommended to be car free in order to promote more sustainable transport choices, reduce congestion and pollution within Southwark, as per Strategic Policies 18 and 19.
- 119 The applicant proposes that the development will be car free (except disabled bays) which is welcomed. As the site is in a Controlled Parking Zone (CPZ) future occupiers of the development will be prevented from obtaining on-street parking permits, which will be secured by way of condition. Several objectors have raised concerns regarding the impact on car parking congestion within the area, and this restriction will prevent overspill parking into the surrounding street network.

Parking for Disabled and the Mobility Impaired

- 120 The applicant proposes to provide 8 disabled parking bays within the basement of Block 6 and an additional one outside Block 2 (a total of 9 spaces) which are associated with the 8 wheelchair accessible units provided within the development. The disabled car parking bays are located within (or adjoining) the buildings with the wheelchair accessible units, and therefore the parking spaces are considered to be acceptable.

Car Club

- 121 In order to provide future residents with means of access to a vehicle without increasing the numbers of vehicles on street, the applicant will provide a contribution covering 3 years membership to Zipcar car club for each eligible adult, secured through the legal agreement. Car club bays are measures aimed at mitigating against an under provision of parking or a method to deter private parking and car ownership.

Cycle Storage

- 122 The proposed drawings show cycle storage in each of the buildings associated with the proposed uses, with some additional visitor parking provided externally. All are Sheffield stands, which is the councils preferred type since they are universally accessible and provide good security.
- 123 The applicant has endeavoured to provide a higher than minimum provision. The proposed provision is as following:

- Block 1 (Playgroup): A total of 12 external spaces
- Block 2 (Residential): A total of 38 internal and 6 external
- Block 3 (Residential and Commercial): A total of 12 internal and 9 external
- Block 5 (Residential): A total of 30 internal spaces
- Block 6 (Residential and Commercial): A total of 22 internal and 4 external spaces

124 Overall the development would provide 133 spaces both internally and externally for the residential, commercial and community uses. This is in excess of the minimum requirements and in terms of quantity and type is acceptable.

125 However, taking into account the size of an average adult's bike it would appear that some of the cycle storage areas will not be able to provide convenient storage for the number of cycles identified within the documents. For instance, store doors are shown to open inwards and would conflict with any parked bikes and sufficient aisle widths (of 1000mm) have not been provided.

126 With the number and size of the internal cycle storage spaces provided, it would be possible for the applicant to rearrange the cycle storage to ensure that it is convenient. A condition should be imposed to ensure that details of cycle storage are provided for approval. On this basis, the provision for cycle storage is considered acceptable.

Refuse and Recycling Storage

127 The proposed drawings show refuse and recycling storage for each of the buildings and uses. There is sufficient refuse and recycling storage space segregated for the commercial and residential elements of the scheme. These refuse stores are convenient for future occupiers and are able to be accessed easily from the street, and the doors have been designed to ensure easy access to the storage spaces.

128 A condition of consent will be imposed to ensure that the refuse and recycling storage is provided in accordance with the drawings.

129 For these reasons it is considered that the proposed development would provide sufficient refuse and recycling storage facilities to meet the likely needs of future occupiers.

Service Parking and Access

130 Servicing to the development will be undertaken from the shared space area and adequate turning areas are provided. Refuse and recycling will be collected from Crown Street and given the nature of the proposed development and the location of the bin stores, it is not thought there will be many service vehicle movements associated with the above application or refuse vehicles stationary in the highway for an extended period.

Construction Management Plan

131 The applicant has provided a framework CMP, which is adequate in relation to the vehicle movements associated with construction. The final version will be requested by condition to include revisions to the works on the Adventure Playgroup site.

132 A Transport Assessment has been provided by the applicant detailing expected vehicle trips associated with the development. Analysis of this has concluded that the development is not anticipated to create a vehicular trip generation which will have a significant impact on the highway network.

133 The Framework Travel Plan submitted is sufficiently detailed for this stage of

development however should planning permission be granted it is recommended that the travel plan is secured by legal agreement including: commitment to surveying users at 1, 3 and 5 years, updating the travel plan following each of the surveys, and commitment to implementing measures identified within the travel plan.

Design issues

Context

- 134 This site is extremely challenging in terms of urban design in that it is very long and narrow, and adjacent to the immediate west of a railway viaduct running north-south; creating an attractive and efficient layout on this site is extremely difficult to achieve.
- 135 The surrounding context is largely 4-5 storey, with a 2 storey block to the immediate west; the closest tower block is Crossmount House at 21 storey, and the partially 12 storey Gwen Morris House opposite the southern end of Crown Street. Across the railway to the southeast is the Castlemead 17 storey slab block adjacent to Camberwell Road. None of these high rise blocks are considered to be positive elements within the surrounding townscape, and none of them can offer a direct justification for taller elements on the proposal site.
- 136 This site would benefit regeneration, being in a poor environmental state and contributing negatively to the local townscape. The principle of redevelopment is therefore very much welcomed, but the quality of its urban and architectural design must be to a high standard that is sustainable in the longer term. The NPPF 2012 notes (in paragraph 56) that good design is a key aspect of sustainable development and is indivisible from good planning, and (in paragraph 60) that design should seek to promote or reinforce local distinctiveness. Paragraph 64 notes that permission should be refused for development of poor design that fails to improve the character and quality of an area; paragraph 65 notes however that permission should not be refused for buildings which promote high levels of sustainability because of concerns about incompatibility with an existing townscape, if those concerns can be mitigated by good design.
- 137 Saved Policy 3.13 Urban design, requires that principles of good urban design must be taken into account in all developments. The height, scale and massing of buildings should be appropriate to the local context and should not dominate its surroundings inappropriately. The proposal extends the playgroup building within the playground, and then four blocks which range from 6/9 storey on the northern block (Block 2), two blocks positioned centrally 6/8 storeys for Block 3 and 7/9 stories for Block 5 and then the southern block (Block 6) at 7/8 storey (most heights with additional 'angular' elements that enclose roof gardens and voids).

Bulk and Scale

- 138 The tallest of the buildings on the site is just under 30m, and given the mixed heights with local context, none of the proposed buildings would be defined as a Tall Building under saved policy 3.20 'Tall Buildings' of the Southwark Plan.
- 139 Early designs submitted for pre-application discussions with officers and issued by the applicant for local consultation proposed buildings up to 17 storeys in height. However, this height was not justified for this location and the building height was reduced with this formal application.
- 140 The massing of the proposal has developed an interesting formation, with the blocks forming a dramatic group of geometric volumes, and three of the four main blocks composed with angular elements at higher levels. As a collective grouping this

proposal has potential to create a unique character and identity, within this rather uninspired context. The relatively open nature of the townscape to the west will open up clear views of this proposal, and their coherency as a grouping should be readily evident. The blocks will also be visible from the adjacent railway line, and to some extent from Camberwell Road, where the angular nature of the upper elements will add distinctive interest to the townscape.

- 141 The four blocks on the main site each cover almost the entirety of their plot, with no garden areas associated with the individual blocks (aside from Block 2). While in architectural terms the surrounding context may not be particularly inspirational, a positive aspect of the housing schemes to the west is their relatively open landscaped setting and mature trees. The spaces between these proposed blocks are extremely important on such a long rectilinear site, but only the central plot has the possibility of contributing any open space or landscaping. As with the bulk and massing however, the narrowness of the four blocks does to a large extent mitigate for their very close proximity, and while they may coalesce in certain views, the amenity and outlook from the internal units is not significantly affected by their closeness.
- 142 Where a contribution to the public realm is being created, a high quality of robust design and materials will be required including street furniture, planting and public art. It is however noted that the proposed landscaping design, including that of the public amenity space/square, is predominantly concrete and stone, with very little planting.
- 143 It is important that this new space is not just attractive, but also robust and sustainable. Planting of large specimen trees will help to establish the character of the space, and the use of lighting could add interest and focus (as well as security). A condition will be included that will ensure the design achieves the goals noted above.
- 144 The proposal has developed a series of buildings that have a consistency in their general architectural approach, but retain an individuality that sets each building apart from the others both physically and aesthetically. Each building is composed of two or three block elements, which are physically defined by set backs as well as being different heights, and aesthetically by being clad with a contrasting facing brick and with a different fenestration pattern. Viewed as a collective whole, this gives a very strong rhythm and pattern of development across the site, which should add considerable interest and variety to the built environment.
- 145 As such, the proposal is considered to comply with the requirements of saved policies 3.12 and 3.13 of the Southwark Plan 2007 and strategic policy 12 of the Core Strategy 2011.

Materials and Detailing

- 146 In terms of overall materials and detailing, the illustrations of the proposed building elevations have failed to demonstrate their high quality, being rather flat and two dimensional in their appearance on the drawings. While officers have been reassured that the composition and form will actually have enough interest and variety, the articulation of its surfaces and materials/detailing remains an area that requires further development. Suitable conditions should therefore be applied to any consent to ensure that a high quality is attained for these elements, which is essential to the architectural quality of the built development. Brickwork is indicated as the predominant facing material, which is acceptable in principle, but on such a large development the bricks should have an inherent interest and variety in their surface texture and tonal range. The indicated brickwork varies in the alternating blocks as a contrasting light and dark brick; the initial submission showed these bricks to be white and dark-grey/black, which had a lack of texture and tone. It is now suggested that contrast between the proposed bricks will be more subtle. Sample panels of the two

bricks will therefore require approval by way of condition, to ensure that the contrast is at an acceptable level, and that the inherent quality of the bricks will add to the architectural quality of the buildings.

- 147 Similarly, the glazed brickwork to the base of the blocks is acceptable in principle, but the three bricks should form a palette of materials that is visually related while still achieving the desired levels of variety and contrast. This material palette should also consider how the finish to the aluminium windows, as well as the corten steel of the projecting balconies, all combine to give a richness of design without any of the elements/materials appearing as incongruous.
- 148 The ground level elevations of all four main blocks will be required to provide active frontages and vitality to the surrounding streetscape. These (physically and aesthetically) need to also provide a very strong base to the large blocks. The treatment of servicing/storage accesses, as well as the desired prominence of residential entrances on these frontages, will be key issues for the detailed design of these elements. At present the elevations are not drawn to a sufficient scale to ensure that the required quality and interest is provided, and for this reason detailed elevations should be required by condition.
- 149 Strategic Policy 12 'Design and conservation' of Core Strategy 2011, requires that development will 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. While this proposal is distinctive in its architectural ambition the ultimate success of the scheme relies on the quality and detailing and materials. This can be suitably controlled through conditions imposed on a permission.

Playground Building

- 150 The existing Playgroup Building is part single and part two storey, and it is proposed to extend the building to the north and west, providing a new entrance and a rationalisation of the space to effectively double the existing floorspace.
- 151 The proposed extensions will be clad in brickwork. It is important that this building is robust and simple to maintain, whilst also providing good internal spaces. As with the main blocks the external appearance can possibly be elevated by the quality of the detailed design and materials.
- 152 This design of the extensions are considered to be acceptable, and its renovation will provide much improved community facilities which is a very positive aspect of the development.

Security

- 153 Saved Policy 3.14 'Designing out crime' of the Southwark Plan, requires that development in both the private and public realm, should be designed to improve community safety and crime prevention. With such a large and permeable scheme the actual and perceived safety and security will be a highly significant issue. Residential access doors in particular need to be designed with good visibility, prominence and lighting in mind. Problem areas for this proposal may be the recessed disabled carpark, the entrance to the car lift, and where residential entrances are set back under overhanging first floors. It is therefore considered that a condition should be applied that specifically addresses the safety of these areas, including lighting and surveillance cameras.

Landscaping and Trees

- 154 There are no trees proposed to be removed as part of the redevelopment, and there are also no green or planted areas on the main part of the site on Crown Street. However, there are a number of trees on the Bethwin Playgroup site, and as such conditions will be imposed requiring protection of these trees during the construction phase.
- 155 The application has been accompanied by a Landscaping Strategy which outlines a basic hard and soft landscaping plan, including seat bollards, planting, paving, planter boxes and cycle stands. Should the application be approved it is recommended that a detailed Landscaping Plan is submitted for approval, which should seek to improve biodiversity and provision of native species.

Flood Risk

- 157 A Flood Risk Assessment has been prepared and submitted with the application. The site is located with Flood Zone 3a, but along with the rest of the borough, the site is protected by the Thames Tidal Defences, and therefore tidal and fluvial flood risk at the site is concluded to be low.
- 158 The development should incorporate a sustainable urban drainage strategy (SuDS) that will allow for the potential increase in rainfall due to climate change, and a condition should be imposed for this to be provided.
- 159 Thames Water have confirmed that there is capacity within the existing sewer network in the vicinity of the site, to accommodate the estimated surface water and foul water discharge associated with the development. Thames Water has also confirmed that the estimated water requirements resulting from the development can be accommodated within the existing infrastructure in the area.
- 160 Furthermore, the Environment Agency have assessed the proposed application including the submitted Flood Risk report, and have no objection to the development.
- 161 In conclusion the development will have beneficial impacts of minor significance upon surface water discharge rates, and insignificant residual impacts upon sewer network.

Planning obligations (S.106 undertaking or agreement)

- 162 Saved policy 2.5 of the Southwark Plan and Policy 6A.5 of the London Plan advise that planning obligations should be secured to overcome the negative impacts of a generally acceptable proposal. Saved policy 2.5 of the Southwark Plan is reinforced by the Supplementary Planning Document (SPD) on Section 106 Planning Obligations, which sets out in detail the type of development that qualifies for planning obligations, and Circular 05/05, which advises that every planning application will be judged on its merits against relevant policy, guidance and other material considerations when assessing planning obligations.
- 163 The table below demonstrates the standard contributions generated from the Supplementary Planning Documents s106 toolkit and the contributions proposed by the applicant:

Table 7: Planning obligations

Planning Obligation	Amount of planning gain calculated by toolkit (£)	Applicant financial contribution (£)	Applicant 'in-kind' works equivalent costing (£)
Education	187,814	187,814	n/a

Employment during construction	51,317	51,317	n/a
Employment during construction management fee	4,022	4,022	n/a
Public Open Space, Children's Play Equipment and Sports Development	85,800	80,000	works being carried out to Bethwin building partially in lieu of children's play
Transport Strategic	39,169	39,169	n/a
Transport Site Specific	34,500	34,500	n/a
Public Realm	51,750	51,750	n/a
Health	77,894	77,894	n/a
Community Facilities	12,683	0	the applicant is providing improvements to the existing building at a greater value
Sub-total	544,949	526,466	18,483
Admin	10,899	Admin (in-kind + financial contribution) 10,899	
Total	£555,848	Total applicant contribution (in-kind works + financial contributions) £555,848	

164 In addition, the legal agreement will secure the following:

- 41 affordable housing units, including social rent, affordable rent and shared ownership
- 3 years of car club membership for future occupiers
- Securing the construction of the Playgroup building extensions in accordance with an agreed specification
- Securing the timing of the Playgroup building extension to ensure no private flat in Block 6 can be occupied until the extended building is completed and handed over to the council
- Ensuring that public access routes through the site including to the front of the railway arches is secured.

165 The provision of the extensions to the community building for play purposes is a key benefit of the proposal, and it is important to secure the delivery of this facility without additional cost to the council. It is recommended that the occupation of the private housing units in Block 6 (14 units) is restricted until the community building is complete and handed over to the council.

166 It is the opinion of the council that the planning obligations sought meet the planning tests of Circular 05/05 and the CIL regulations (122 and 123). The contributions would be spent on delivering new school places as a result of the development, job creation during construction and in the final development, improvements to open spaces and sports facilities, improvements to increase the capacity of transport provision across the borough, improvements to the public realm, new health facilities and improvements to community facilities. These are necessary in planning terms, directly

related to the development and fairly and reasonably related to the impacts of the development.

- 167 Should the legal agreement be completed on or prior to 16 July 2013 the proposed development would be in accordance with policy 2.5 'Planning contributions' of The Southwark Plan (UDP) 2007 and the S.106 Planning Obligations SPD.
- 168 However, in the absence of a legal agreement being completed by 16 July 2013 the applicant will have failed to adequately mitigate against the impacts of the development and, in accordance with Article 22 of the Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2003, it is recommended that the application be refused on this basis.

Sustainable development implications

- 169 The National Planning Policy Framework (NPPF) sets out that the purpose of the planning system is to contribute towards the achievement of sustainable development. Sustainable development is described as consisting of three broad dimensions, economic, social and environmental. The economic and social implications from this proposed development are covered in greater detail above.
- 170 In relation to environmental implications of development, section 10 of the NPPF 'Meeting the challenge of climate change, flooding and coastal change' describes the key role that planning has in securing radical reductions in greenhouse emissions, providing resilience to the impacts of climate change and supporting the delivery of renewable and low carbon energy and associated infrastructure. Southwark's Core Strategy sets out the approach to achieving sustainable development in the borough in Strategic Policy 1, describing that development will be supported if it meets the needs of Southwark's population in a way that respects the limits of the planet's resources and protects the environment. Strategic Policy 13 'High environmental standards' then sets out how this can be achieved.
- 171 Policies 5.2, 5.3, and 5.7 in The London Plan 2011 outline the measures that the Mayor expects developments to incorporate as part of the sustainable design and construction of energy efficient development schemes. In the consideration of energy efficient measures, application proposals should apply the Mayors Energy Hierarchy, using passive design and energy efficient measures to reduce heating and cooling loads, and feasibility assessments for low and zero carbon energy systems described in the London Renewable 'Toolkit'.
- 172 In line with Core Strategy policy 13 all new residential development should achieve Code for Sustainable Homes level 4. The Sustainability Statement sets out that the proposed new build residential apartments will be designed and constructed to achieve Code Level 4.
- 173 In line with Core Strategy policy 13 all new non-residential development should achieve a BREEAM 'Excellent' rating and Community facilities, including schools should achieve a minimum BREEAM 'Very Good' rating. The Sustainability Statement sets out how the proposed new build nursery playgroup facilities will be assessed against BREEAM 2011 New Construction 'Education' 'to achieve a 'Very Good' rating and the new ground floor non-residential elements will be assessed against BREEAM 2011 New Construction 'Commercial' to achieve an 'Excellent' rating. This is supported and should be secured by condition should permission be granted.
- 174 The Energy Statement demonstrates how the proposal will achieve a 29.27% reduction in carbon dioxide emissions below the 2010 Buildings Regulations following the energy hierarchy as set out in the London Plan. This meets the target set out in

Strategic Policy 13 of the Core Strategy which asks for a 44% reduction in carbon dioxide emissions below the 2006 Building Regulations.

- 175 It is noted that to maximise the run time and efficiency of the system, the CHP system will be sized to meet only a proportion of the base heat load. The Energy Statement assumes that the CHP will supply approximately 35% of the domestic hot water load only (not space heating) to allow near continual running throughout the day to build up a store of hot water with additional gas boilers meeting the remaining load and any peaks in demand. Officers recommend that through the detailed service design carried out at the design stage, further work is carried out to provide a higher percentage of domestic hot water from the CHP.
- 176 Strategic Policy 13 of the Core Strategy requires a reduction in carbon dioxide of 20% from using on-site or local low and zero carbon sources of energy. A feasibility study of all the potential renewable technologies has been submitted with the application. It is proposed that photovoltaics are included in the development to achieve a 13.66% reduction in CO₂ emissions, which is considered to be acceptable in this instance due to site constraints.
- 177 Overall it is considered that the proposed development meets the relevant energy and sustainability policies of the Core Strategy, the London Plan and the Southwark Plan, and should be granted subject to suitable conditions.

Other matters

- 178 S143 of the Localism Act 2011 states that any financial sum that an authority has received, will, or could receive in the payment of CIL is a material “local financial consideration” in planning decisions. The requirement for Mayoral CIL is a material consideration. However, the weight to be attached to a local finance consideration remains a matter for the decision-maker. Mayoral CIL is to be used for strategic transport improvements in London, primarily Crossrail.
- 179 The CIL contribution based on the areas provided (7,610m² residential, 137m² commercial and 126m² community increase in floorspaces) will be:

$$7,873\text{m}^2 \times \text{£}35 = \text{£}275,555$$

Conclusion on planning issues

- 180 It is acknowledged that the site has specific constraints, in particular its long and narrow elongated shape, which has limited the options for providing amenity space. The overall density is above that normally expected within the Urban Zone, but the quality of the accommodation is good, with high levels of dual aspect and large balcony areas. The impact of the railway line has been mitigated in part by the dual and triple aspect flats, although further detail should be secured by condition in relation to noise and vibration.
- 181 The application proposal presents the opportunity to fulfil important regeneration aspirations of the area, providing much needed housing, including a significant quantity of family housing and affordable housing, an improved community facility and additional retail floorspace. These are considerations with considerable weight, since they would deliver sustainable development in accordance with the NPPF. It is considered that the proposed development overall will benefit the wider community by reusing an unsightly site and providing a new public space and landscaping as well as housing and community uses.
- 182 The application has been the subject of lengthy pre-application discussions with

officers, which have resulted in a reduction in the bulk and massing and improvements to the design. Whilst careful control will be needed in relation to the detailed design and build quality, on balance the scheme has the potential to be a striking and interesting addition to the area. The large number of objections to the application are noted, and the concerns in relation to sunlight and daylight are recognised. However, on balance it is considered that the concerns are not sufficient to warrant refusal of an otherwise acceptable proposal. Officers consider that the proposed development is in overall conformity with the development plan and that the scheme is acceptable subject to the imposition of appropriate conditions and s.106 obligations.

Community impact statement

183 In line with the council's community impact statement, the impact of this application has been assessed as part of the application process with regard to local people in respect of their age, disability, faith/religion, gender, race and ethnicity and sexual orientation. Consultation with the community has been undertaken as part of the application process.

a) The impact on local people is set out above.

Consultations

184 Details of consultation and re-consultation undertaken in respect of this application are set out in Appendix 1. Any additional responses to the re-consultation on the revised scheme will be reported in an Addendum report.

Consultation replies

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

Summary of consultation responses

Objection

186 The following letters of objection have been received and summarised as following:

302-303 Crown Street

187 Objects to the development as it is detrimental to the commercial and employment activities of the arches, it is an overdevelopment with lack of amenity space, loss of employment, and a dispute over land ownership and access. The development would create a conflict between the existing arch users and future occupiers.

Flat 38 Gwen Morris House

188 Objects to the development as it is in close proximity to Gwen Morris House and too tall which will impact on residents from overlooking and loss of privacy, it will reduce the amount of light entering flats, noise from roof terraces, and the buildings themselves with reflect noise. The inclusion of car parking will further increase noise and traffic pollution. The development will also result in a loss of views from neighbouring buildings, and already has a high concentration of tall buildings within the area.

189 The consultation period should also be extended as the letter arrived late.

143 Camberwell Road

- 190 The development of 10 storeys is out of proportion and out of character with the area and have impact on the amenity of neighbouring occupiers due to its density. It will result in pressure on public transport and parking within the area. The light study is flawed as it names an incorrect street and will impact on lighting and currently uninterrupted skylines in the area.

Gwen Morris House (No address)

- 191 The density of the development will lead to the area being excessively built up. Our building will be overlooked resulting in cramped views. The proximity of the railway lines will be targeted at poorer families and lead to increased poverty in the area, resulting in an increase in social problems.

6 Venice Court

- 192 Has concerns about the public meeting and was not provided with details which were not provided. Was under the understanding that the site was to be used for car parking and children's playspace. The area is covered by public rights of way which have illegally been closed off. There is a shortage of allotments within the area and this site would be ideal for them. This is an area of extreme high density and there are other areas more suitable for this level of density. There is illegal car parking and blocking of roads which the council has not done anything about. The council should relocate the existing industrial premises to proper industrial estates which would get rid of noise, danger and pollution.

- 193 The letter was accompanied by a list of 14 signatories.

7 Venice Court

- 194 The design is too fussy, lacks harmony and sufficient architectural quality. It is disrupted by the dramatic changes in form and pattern and lacks sufficient vertical and horizontal building, and the street level frontages needs more emphasis. The development will also place great pressure on street car parking and on the limited parking within the locality. The development would benefit from green roofs. The development has not allocated enough socially rented housing and the affordable rented housing is too expensive.

53 Gwen Morris House

- 195 Concerned that the occupiers of Gwen Morris House were not involved in the early consultation of the application. The height and proximity of the building would result in overlooking and a loss of privacy, and there will be a loss of light into neighbouring residential units. The daylight report needs to be re-assessed given errors. The balconies will invite noise disturbance in particular over summer months. The dark colour of the buildings would not be a pleasant view. The increased traffic will contribute to the existing transport problems within the area.

2 Livingstone House

- 196 There has been inadequate consultation prior to submission of the application. The development will overlook and overshadow the entire east side of Livingstone House and will cause noise, disturbance and loss of privacy. Disagree with the sunlight and daylight report. The development would impact on the character and result in unused premises. The development will add to congestion problems within the area. The design is poor. There is a lack of social housing within the development.

- 197 The letter was accompanied by a list of 34 signatories.

6 Livingstone House

- 198 There has been inadequate consultation prior to submission of the application. The development is considered to be overdevelopment with excessive bulk and density. The proposed buildings are out of keeping with the character of the area and there is a lack of amenity space. The development will add to existing traffic problems within the area. There is a lack of social housing within the development. The development will impact on sunlight and daylight access.

Railway Arch 299 Crown Street

- 199 There would be difficulty getting access to the site post construction which would mean closure of the business. There are also health and safety concerns especially with access for emergency vehicles.

302-303 Crown Street

- 200 Detrimental to the commercial and employment activities of the various arches. The scheme is overdevelopment with a lack of amenity space. There is a dispute over land ownership.

Flat 38 Gwen Morris House

- 201 The proposed development is too tall and thin and would intrude on privacy from overlooking to neighbouring buildings. The development would also impact on daylight and sunlight access. There would be noise and disturbance generated from use of the communal roof terraces. The development will add to existing traffic problems within the area, in particular car parking. The development would devalue properties.

Letter

- 202 A standard letter was submitted each from 66 local residents (including occupiers from Livingstone House, Venice Court, Lowell House and Lady May House).

The objection to the scheme was made on the following grounds: overdevelopment; density; amenity space; extra traffic generation; accompanying noise report; accompanying extra pollution; inappropriate and incompatible design with immediate buildings; no affordable rented social housing; no council tenancy dwellings offered; natural daylight / sunlight restrictions

Support

- 203 The following letters of support have been received and summarised as following:

Gwen Morris House (No address)

- 204 Supports the application as the area is in need of regeneration.

Bethwin Road Adventure Playground

- 205 Supports the development as it provides much needed regeneration of this part of Camberwell. In particular the provision of the new community facilities which have been considered and discussed over many months with the Bethwin Adventure Playground. The development would include additional new facility space which will continue to serve the children of the local community, and also providing information, support and assistance to the local residents, both children and adults.

206 This letter was also signed by 101 residents and users who agree with the contents and support the proposed development.

Asra Housing Group

207 The proposed development provides high quality energy efficient affordable homes for rent and part ownership that will contribute to housing targets, the application is fully supported.

Human rights implications

208 This planning application engages certain human rights under the Human Rights Act 2008 (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.

209 This application has the legitimate aim of providing new housing. 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.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

210 None

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Site history file: TP/2003-C Application file: 13/AP/0561 Southwark Local Development Framework and Development Plan Documents	Chief executive's department 160 Tooley Street London SE1 2QH	Planning enquiries telephone: 020 7525 5403 Planning enquiries email: planning.enquiries@southwark.gov.uk Case officer telephone: 020 7525 5470 Council website: www.southwark.gov.uk

APPENDICES

No.	Title
Appendix 1	Consultation undertaken
Appendix 2	Consultation responses received
Appendix 3	Images
Appendix 4	Recommendation

AUDIT TRAIL

Lead Officer	Gary Rice, Head of Development Management	
Report Author	Fennel Mason, Planning Officer	
Version	Final	
Dated	22 May 2013	
Key Decision	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments sought	Comments included
Strategic director, finance & corporate services	No	No
Strategic director, environment and leisure	Yes	Yes
Strategic director, housing and community services	Yes	Yes
Director of legal services	No	No
Director of regeneration	No	No
Date final report sent to Constitutional Team	23 May 2013	

Consultation undertaken**Site notice date:**

28 March 2013 and 10 May 2013

Press notice date:

04 April 2013

Case officer site visit date:

28 March 2013

Neighbour consultation letters sent:

27 March 2013 and 9 May 2013

Internal services consulted:

Environmental Protection Team
Design and Conservation
Children's Services
Public Realm
Transport Planning
Planning Policy
Waste Management

Statutory and non-statutory organisations consulted:

Environment Agency
Thames Water
Network Rail
Transport for London

Neighbours and local groups consulted:

A total of 1592 neighbour consultee letters were sent out to occupiers of the following buildings:

Gwen Morris House, Wyndham Road
Livingston House, Wyndham Road
Venice Court, Sultan Street
Crown Buildings, Crown Street
Comber House, Comber Grove
Churchmead, Camberwell Road
Coniston House, Wyndham Road
Crossmount House, Bowyer Street
Moules Court, Wyndham Road
Castlemead, Camberwell Road
Keats House, Camberwell Road
Brantwood House, Wyndham Road
Lowell House, Bethwin Road

Milton House, Camberwell Road
Kenyon House, Camberwell Road
Winnington House, Bethwin Road
Palgrave House, Bethwin Road
Otterburn House, Sultan Street
Masterman House, Lomond Grove
Coniston House, Wyndham Road
Cameron House, Comber Grove
Gothic Court, Wyndham Road
Boundary House, Bethwin Road
Day House, Bethwin Road
Harford House, Bethwin Road
Horsman House, Bethwin Road
Causton House, Bethwin Road
Wessonmead, Camberwell Road

Letters were also sent to a number of properties on the following roads:

Bethwin Road
Wyndham Road
Crown Street
Camberwell Road
Grosvenor Road
Grosvenor Park
Addington Square
Kitson Road
Comber Grove
New Church Road
Sultan Road
Railway Arches Crown Street, Blucher Road, Wyndham Road and Bethwin Road

Consultation responses received

Internal services

Environmental Protection Team - no objection to the development although have requested a number of conditions of consent

Design and Conservation - no objections to the development subject to conditions of consent

Childrens Services - supports the development

Public Realm - no comments

Transport Planning - no objections to the development

Planning Policy - no objections to the development

Waste Management - no comments

Statutory and non-statutory organisations

Environment Agency - no objection to the development

Thames Water - no objection to the development

Network Rail - no comments

Transport for London - no objection

Neighbours and local groups

Objection

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Objects to the development as it is detrimental to the commercial and employment activities of the arches, it is an overdevelopment with lack of amenity space, loss of employment, and a dispute over land ownership and access. The development would create a conflict between the existing arch users and future occupiers.

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Has concerns about the public meeting and was not provided with details which were not provided. Was of the understanding that the site was to be used for car parking and childrens playspace. The area is covered by public rights of way which have illegally been closed off. There is a shortage of allotments within the area and this site would be ideal for them. This is an area of extreme high density and there are other areas more suitable for this level of density. There is illegal car parking and blocking of roads which the council has not done anything about. The council should relocate the existing industrial premises to proper industrial estates which would get rid of noise, danger and pollution.

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Supports the application as the area is in need of regeneration.

Bethwin Road Adventure Playground

Supports the development as it provides much needed regeneration of this part of Camberwell. In particular the provision of the new community facilities which have been considered and discussed over many months with the Bethwin Adventure Playground. The development would include additional new facility space which will continue to serve

the children of the local community, and also providing information, support and assistance to the local residents, both children and adults.

This letter was also signed by 101 residents and users who agree with the contents and support the proposed development.

Asra Housing Group

The proposed development provides high quality energy efficient affordable homes for rent and part ownership that will contribute to housing targets, the application is fully supported.

RECOMMENDATION LDD MONITORING FORM REQUIRED

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	Mr J Parritt Parritt Limited	Reg. Number	13/AP/0561
Application Type	Full Planning Permission	Case Number	TP/2003-C
Recommendation	Grant subject to Legal Agreement		

Draft of Decision Notice

Planning Permission was GRANTED for the following development:

Redevelopment of the site including the demolition of existing depot building and erection of four new residential buildings of between six and nine storeys accommodating 69 dwellings and 137m2 of Class A1, A2 and/or A3 (retail/services/cafe) space, 9 disabled car parking spaces, cycle parking, private and communal amenity space including a new public square and landscaping, plus refurbishment and single storey extensions to the existing Bethwin Road playgroup building (Class D1 use) with associated landscaping.

At: LAND EAST OF CROWN STREET BETWEEN WYNDHAM ROAD AND BETHWIN ROAD INCLUDING THE FORMER CROWN STREET DEPOT AND THE BETHWIN ROAD ADVENTURE PLAYGROUND CROWN STREET CAMBERWELL SE5 0UR

**In accordance with application received on 01/03/2013
and revisions/amendments received on 03/05/2013**

and Applicant's Drawing Nos. MP-010_P Rev 12, MP-050_P Rev 12, MP-051_P Rev 12, MP-052_P Rev 12, MP-060_E Rev 12, MP-061_E Rev 12, A-060_P-E Rev 12, A-061_P-E Rev 12, MP-090_P Rev 12, MP-100_P Rev 12, MP-101_P Rev 12, MP-102_P Rev 12, MP-103_P Rev 12, MP-104_P Rev 12, MP-105_P Rev 12, MP-106_P Rev 12, MP-107_P Rev 12, MP-108_P Rev 12, MP-108_P Rev 12, MP-110_P Rev 12, MP-200_E Rev 12, MP-201_E Rev 12, MP-080_P-E Rev 12, A-B-01_01-P-E Rev 12, A-B-02_01-P Rev 12, A-B-02_02-P Rev 12, A-B-02_03-E Rev 12, A-B-02_04-E Rev 12, A-B-03_01-P Rev 12, A-B-03_02-E Rev 12, A-B-03_03-E Rev 12, A-B-04_01-P-E Rev 12, A-B-05_01-P Rev 12, A-B-05_02-P Rev 12, A-B-05_03-E Rev 12, A-B-05_04-E Rev 12, A-B-06_01-P Rev 12, A-B-06_02-P Rev 12, A-B-06_03-E Rev 12, A-B-06_04-E Rev 12

Crown Street Design Report (Rev 12)
Daylight and Sunlight Report
Market Conditions and Pricing Report
Framework Travel Plan
Transport Assessment
Planning Statement
Statement of Community Involvement
Sustainability Assessment
Energy Statement
Area Schedules
Flood Risk Assessment
Site Waste Management Plan
Construction Management Plan
Air Quality Assessment
Noise Assessment
Geotechnical Desk Study Report

Reasons for granting permission.

The planning application is generally in accordance with the provisions of the development plan, and in particular with the relevant policies of the Core Strategy (2011), Southwark Plan (2007) and the London Plan (2011) as listed below. The planning application is also considered acceptable in the light of the provisions of the National Planning Policy Framework. This planning application was considered with regard to various policies, but not exclusively:

Strategic policies of the Core Strategy 2011

Strategic Policy 1 – Sustainable development requires development to improve the places we live and work in and

enable a better quality of life for Southwark's diverse population.

Strategic Policy 2 – Sustainable transport states that we will encourage walking, cycling and the use of public transport rather than travel by car.

Strategic Policy 5 – Providing new homes requires development to meet the housing needs of people who want to live in Southwark and London by providing high quality new homes in attractive environments, particularly in our growth areas.

Strategic Policy 6 – Homes for people on different incomes seeks to ensure that developments provide homes including social rented, intermediate and private for people on a wide range of incomes. Developments should provide as much affordable housing as is reasonably possible whilst also meeting the needs of other types of development and encouraging mixed communities.

Strategic Policy 7 – Family homes states that development will provide more family housing with 3 or more bedrooms for people of all incomes to help make Southwark a borough which is affordable for families. New homes will have enough space for the needs of occupants.

Strategic Policy 10 – Jobs and businesses encourages the increase in the number of jobs in Southwark and create an environment in which businesses can thrive.

Strategic Policy 11 - Open spaces and wildlife states a commitment to improve, protect and maintain a network of open spaces and green corridors that will make places attractive and provide sport, leisure, and food growing opportunities for a growing population. We will protect and improve habitats for a variety of wildlife.

Strategic Policy 12 – Design and conservation requires development 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.

Strategic Policy 13 – High environmental standards requires development to respect the limit's of the planet's natural resources, reduce pollution and damage to the environment, and help us adapt to climate change.

Strategic Policy 14 - Implementation and delivery advises that planning obligations will be used to reduce or mitigate the impact of developments.

Saved policies of the Southwark Plan 2007

Policy 1.4 (Employment Sites outside Preferred Office and Industrial Locations) advises that for all developments located outside POLs and PILs which have an established B Class Use, subject to certain criteria, development will be permitted provided there is no net loss of floorspace in Class B, subject to a number of exceptions.

Policy 2.5 "Planning obligations" seeks to ensure that any adverse effect arising from a development is taken into account and mitigated, and contributions towards infrastructure and the environment to support the development are secured, where relevant.

Policy 3.1 "Environmental effects" seeks to ensure there will be no material adverse effect on the environment and quality of life resulting from new development.

Policy 3.2 "Protection of amenity" protects against the loss of amenity, including disturbance from noise, to present and future occupiers in the surrounding area or on the application site.

Policy 3.3 "Sustainability assessment" requires major applications to be supported by a sustainability assessment.

Policy 3.4 "Energy efficiency" states that development should be designed to maximise energy efficiency and to minimise and reduce energy consumption and CO2 emissions.

Policy 3.6 "Air quality" states that permission will not be granted for development that would lead to a reduction in air quality.

Policy 3.7 "Waste reduction" states that all developments are required to ensure adequate provision of recycling, composting, and residual waste disposal, collection and storage facilities as well as demonstrate how the waste management hierarchy will be applied during construction and after the development is completed.

Policy 3.11 "Efficient use of land" states that all developments should ensure that they maximise the efficient use of land.

Policy 3.12 "Quality in design" requires new development to achieve a high quality of architectural and urban design.

Policy 3.13 "Urban design" seeks to ensure that principles of good urban design are taken into account in all

developments.

Policy 3.14 "Designing out crime" states that developments, in both the private and public realm, should be designed to improve community safety and crime prevention.

Policy 3.28 "Biodiversity" states that the LPA will take biodiversity into account in its determination of all planning applications and will encourage the inclusion in developments of features which enhance biodiversity.

Policy 4.1 "Density of residential development" provides density ranges for different zones within the borough.

Policy 4.2 "Quality of residential accommodation" advises that permission will be granted for residential development provided that they achieve good quality living conditions and high standards of accessibility, privacy and outlook, natural daylight and sunlight, ventilation, outdoor space, safety and security, and protection from pollution.

Policy 4.3 "Mix of dwellings" states that all major residential development should provide a mix of dwelling sizes and types to cater for the range of housing needs of the area.

Policy 4.4 "Affordable housing" seeks to secure affordable housing as part of private development.

Policy 5.1 "Locating developments" states that the location of development must be appropriate to the size and trip-generating characteristics of the development.

Policy 5.2 "Transport impacts" states that planning permission will be granted for development unless there is an adverse impact on transport networks, and/or adequate provision has not been made for servicing, circulation and access to and from the site, and/or consideration has not been given to impacts on the Transport for London road network.

Policy 5.3 "Walking and cycling" advises that planning permission will be granted for development provided there is adequate provision for pedestrians and cyclists within the development and where practicable within the surrounding area.

Policy 5.6 "Car parking" states that all developments requiring car parking should minimise the number of spaces provided.

Policy 5.7 "Parking standards for disabled people and the mobility impaired" seeks to ensure that developments provide adequate parking for disabled people and the mobility impaired.

Policies of the London Plan 2011

Policy 2.13 "Opportunity Areas and Intensification Areas" seeks to optimise residential and non-residential output and densities, provide necessary social and other infrastructure to sustain growth, and, where appropriate, contain a mix of uses.

Policy 2.15 "Town Centres" advises that development proposals should sustain and enhance the vitality and viability of the centre.

Policy 3.1 "Ensuring Equal Life Chances For All" states that development proposals should protect and enhance facilities and services that meet the needs of particular groups and communities.

Policy 3.2 "Improving Health And Addressing Health Inequalities" advises that new developments should be designed, constructed and managed in ways that improve health and promote healthy lifestyles to help reduce health inequalities.

Policy 3.3 "Increasing Housing Supply" sets out the housing targets for London and individual boroughs.

Policy 3.4 "Optimising Housing Potential" advises that development should optimise housing output for different types of location within specified density ranges.

Policy 3.5 "Quality And Design Of Housing Developments" states that the design of all new housing developments should enhance the quality of local places, taking into account physical context; local character; density; tenure and land use mix; and provision of public, communal and open spaces.

Policy 3.6 "Children And Young People's Play And Informal Recreation Facilities" requires housing development to include provision for play and informal recreation based on the expected child population generated by the scheme and an assessment of future needs.

Policy 3.7 "Large Residential Developments" states that proposals for large residential developments, including complementary non-residential uses are encouraged in areas of high public transport accessibility.

Policy 3.8 "Housing Choice" states that Londoners should have a genuine choice of homes that they can afford and which meet their requirements for different sizes and types of dwellings in the highest quality environments.

Policy 3.9 "Mixed And Balanced Communities" requires a more balanced mix of tenures in London, particularly in some neighbourhoods where social renting predominates and there are concentrations of deprivation.

Policy 3.11 "Affordable Housing Targets" seeks to maximise affordable housing provision.

Policy 3.12 "Negotiating Affordable Housing On Individual Private Residential And Mixed Use Schemes" states that the maximum reasonable amount of affordable housing should be sought and that negotiations on site should take account of their individual circumstances, including development viability, availability of public subsidy, and the implications of phased development.

Policy 3.14 "Existing Housing" advises that loss of housing, including affordable housing, should be resisted unless the housing is replaced at existing or higher densities with at least equivalent floorspace.

Policy 4.1 "Developing London's Economy" seeks to promote and enable the continued development of a strong, sustainable and increasingly diverse economy across London, ensuring the availability of sufficient and suitable workspaces in terms of type, size, and cost, supporting infrastructure and suitable environments for larger employers and small and medium sized enterprises.

Policy 4.7 "Retail And Town Centre Development" seeks to ensure that certain principles are applied in assessing planning decisions on proposed retail and town centre development, including that the scale of retail, commercial, culture, and leisure development is related to the size, role and function of a town centre and its catchment.

Policy 5.1 "Climate Change Mitigation" sets out the Mayor's requirements for an overall reduction in London's carbon dioxide emissions of 60% by 2025.

Policy 5.2 "Minimising Carbon Emissions" requires development proposals to make the fullest contribution to minimising carbon dioxide emissions in accordance with the Mayor's energy hierarchy.

Policy 5.3 "Sustainable Design And Construction" states that development should demonstrate that sustainable design standards are integral to the proposal, including its construction and operation, and ensure that they are considered at the beginning of the design process.

Policy 5.6 "Decentralised Energy In Development Proposals" states that development proposals should evaluate the feasibility of combined heat and power (CHP) systems, and where a new CHP system is appropriate also examine opportunities to extend the system beyond the site boundary to adjacent sites.

Policy 5.7 "Renewable Energy" sets out that major development proposals should provide a reduction in expected carbon dioxide emissions through the use of on-site renewable energy generation.

Policy 5.11 "Green roofs And Development Site Environs" states that major development proposals should be designed to include roof, wall and site planting, especially green roofs and walls where feasible.

Policy 5.12 "Flood Risk Management" states that major development proposals must comply with flood risk assessment and management requirements.

Policy 5.13 "Sustainable Drainage" states that development should utilise sustainable urban drainage systems (SUDS) and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

Policy 6.3 "Assessing Effects Of Development On Transport Capacity" states that development proposals should ensure that impacts on transport capacity and the transport network are fully assessed.

Policy 6.9 "Cycling" supports the increase in cycling in London.

Policy 6.10 "Walking" supports the increase in walking in London.

Policy 6.13 "Parking" states that maximum standards to parking levels should be applied to planning applications.

Policy 7.2 "An Inclusive Environment" requires all new development to achieve the highest standards of accessible and inclusive design.

Policy 7.3 "Designing Out Crime" seeks to create safe, secure and appropriately accessible environments.

Policy 7.6 "Architecture" that architecture should make a positive contribution to a coherent public realm, streetscape and

wider cityscape. It should incorporate the highest quality materials and design appropriate to its context.

Policy 7.14 "Improving Air Quality" advises that development proposals should minimise increased exposure to existing poor air quality and make provision to address local problems of air quality.

Policy 7.15 "Reducing Noise And Enhancing Soundscapes" advises that development proposals should seek to reduce noise.

Policy 7.18 "Protecting Local Open Space And Addressing Local Deficiency" states that the Mayor supports the creation of new open space to ensure satisfactory levels of local provision and address areas of deficiency.

Policy 7.19 "Biodiversity And Access To Nature" states that development proposals should make a positive contribution to the protection, enhancement, creation, and management of biodiversity.

Policy 7.21 "Trees And Woodlands" states that existing trees of value should be retained and any loss as the result of development should be replaced following the principle of 'right place right tree'. Wherever appropriate, the planting of additional trees should be included in new developments, particularly large-canopied trees.

Policy 8.2 "Planning Obligations" states that development proposals should address strategic as well as local priorities in planning obligations.

National Planning Policy Framework

- Section 1: Building a strong competitive economy
- Section 4: Promoting sustainable development
- Section 6: Delivering a wide choice of good quality homes
- Section 7: Requiring good design
- Section 8: Promoting healthy communities
- Section 10: Meeting the challenge of climate change, flooding and coastal change
- Section 11: Conserving and enhancing the natural environment
- Section 12: Conserving and enhancing the historic environment

Regard was had to the principle of the proposed redevelopment of the application site taking account of its location and the need for regeneration within the area. The proposal presents the opportunity to fulfil important regeneration aspirations of the area, providing much needed housing, an improved community facility and additional retail floorspace. There are many beneficial aspects of the proposal for this site, including the provision of affordable housing, improved community facilities, the creation of new publicly accessible spaces, the quality of accommodation, the financial contributions and landscaping.

It is acknowledged that the proposal represents a high quantum of development on this constrained site. However, this issue has been carefully considered against the significant benefits of the scheme, which are considered outweigh this concern as the proposal would not cause such significant harm that would justify the refusal of planning permission. Overall, it is considered that the proposed development is in conformity with the development plan and that the scheme is acceptable subject to the imposition of appropriate conditions and s.106 obligations.

Subject to the following condition:

- 1 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

- 2 The development hereby permitted shall not be carried out otherwise than in accordance with the following approved plans: MP-090_P Rev 12, MP-100_P Rev 12, MP-101_P Rev 12, MP-102_P Rev 12, MP-103_P Rev 12, MP-104_P Rev 12, MP-105_P Rev 12, MP-106_P Rev 12, MP-107_P Rev 12, MP-108_P Rev 12, MP-108_P Rev 12, MP-110_P Rev 12, MP-200_E Rev 12, MP-201_E Rev 12, MP-080_P-E Rev 12, A-B-01_01-P-E Rev 12, A-B-02_01-P Rev 12, A-B-02_02-P Rev 12, A-B-02_03-E Rev 12, A-B-02_04-E Rev 12, A-B-03_01-P Rev 12, A-B-03_02-E Rev 12, A-B-03_03-E Rev 12, A-B-04_01-P-E Rev 12, A-B-05_01-P Rev 12, A-B-05_02-P Rev 12, A-B-05_03-E Rev 12, A-B-05_04-E Rev 12, A-B-06_01-P Rev 12, A-B-06_02-P Rev 12, A-B-06_03-E Rev 12, A-B-06_04-E Rev 12.

Reason:

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

- 3 **Environmental Protection**

Construction Environmental Management Plan

The development shall not commence until details of a Construction Environmental Management Plan has been submitted to, and approved in writing by the Local Planning Authority for that part of the development. The Construction Environmental Management Plan shall oblige the applicant, or developer and its contractor to use all best endeavours to minimise disturbances including but not limited to noise, vibration, dust, smoke and plant emissions emanating from the site during demolition and construction and will include the following information for agreement

- A detailed specification of demolition and construction works at each phase of development including consideration of environmental impacts and the required remedial measures.
- The specification shall include details of the method of piling.
- Engineering measures, acoustic screening and the provision of sound insulation required mitigating or eliminating specific environmental impacts.
- Arrangements for publicity and promotion of the scheme during construction.
- A commitment to adopt and implement of the ICE Demolition Protocol and Considerate Contractor Scheme registration.

All demolition and construction work shall be undertaken in strict accordance with the approved management scheme and code of practice, unless otherwise agreed in writing by the Local Planning Authority.

Reason

To ensure that and occupiers of neighbouring premises do not suffer a loss of amenity by reason of pollution and nuisance in accordance with Policies 3.1 'Environmental Effects' and 3.2 'Protection of Amenity' of The Southwark Plan 2007.

4 Commercial extract ventilation

Any scheme of extract ventilation to any commercial unit within the development shall apply for approval from the Local Planning Authority and shall be installed in accordance with any permission given.

Reason

In order to ensure that that the ventilation ducting and ancillary equipment will not result in an odour, fume or noise nuisance and will not detract from the appearance of the building in the interests of amenity in accordance with Saved Policy 3.2 Protection of Amenity of The Southwark Plan 2007 and Strategic Policy 13 High Environmental Standards of the Core Strategy 2011.

5 Servicing hours

Any deliveries, unloading and loading to the commercial units shall only be between the following hours: Monday to Saturday 08:00 to 20:00, Sundays/ Bank Holidays not at all.

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 Saved Policy 3.2 Protection of Amenity of the Southwark Plan and Strategic Policy 2 Sustainable Transport of the Core Strategy 2011.

6 Hours of Operation

The use hereby permitted for commercial purposes shall not be carried on outside of the hours: Monday to Sunday 08:00 to 20:00.

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 Saved Policy 3.2 Protection of Amenity of the Southwark Plan and Strategic Policy 2 Sustainable Transport of the Core Strategy 2011.

7 Subsurface sewerage and water infrastructure

No impact piling shall take place until a piling method statement (detailing the type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure and subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved

piling method statement.

Reason:

The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.

8 **Details of External Lighting and Security**

Details of any external lighting [including design, power and position of luminaries, Light intensity contours(including off site to adjoining sensitive premises)] and security surveillance equipment of external areas surrounding the building shall be submitted to and approved by the Local Planning Authority in writing before any such lighting or security equipment is installed. The development shall not be carried out otherwise in accordance with any such approval given.

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 safety and security of persons using the area and the amenity and privacy of adjoining occupiers in accordance with 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.

9 **Electric Vehicle Charging Points**

The parking bays to be provided in the basement of the development hereby approved, are to be equipped with a vehicle charging point, prior to the occupation of the development and retained thereafter.

Reason:

In order to encourage and facilitate sustainable modes of transport in accordance with Strategic Policy 2: Sustainable Transport of the Core Strategy 2011.

10 **Cycle Storage**

Before the commencement of works above grade, details (1:50 scale drawings) of the facilities to be provided for the secure storage of cycles for both the residential and commercial uses approved, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the cycle parking facilities provided 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 Policy 5.3 Walking and Cycling of the Southwark Plan 2007.

11 **Disabled Parking**

The disabled parking bays shown on the approved drawings are to be provided as shown prior to occupation of the development, and shall be retained thereafter solely for the purposes of parking for disabled residents within this development.

Reason:

To ensure that the development meets accessibility standards in accordance with saved policy 5.7 Disabled parking of the Southwark Plan 2007.

12 **Service Management Plan**

Before the commencement of works above grade, a Service Management Plan detailing how all elements of the site are to be serviced has been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approval given and shall remain for as long as the development is occupied.

Reason

To ensure the adequate management of servicing in accordance with saved policy 5.2 Transport Impacts of the Southwark Plan 2007.

13 **Delivery Management Plan**

Before the commencement of any works above grade, a Delivery Management Plan detailing how deliveries to all occupiers of the site are to be managed has been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approval given and shall remain in force for as long as the development is occupied.

Reason

To ensure adequate management of deliveries to the site in accordance with saved policy 5.2 Transport Impacts of the Southwark Plan 2007.

14 **Refuse storage**

Before the first occupation of the building hereby permitted, the refuse storage arrangements shown on the approved drawings shall be provided and made available for use by the occupiers of the dwellings and commercial premises and the facilities provided shall thereafter be retained and shall not be used or the space used for any other purpose. Refuse is to be collected directly from storage areas within the approved building envelope and not to be left on the public highway.

Reason

In order that the Council may be satisfied 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 saved Policy 3.2 Protection of Amenity and Policy 3.7 Waste Reduction of The Southwark Plan 2007.

15 **Landscaping plan**

Before any above grade work hereby authorised begins, detailed drawings scale 1:50 of a hard and soft landscaping scheme showing the treatment of all parts of the site not covered by buildings (including surfacing materials of any parking, access, or pathways layouts, artwork and water features, materials and edge details and material samples of hard landscaping), 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 similar size and species in the first suitable planting season. Planting shall comply to BS: 4428 Code of practice for general landscaping operations, BS: 3996 Nursery stock specification, BS: 5837 Trees in relation to construction and BS: 7370 Recommendations for establishing and managing grounds maintenance organisations and for design considerations related to maintenance.

Reason:

To ensure the proposed development will preserve and enhance the visual amenities of the locality and is designed for the maximum benefit of screening, local biodiversity, adaptation to climate change, in addition to the attenuation of surface water runoff, in accordance with NPPF Parts 7, 8, 11 & 12, SP12 Design and conservation; SP13 High environmental standards of the Core Strategy 2011 and Saved Policies of The Southwark Plan 2007: Policy 3.13 Urban Design; Policy 3.2 Protection of amenity; Policy 3.28 Biodiversity.

16 **Tree protection- general**

Prior to works commencing, including any demolition, details of the means by which any existing trees on or directly adjacent to the site are to be protected from damage by vehicles, stored or stacked building supplies, waste or other materials, and building plant or other equipment, shall be submitted to and approved in writing by the Local Planning Authority. The protective measures shall be installed and retained throughout the period of the works in accordance with any such approval given and protective fencing must not be moved or removed without the explicit written permission of the Local Authority Urban Forester. Within the protected area, any excavation must be dug by hand and any roots found to be greater than 25mm in diameter must be retained and worked around. Excavation must adhere to the guidelines set out in the National Joint Utilities Group (NJUG) publication Volume 4, 'Guidelines for the Planning, Installation and Maintenance of Utility Apparatus in Proximity to Trees (Issue 2)'.

If within the expiration of 5 years from the date of the occupation of the building for its permitted use any retained tree is removed, uprooted is destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.

Reason:

To ensure the proposed development will preserve and enhance the visual amenities of the locality and is designed for the maximum benefit of screening, local biodiversity, adaptation to climate change, in addition to the attenuation of surface water runoff, in accordance with NPPF Parts 7, 8, 11 & 12, 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 3.13 Urban Design; Policy 3.2 Protection of amenity; Policy 3.28 Biodiversity.

17 **Roof Terrace Planting**

Before any above grade work hereby authorised begins, details (including a specification and maintenance plan) of the roof terrace gardens and planters to be used in the carrying out of this permission shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out otherwise than in accordance with any such approval given, and the terrace gardens and planters are to be retained for the duration of the use. Where trees and large shrubs are proposed to be provided within planters the soil volume shall be a minimum of 4 cubic metres per tree and 1 cubic metre per shrub or climbing plant. All planters are to provide a minimum internal soil height of 1m height. Details of irrigation shall be provided such that water is available for the maintenance of all planters by mains, grey water or other sustainable drainage specification such as attenuation tanks.

Reason:

To ensure the proposed development will preserve and enhance the visual amenities of the locality and is designed for the maximum benefit of screening, local biodiversity and adaptation to climate change, in accordance with NPPF Parts 7, 8, 11 & 12 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 3.13 Urban Design; Policy 3.2 Protection of amenity; Policy 3.28 Biodiversity

18 **Flood Risk**

The development permitted by this planning permission shall only be carried out in accordance with the following mitigation measures:

- A Surface Water and Drainage Strategy is required to ensure that the development will not increase surface water discharge into sewers following construction, and in accordance with policies of the Core Strategy, reduce surface water run-off by a minimum of 50%. The Strategy shall be developed at detailed design stage and agreed by the Local Planning Authority;
- Sustainable Drainage Systems (SuDS) should be incorporated in to the final design of the development, wherever possible, as a means of attenuating surface water run-off (Section 7.3.1 of the FRA).

Reason:

To attenuate surface water flows and prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site, in accordance with policy 13 High environmental standards of the Core Strategy 2011.

19 **Code for Sustainable Homes**

- a) Before any above grade work hereby authorised begins, an independently verified Code for Sustainable Homes interim certification that seeks to achieve a minimum Level 4 or equivalent Code Level 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;
- b) Before the first occupation of the building hereby permitted, a Code for Sustainable Homes final certification (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 saved Policies 3.3 Sustainability and 3.4 Energy Efficiency of the Southwark Plan 2007.

20 **BREEAM**

- (a) Before any fit out works to the commercial premises hereby authorised begins, 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 '*very good or 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;
- (b) Before the first occupation of the 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 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.

21 **Renewable Energy**

The PV panels intended to form part of the renewable energy strategy for the approved development are to be provided in accordance with the submitted Energy Strategy with this application, and to be retained for the life of the development, in full working order.

Reason:

In order to ensure that carbon emissions are reduced as part of the development and that renewable energy is incorporated into the development in accordance with policy 13 High environmental standards of the Core Strategy and policies 5.2, 5.3, 5.6 and 5.7 of the London Plan 2011.

22 **Material Samples**

The following samples shall be made available on site for inspection by the Local Planning Authority, and approval in writing; the development shall not be carried out otherwise than in accordance with any such approval given.

- i) minimum 1m² sample panel of each type of facing brickwork, including mortar and pointing; panels to be build adjacent each other as proposed on buildings.
- ii) sample section/panel of the projecting balconies
- iii) samples of all other facing materials and finishes.

Reason:

In order to ensure that the design and details are in the interest of the special architectural or historic significance of the listed building in accordance with: The NPPF 2012, Section 7 Requiring good design, Section 12 Conserving and enhancing the historic environment; The London Plan 2011, Policy 7.6 Architecture, Policy 7.8 Heritage Assets and Archaeology; The Local Plan, Strategic Policy 12 - Design and Conservation of The Core Strategy 2011 and Saved Policies: Saved Policy 3.12 Quality in Design; Saved Policy 3.13 Urban Design of The Southwark Plan 2007.

23 **Detailed Drawings**

Section drawings (scale 1:5, or as noted) for the following elements shall be submitted to this Local Planning Authority and approved in writing; the development shall not be carried out otherwise than in accordance with any such approval given.

- a) typical head/jamb/sill details for all window and access-door openings;
- b) all corners, roof-edges, parapets and over-hangs;
- c) all junctions between planes/materials;
- d) details of commercial frontages at 1:20 in elevation, and section details of components;
- e) elevations of residential entrance doorways, and all fenestration types at 1:20;
- f) details of balcony elements, and elevations at 1:10 showing panel composition.

Reason:

In order to ensure that the design and details are in the interest of the special architectural or historic significance of the listed building in accordance with: The NPPF 2012, Section 7 Requiring good design, Section 12 Conserving and enhancing the historic environment; The London Plan 2011, Policy 7.6 Architecture, Policy 7.8 Heritage Assets and Archaeology; The Local Plan, Strategic Policy 12 - Design and Conservation of The Core Strategy 2011 and Saved Policies: Saved Policy 3.12 Quality in Design; Saved Policy 3.13 Urban Design of The Southwark Plan 2007.

24 Active Frontage

Detailed elevation drawings (at scale 1:50/1:20) for all ground-level elevations of the four main blocks, as well as for the nursery building, shall be submitted to this Local Planning Authority and approved in writing; the development shall not be carried out otherwise than in accordance with any such approval given.

Reason:

In order to ensure that the design and details and quality of 'active-frontage' are in the interest of the special architectural or historic significance of the listed building in accordance with: The NPPF 2012, Section 7 Requiring good design, Section 12 Conserving and enhancing the historic environment; The London Plan 2011, Policy 7.6 Architecture, Policy 7.8 Heritage Assets and Archaeology; The Local Plan, Strategic Policy 12 - Design and Conservation of The Core Strategy 2011 and Saved Policies: Saved Policy 3.12 Quality in Design; Saved Policy 3.13 Urban Design of The Southwark Plan 2007.

25 Safety and Security

A report and drawings shall be submitted to this Local Planning Authority that assesses the secure-by-design principles and mitigating measures for the recessed disabled car-park, the entrance to the car-lift, and where residential entrances are set-back under over-hanging first-floors; this shall be approved in writing and the development shall not be carried out otherwise than in accordance with any such approval given.

Reason:

In order that the Council may be satisfied as to the details of the development in the interest the safety and security of persons using the area and the amenity and privacy of adjoining occupiers in accordance with 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.

26 Restrictions- installations on elevations

No meter boxes, flues, vents or pipes other than rainwater pipes or other appurtenances not shown on the approved drawings shall be fixed or installed on the street elevations of the buildings.

Reason:

To ensure such works do not detract from the appearance of the buildings in accordance with Policy 3.12 Quality in Design and 3.13 Urban Design of The Southwark Plan 2007.

27 Restrictions- no roof plant/ equipment

No roof plant, equipment or other structures, other than as shown on the plans hereby approved or approved pursuant to a condition of this permission, shall be placed on the roof or be permitted to project above the roofline of any part of the buildings as shown on elevational drawings or shall be permitted to extend outside of the roof plant enclosures of any buildings hereby permitted.

Reason:

In order to ensure that no additional plant etc. is placed on the roof of the building in the interest of the appearance and design of the building and the visual amenity of the area in accordance with Policies 3.12 Quality in Design and 3.2 Protection of Amenity of the Southwark Plan 2007.

28 Restrictions- no telecommunications equipment

Notwithstanding the provisions of Parts 24 and 25 The Town & Country Planning [General Permitted Development] Order 1995 [as amended or re-enacted] no external telecommunications equipment or structures shall be placed on the roof or any other part of a building hereby permitted.

Reason:

In order to ensure that no telecommunications plant or equipment which would be detrimental to the design and appearance of the building and visual amenity of the area is installed on the roof of the building in accordance with Policies 3.2 Protection of Amenity and 3.24 Telecommunications of the Southwark Plan 2007.

29 Residential standard- internal noise levels

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

Bedrooms - 30dB LAeq, T * and 45dB LAFmax

Living rooms 35 dB LAeq, T † ,

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

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

A validation test shall be carried out on a relevant sample of premises following completion of the development but prior to occupation. The results shall be submitted to the LPA for approval in writing.

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 2012.

30 Air Quality Assessment & Mitigation

Prior to commencement of any works above grade, the developer shall submit an adequate air quality assessment for this development that shall include both modelled and measured AQ data. This assessment shall include:

- External air quality (for each facade and each floor)
- Internal air quality (as some windows will have to be sealed to get the internal noise levels required and mechanical ventilation will be required)
- Location of plant, (fans, inlets and exhaust air outlets).
- Proposed mitigation measures
- The effectiveness of the proposed mitigation in improving internal air quality.

Thereafter, the development shall not be carried out other than in accordance with the details approved.

Reason:

To ensure that the occupiers and users of the development do not suffer prolonged poor air quality or a loss of amenity 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 2012.

31 Noise & Vibration Assessment & Mitigation

Prior to the commencement of any works above grade, the developer shall submit an adequate noise and vibration assessment for this development that shall include both modelled and measured noise data. This assessment shall include:

- External noise environment (trains, commercial activity, roads, etc.)
- Internal noise levels from proposed nature of structure
- Proposed mitigation (sound insulation) measures
- The effectiveness of the proposed mitigation on noise levels.

Thereafter, the development shall not be carried out otherwise than in accordance with the details as agreed.

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 2012.

32 Residential standard – Vertical sound transmission between commercial and residential

The residential rooms within the development sharing a party ceiling/floor element with commercial premises shall be designed and constructed to provide reasonable resistance to the transmission of sound sufficient to

ensure that NR20 is not exceeded due to noise from the commercial premises. A report shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the commencement of the use hereby permitted and shall be permanently maintained thereafter and the development shall not be carried out otherwise than in accordance with any such approval given. A validation test shall be carried out on a relevant sample of premises following completion of the development but prior to occupation. The results shall be submitted to the LPA for approval in writing.

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 2012.

34 **Protection from vibration**

The development must be designed to ensure that habitable rooms in the residential element of the development are not exposed to vibration dose values in excess of 0.13 m/s during the night-time period of 23.00 – 07.00hrs. A report shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the commencement of the use hereby permitted and shall be permanently maintained thereafter and the development shall not be carried out otherwise than in accordance with any such approval given. A validation test shall be carried out on a relevant sample of premises following completion of the development but prior to occupation. The results shall be submitted to the LPA for approval in writing.

Reason:

To ensure that the occupiers and users of the proposed development do not suffer a loss of amenity by reason of excess vibration from transportation sources 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 2012

35 **Plant Noise**

Prior to the commencement of the authorised use, an acoustic report detailing the rated noise level from any plant, together with any associated ducting (which shall be 10 dB(A) or more below the measured L_{A90} level at the nearest noise sensitive premises, shall be submitted to and approved in writing by the Local Planning Authority. The method of assessment is to be carried in accordance with BS4142:1997 'Rating industrial noise affecting mixed residential and industrial areas'. The plant and equipment shall be installed and constructed in accordance with any such approval given and shall be permanently maintained thereafter and the development shall not be carried out otherwise than in accordance with any such approval given.

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 2012, .Strategic Policy 13 High Environmental Standards of the Core Strategy 2011 and Saved Policy 3.2 Protection of Amenity of the Southwark Plan (2007).

36 **Residential premises mechanical ventilation**

Prior to the commencement of construction, the scheme of mechanical ventilation for the residential element of the development, including an appropriate inlet, appropriate outlet, details of sound attenuation for any necessary plant and any management or filtration mechanisms, has been submitted to and approved by the Local Planning Authority. The development shall not be carried out otherwise than in accordance with any approval given and shall be carried out before the use hereby permitted is commenced.

Reason

In order to ensure that that the ventilation of the residential elements is adequate and is protected from environmental noise and pollution and will not detract from the appearance of the building in the interests of amenity in accordance with The National Planning Policy Framework 2012, Strategic Policy 13 High Environmental Standards of the Core Strategy 2011 and Saved Policy 3.2 Protection of Amenity of The Southwark Plan 2007.

37 **Contaminated Land**

a) Prior to the commencement of any development, a site investigation and risk assessment shall be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site.

i) The phase 1 site investigation (desk study, site categorisation; sampling strategy etc.) shall be submitted to the Local Planning Authority for approval before the commencement of any intrusive investigations.

ii) The subsequent Phase 2 site investigation and risk assessment shall be conducted in accordance with any approved scheme and submitted to the Local Planning Authority for approval prior to the commencement of any remediation that might be required.

b) In the event that contamination is present, A detailed remediation strategy 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 shall be prepared and submitted to the Local Planning Authority for approval in writing. The scheme shall ensure that the site would not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. The approved remediation scheme (if one is required) shall be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority shall be given two weeks written notification of commencement of the remediation scheme works.

c) Following the completion of the measures identified in the approved remediation strategy, a verification report providing evidence that all work required by the remediation strategy has been completed shall be submitted to and approved in writing by the Local Planning Authority.

d) In the event that contamination is found at any time when carrying out the approved development that was not previously identified, it shall be reported in writing immediately to the Local Planning Authority, and a scheme of investigation and risk assessment, a remediation strategy and verification report (if required) shall be submitted to the Local Planning Authority for approval in writing, in accordance with a-c above.

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 offsite 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 2012.

38 **Environmental Management Plan**

No development shall take place, including any works of demolition, until an Environmental Management Plan for the demolition & construction phases has been submitted to and approved in writing by the Local Planning Authority. The approved plan shall be adhered to throughout the construction period. (Guidance on expected content of EMP is available from EP Team)

Reason:

To ensure that occupiers of neighbouring premises and the wider environment do not suffer a loss of amenity by reason of pollution and 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 2012.

39 **Car Parking Exemption**

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 the 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.

Statement of positive and proactive action in dealing with the application

The pre-application service was used for this application and the advice given was followed.

The applicant was advised of amendments needed to make the proposed development acceptable. These amendments were submitted enabling the application to be granted permission.

Negotiations were held with the applicant to secure changes to the scheme to make it acceptable and the scheme was amended accordingly.

The application was determined in a timely manner within the agreed period specified in the PPA.

Informatives

- 1 Surface Water Drainage - storm flows should be attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

Where a developer proposes to discharge groundwater into a public sewer, a groundwater discharge permit will be required. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Groundwater permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 8507 4890 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

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.

- 2 The planning permission granted includes alterations and amendments to areas of the public highway, which will need to be funded by the developer through entering into a S278 agreement. Although these works are approved in principle by the Highway Authority, no permission is hereby granted to carry out these works until all necessary and appropriate design details have been submitted and agreed. You are advised to contact the Principal Engineer, Infrastructure Group (020 7525 5509), at least 4 months prior to any works commencing on the public highway. The applicant is recommended to view Appendix 4 of the Southwark Council Sustainable Transport Supplementary Planning Document.

Item No. 6.2	Classification: Open	Date: 4 June 2013	Meeting Name: Planning Committee
Report title:	Development Management planning application: Application 13/AP/0065 for: Full Planning Permission Address: 399 ROTHERHITHE NEW ROAD, LONDON, SE16 3HG Proposal: Demolition of existing building and the erection of a part 6, part 19 storey building (maximum height from ground 61.3m) with basement for a mixed use scheme comprising of 158 residential dwellings, primary school for Southwark Free School, sixth form and community centre for City of London Academy, with associated amenity and play space, basement car and cycle parking and landscaping.		
Ward(s) or groups affected:	Livesey		
From:	HEAD OF DEVELOPMENT MANAGEMENT		
Application Start Date 25/03/2013		Application Expiry Date 24/06/2013	

RECOMMENDATION

- 1 To refuse Planning Permission, for the reasons set out below, subject to referral to the Greater London Authority:

The site lies within the Old Kent Road Preferred Industrial Location (PIL), where in accordance with saved Policy 1.2 of the Southwark Plan, planning permission will only be granted for developments falling within the B Class use and sui generis industries. There is a demonstrable need for industrial land and premises in Southwark which have good access to strategic transport networks, adequate servicing capacity, lack of disturbance from residential uses and 24 hour access. The loss of the site for education and residential uses would erode the reservoir of industrial and warehousing land, seriously harming the functioning of the PIL by the introduction of sensitive and incompatible uses. The loss of the industrial site is therefore considered unacceptable, and would be contrary to saved Policy 1.2 "Strategic and local preferred industrial locations" of the Southwark Plan, Strategic Policy 10 "Jobs and Businesses" of the Core Strategy and Policies 2.17 "Strategic industrial locations" and 4.4 "Managing industrial land and premises" of the London Plan and as well as Section 1 Building a strong, competitive economy of the National Planning Policy Framework 2012.

The proposal does not satisfactorily mitigate the adverse noise conditions of both the busy Rotherhithe New Road and the industrial Verney Road and thereby fails to protect the quality of life and amenity of future occupiers against significant harm, contrary to saved policies 3.1 "Environmental Effects", 3.2 "Protection of Amenity" of the Southwark Plan 2007, Strategic Policy 13 "High Environmental Standards" of the Core Strategy and Policy 7.15 "Reducing noise and enhancing soundscapes" of the London Plan.

The proposal represents an overdevelopment of the site, providing a density considerably and significantly exceeding the upper limit for the 'Urban Zone'. The

density of the development results in accommodation which is unsatisfactory in several respects including in relation to layout and noise, and creates a building whose form and detailed elevations are overbearing in its context. The development is therefore contrary to policy 4.1 "Density of residential development" and 4.2 "Quality of residential accommodation" of the Southwark Plan 2007, Strategic Policy 5 "Providing new homes" of the Core Strategy, the council's adopted SPD for Residential Design Standards 2011 and also Policy 3.4 "Optimising housing potential" of the London Plan.

The proposed development provides an inadequate level of affordable housing, based on a review of the scheme's viability. The proportion of affordable housing, at 6% (as measured by habitable room), significantly falls short of the 35% policy target. The proposal is therefore contrary to Saved Policy 4.4 "Affordable housing" of the Southwark Plan, Core Strategy Policy 6 "Homes for people on different incomes", London Plan "Policy 3.12 Affordable housing targets" as well as the council's adopted Affordable Housing SPD 2008 and the draft Affordable Housing SPD 2011.

The proposal would result in adverse transport impacts, failing to include sufficient mitigation of the increased road safety risk of the development, the unacceptable impact on congestion and the failure to include a proper assessment of the transport impacts of the scheme. The level of parking provision is considered low, with no reasonable way of controlling or mitigating the impact. Further, the applicant would need to confirm payment of a number of measures to secure transport mitigation, such as contributions towards road safety mitigation, the bus network and cycle hire provision. The proposal is therefore contrary to saved policies 5.1 "Locating Developments", 5.2 "Transport Impacts", 5.3 - "Walking and Cycling", and 5.6 - "Car Parking" of the Southwark Plan, Core Strategy Policy 2 "Sustainable transport" and the following policies of the London Plan 6.3 "Assessing transport capacity", Policy 6.9 "Cycling", Policy 6.10 "Walking", Policy 6.11 "Smoothing traffic flow and tackling congestion", Policy 6.12 "Road network capacity" and Policy 6.13 "Parking".

The development fails to comply with the requirements of Saved Policy 3.20 'Tall Buildings' of the Southwark Plan particularly in that it fails to make a positive contribution to the local townscape, is not at a point of landmark significance or within the Central Activities Zone, is of a poor architectural quality, and does not make a positive contribution to the skyline. This is due to its inappropriately large scale, architectural expression and the form, massing and design of the building. The proposal also fails to comply with Policy 7.6 "Architecture" and Policy 7.7 "Location and Design of Tall and Large Buildings" of the London Plan, due to its impact on the skyline, poor relationship to the local context in terms of proportion and composition, and relationship with the public realm, and does not comply with the National Planning Policy Framework, Section 7 Requiring good design.

The development is of poor architectural and urban design, in terms of building form, layout, massing, composition and materials. It does not respond appropriately to its local context, and its site layout does not enable the development to make a positive contribution to the public realm in the area, due to its overbearing and dominant form. The proposal therefore fails to comply with the requirements of Policies 3.11 "Efficient use of land", 3.12 "Quality in design" and 3.13 "Urban design" of the Southwark Plan, and Policies 7.4 "Local Character", 7.5 "Public Realm" and 7.6 "Architecture" of the London Plan, as well as the National Planning Policy Framework, Section 7 Requiring good design.

BACKGROUND INFORMATION

Site location and description

- 2 The site comprises of a two storey brick building located on Rotherhithe New Road,

with a rear aspect onto Verney Road. The site is occupied partly as a furniture warehouse. It was also recently used for car tyre repairs, however this business has now closed having moved to new premises elsewhere. The areas of hardstanding are used for the storage and parking of vehicles, including mini buses, coaches and vans. There are also a number of temporary structures and porta-cabins on the site.

- 3 The site is located within the Old Kent Road Industrial Area, which extends south of the site. To the north are a series of low rise two storey residential properties, but there is also a four storey flat block known as Archers Lodge. To the east lies a health centre, called the Avicenna Health Centre. To the west lies the Old Kent Road corridor which includes a series of retail warehouses and associated car parking areas. There are no trees on the site. The site is not located in a conservation area.

Details of proposal

- 4 The proposal is to demolish the existing building and erect a part 6, part 19 storey building comprising a new primary school, new sixth form centre for the City of London Academy and residential dwellings (157 flats).
- 5 The school would occupy the Southwark Free School, an independent, state funded school. The opening for the new school has been given to be in 2014, with an approximate pupil roll when full capacity is reached of 420 pupils and 30 nursery places. The school is currently operating from temporary premises, in Ledbury Hall, south of Old Kent Road (Pencraig Way, SE15) with a pupil roll of 30.
- 6 The development would also include a new sixth form centre for the City of London Academy, who would relocate much of their sixth form teaching to the site. Bede House, a local community organisation would share some of this accommodation to run a series of programmes and projects for young and vulnerable social groups within the borough.
- 7 The school would occupy on the ground and first floors on the eastern side of the building, providing floorspace for 15 classrooms. The main school access would be from Verney Road but a secondary access would also be available from Rotherhithe New Road. The sixth form centre would take up the ground, first and second floors on the western side of the building, to accommodate 340 pupils.
- 8 An external multi-use games area would be provided, occupying a void created in the ground floor level of the building, to be used by both the free school and the sixth form. It would also be made available for use by Bede House and the community during non-school hours.
- 9 The residential accommodation, comprising of 158 flats, would be accommodated on the upper floors, starting at second floor level. A total of 10 affordable units are proposed.
- 10 The development would include a basement level, for residential car parking. Servicing would take place from both Rotherhithe New Road and Verney Road.

Planning history

- 11 There is a history of refusals for the use of the site for offices and a place of worship (06/AP/0366) & 06/AP/0769).
- 12 An enforcement notice was served on 28 August 2009 relating to the unauthorised change of use of the land from business and general industrial uses (Use Classes B1 & B2), to uses within Use Class D1 such as but not limited to; a place of worship, administrative offices and an educational training course. The notice required the unauthorised uses to be ceased, and for any fittings/fixtures associated with the use of

the property as a place of worship to be removed.

- 13 A further planning application was refused (ref 10/AP/2554) for the continued use of the premises as a place of worship for 5 years.
- 14 An appeal was allowed on 31 July 2012 for the use of the northern part of the site as a waste transfer station dealing with non-ferrous waste (ref 11/AP/1611).
- 15 Planning permission was granted on 19 June 2012 for the proposed use of the site as a waste transfer station dealing with metals and the erection of acoustic screening along the site boundary (ref 12/AP/0868).
- 16 Two pre-application enquiries were received last year regarding the redevelopment of the site to provide a new school and residential accommodation in a part 6, part 19 storey development (ref's: 12/EQ/0155, 12/EQ/0224). Officers advised that the scheme could not be supported in principle owing to a number of significant policy concerns.

Planning history of adjoining sites

- 17 None relevant.

KEY ISSUES FOR CONSIDERATION

Summary of main issues

- 18 The main issues to be considered in respect of this application are:
 - a) Principle of redevelopment in terms of land use and conformity with site designation
 - b) Environmental Impact Assessment
 - c) Provision of housing, including affordable housing and housing mix
 - d) Density
 - e) Quality of accommodation
 - f) Impact of the amenities of occupiers of adjoining properties
 - g) Traffic issues
 - h) Design issues, including acceptability of a tall building
 - i) Archaeology
 - j) Planning obligations
 - k) Sustainable development obligations

Planning policy

- 19 The site lies within the Old Kent Road Preferred Industrial Location (PIL), the Air Quality Management Area, the Bermondsey Lake Archaeological Priority Zone, the Old Kent Road Action Area and the Urban Density Zone.

Core Strategy 2011

- 20 The relevant policies of the Core Strategy are:
 - Strategic Targets Policy 1 - Achieving growth
 - Strategic Targets Policy 2 - Improving places
 - 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 7 - Family homes
 - 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

- 20 The council's cabinet on 19 March 2013, as required by paragraph 215 of the NPPF, considered the issue of compliance of Southwark Planning Policy with the National Planning Policy Framework. All policies and proposals were reviewed and the council satisfied itself that the policies and proposals in use were in conformity with the NPPF. The resolution was that with the exception of Policy 1.8 (location of retail outside town centres) in the Southwark Plan all Southwark Plan policies are saved. Therefore due weight should be given to relevant policies in existing plans in accordance to their degree of consistency with the NPPF.

Policy 1.2 - Strategic and local preferred industrial locations

Policy 2.2 Provision of new Community Facilities

Policy 2.4 – Educational deficiency – provision of new educational establishments

Policy 2.5 Planning Obligations

Policy 3.1 Environmental Effects

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 3.18 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 3.31 Flood Defences

Policy 4.1 Density of Residential Development

Policy 4.2 Quality of Residential Development

Policy 4.3 Mix of Dwellings

Policy 4.4 Affordable Housing

Policy 4.5 Wheelchair Affordable Housing

Policy 5.1 Locating Developments

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

- 22 London Plan 2011

Policy 2.5 Sub-regions

Policy 2.9 Inner London

Policy 2.17 Strategic industrial locations

Policy 3.3 Increasing housing supply

Policy 3.4 Optimising housing potential

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 3.10 Mixed and balanced communities

Policy 3.11 Definition of affordable housing

Policy 3.12 Affordable housing targets

Policy 3.13 Negotiating affordable housing on individual private residential and mixed

use schemes

- Policy 3.14 Affordable housing thresholds
- Policy 3.18 Education facilities
- Policy 4.1 Developing London's economy
- Policy 4.4 Managing industrial land and premises
- Policy 4.12 Improving opportunities for all
- Policy 5.1 Climate change mitigation
- Policy 5.2 Minimising carbon dioxide emissions
- Policy 5.3 Sustainable design and construction
- Policy 5.5 Decentralised energy networks
- Policy 5.6 Decentralised energy in development proposals
- Policy 5.7 Renewable energy
- Policy 5.9 Overheating and cooling
- Policy 5.10 Urban greening
- 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 6.1 Strategic approach (Transport)
- Policy 6.2 Providing public transport capacity and safeguarding land for transport
- Policy 6.3 Assessing transport capacity
- Policy 6.9 Cycling
- Policy 6.10 Walking
- Policy 6.11 Smoothing traffic flow and tackling congestion
- Policy 6.12 Road network capacity
- Policy 6.13 Parking
- Policy 7.1 Building London's neighbourhoods and communities
- Policy 7.2 An inclusive environment
- Policy 7.3 Secured by design
- Policy 7.4 Local character
- Policy 7.5 Public realm
- Policy 7.6 Architecture
- Policy 7.7 Location and design of tall and large buildings
- Policy 7.8 Heritage assets and archaeology
- Policy 7.14 Improving air quality
- Policy 7.15 Reducing noise and enhancing soundscapes
- Policy 7.18 Protecting local natural space and addressing local deficiency
- Policy 7.19 Biodiversity and access to nature
- Policy 7.21 Trees and woodlands
- Policy 8.2 Planning obligations
- Policy 8.3 Community infrastructure levy

National Planning Policy Framework (NPPF)

- 23 The relevant sections are:
- Section 1 Building a strong, competitive economy
 - Section 4 Promoting sustainable transport
 - Section 7 Requiring good design
 - Section 8 Promoting healthy communities

Relevant SPDs/SPGs

- 24
- Design and Access Statements SPD 2007
 - Planning Obligations SPD 2007
 - Affordable housing SPD 2008
 - Sustainability assessment SPD 2009
 - Sustainable Design and Construction SPD 2009
 - Sustainable Transport SPD 2010
 - Residential Design Standards SPD 2011

Draft Affordable Housing SPD 2011

Land for Industry and Transport SPG 2012 (SPG to the London Plan)

Providing for children and young people's informal recreation SPG 2008 (SPG to the London Plan)

Principle of development

- 25 The National Planning Policy Framework (NPPF) was published on 27 March 2012. At the heart of the NPPF is a presumption in favour of sustainable development. The framework sets out a number of key principles, including a focus on driving and supporting sustainable economic development to deliver homes, business, industrial units, infrastructure and thriving local places.
- 26 Paragraph 72 of the NPPF states that the Government attaches great weight to ensuring a sufficient choice of school places and states that local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement. It advises that great weight should be attached to the need to create, expand or alter schools.
- 27 NPPF paragraph 22 advises that planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.
- 28 The NPPF also states, that permission should be granted for proposals unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole.
- 29 In addition to the guidance contained in the NPPF, the Governments 2011 Policy Statement (Planning for Schools development) states that there should be a presumption in favour of the development of state funded schools. It also states that any refusal for a state-funded school would have to be clearly justified by the local planning authority.
- 30 The proposal involves the redevelopment of the industrial site to provide a single building containing a mix of education and residential uses. The education uses would comprise of a new Southwark Free School. There would also be a sixth form centre provided for the City of London Academy (CoLA).

Loss of the industrial site

- 31 Saved Policy 1.2 Strategic and local preferred industrial locations of the Core Strategy states that in preferred industrial locations, planning permission will only be granted for developments falling within the B Class and Sui Generis use class industries which are inappropriate in residential areas.
- 32 Core Strategy strategic policy 10 states that the borough will increase the number of jobs in Southwark and create an environment in which businesses can thrive. In order to do this, among other measures, the council will protect industrial and warehousing floorspace and enable growth in new sectors in strategic and local preferred industrial locations.
- 33 The Core Strategy seeks to protect sufficient industrial and warehousing floorspace to meet needs over the next 15 years and allows some release of redundant sites to provide land for alternative uses. Those sites which are most appropriate for continued industrial and warehousing uses are protected in the preferred industrial locations

(PILs) of South Bermondsey, Old Kent Road, Parkhouse Street and Mandela Way. The PILs will also be able to accommodate growth in new sectors such as waste management and green manufacturing.

- 34 The above policies therefore demonstrate that there is a fundamental concern with the proposed loss of the PIL site to an alternative use.

Detailed points

- 35 The site is located within the Old Kent Road preferred industrial location (PIL) which is identified as a strategic industrial location (SIL) in Annex 3 (reference 50) of the London Plan 2011. The boundaries of the Old Kent Road PIL were established in the Southwark Plan (2007) and reviewed through the preparation of the Core Strategy (2011). London Plan policy 2.17 states that within the SILs, development proposals should be refused unless they fall within a broad range of industrial type activities or they are part of a strategically coordinated process of SIL consolidation through a borough development plan document. The designation of the Old Kent Road PIL in the Core Strategy was informed by an Employment Land Review (ELR), undertaken in accordance with government best practice guidance and consistent with guidance in the NPPF paragraph 161 which relates to evidence base.
- 36 NPPF paragraph 22 advises that planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.
- 37 The site was surveyed as part of the ELR (Cluster C6, see Appendix A of the ELR). The survey showed that the cluster is an established industrial area, containing several trading estates, which have good access to the A2 and the strategic highway network. The environmental quality of the cluster has been assessed as good, and it is not constrained by proximity to high density residential use and has adequate servicing arrangements. The ELR confirmed that there remains a need for business space for SME and other businesses which require good access to strategic transport infrastructure, adequate servicing capacity, lack of disturbance from residential uses and 24 hour access.
- 38 With regard to London Plan Policy 4.4, which supports a plan, monitor and manage approach to releasing surplus industrial land, it has been demonstrated through the Core Strategy and ELR how the borough stock of industrial land and premises in strategic industrial locations (Policy 2.17), locally significant industrial sites and other industrial sites will be planned and managed in local circumstances based on supply and demand.
- 39 London Plan Policy 4.4 indicates that industrial land use change should be monitored against benchmarks based upon an average, pan-London annual net release, which is 36.7ha per annum. Since 2006, approximately 24 hectares of industrial and warehousing land has been redeveloped for other uses in Southwark and a further 20 ha is planned to be released through the Core Strategy for redevelopment over the plan period (2011-2026). The scale of this land release is broadly consistent with the recommended benchmark for Southwark (25 ha over 2011-2031 or 1.3 ha per annum) set out in the Land for Industry and Transport SPG (Sept 2012). The ELR has listed several sites which could be released over the remainder of the plan period and based upon the evidence, the boundaries of the Old Kent Road PIL were not altered through the Core Strategy examination.

- 40 The Mayor's Land for Industry and Transport SPG is supported by the evidence study 'Industrial Land Demand and Release Benchmarks Study' by Roger Tym and Partners. The study assesses future demand for industrial land across London and compares this with the current and planned supply. Looking at market trends, the study indicates that industrial and warehousing land in Southwark is part of a central London fringe market (paragraph 6.5). This market is dominated by businesses servicing the West End and City / Docklands office and retail economies. Typically demand in this area is driven by companies which must be in close proximity to their customers, including, for example: food and drink preparation for central retail and café outlets; printers and publishers; couriers and express delivery operators, and other providers of time critical 'services'.
- 41 The Employment Land Review (2010) advises that regionally, demand is still strong for storage and warehousing space, but less so for traditional manufacturing. The ELR demonstrates that while the need for industrial and warehousing land is contracting, by 2026, there will still be a need for some 150 ha of industrial and warehousing space. To help ensure that this need is met, the council has designated the most appropriate space within PILs. Therefore, it is considered that in accordance with NPPF guidance, there is a reasonable prospect of the site being used for industrial, storage or distribution uses, and it has been retained with the PIL. Other industrial sites are being released in the borough which do not have an industrial policy designation, for redevelopment for other uses, to align with the indicative release benchmark set out in the Mayor's SPG.
- 42 The applicant has stated that there is history of the site being left vacant or substantially under-used, showing a lack of demand for the site for industrial purposes. However, it is noted that the company Southwark Metals, a scrap metal recycling company, acquired the site in March 2012 for use for their business. It also has the benefit of planning permission for a waste transfer station (ref 12/AP/0868).
- 43 It has been argued that since the site is located on the edge of the industrial zone, that it is suitable for release and could be readily absorbed into the residential areas towards the north of the site. However, the current boundary is formed by the busy Rotherhithe New Road, the northern side of which contains a brick wall providing strong separation from the residential houses to the north. The new boundary could not replicate the current boundary since the limited details provided show that the boundary would be open, consisting of railings rather than any form of more solid treatment.
- 44 It has been indicated that the site in its current form can only support a low number of jobs. By comparison, the redevelopment would allow for a higher number of jobs to be created, in the region of 60 jobs. Whilst this is a consideration, it should also be noted that the industrial areas support the delivery of large number of jobs elsewhere, for example by supporting businesses in the West End and City / Docklands.
- 45 Consideration has also been given to the refusals of planning permission and the serving of an enforcement notice relating to the occupation of the site for Class D1 uses (as a place of worship). The planning history indicates how the council has consistently applied its policies in relation to the protection of industrial land, supporting the arguments set out in the report.
- 46 Regard has also been given to the Old Kent Road Action Area designation, Core Strategy Targets Policy 2 – Improving Places. The policy sets out that an Area Action Plan would be prepared, to include plans to support housing and local shops in the area. The policy goes on to state that growth of the innovative industries would be exploited. So whilst there is support for housing, there is also a focus supporting the growth of industry.

Site search

- 47 The applicant has submitted a site search of the borough, to consider whether there are any other sites that would be appropriate for the school, based upon the suitability and availability of sites against a range of selection criteria which reflect the broad needs and requirements of establishing the Free School.
- 48 It is considered that the site search could have been more comprehensive, and could have included a consideration of buildings which fall within Classes B1 (business), C1 (hotels), C2 (residential institutions), C2A (secure residential institutions) and D2 (assembly and leisure), since the Government has recently published proposals by which these buildings could be converted for use as a state funded school without needing planning permission. Accordingly, it has not been demonstrated that there are absolutely no other available sites which could accommodate the school and as stated above, the change of use of the site in the Preferred Industrial Location will erode the reservoir of industrial land, contrary to the London Plan and Southwark adopted policy.

Industrial report

- 49 The applicant has submitted a survey of available office and industrial properties with the application, to demonstrate supply of available office and warehousing space. Many of the sites listed are offices rather than industrial premises. In addition, a considerable number of the sites listed lie outside of the borough including the sites listed at Appendix 4 and 5 which are in Greenwich, and so are not relevant considerations for Southwark. Appendix 6 refers to the redevelopment of a yard site - Surrey Docks Stadium in Rotherhithe. This site however does not fall in the protected industrial location and therefore could not set any form of precedent relevant to the consideration of this application.

Provision of educational uses

- 50 Policy 3.18 Education facilities of the London Plan confirms the Mayor would strongly support the provision of new schools. Core Strategy Policy 4 and saved policies 2.2 Provision of new community facilities and 2.4 Educational deficiency – provision of new educational establishments of the Southwark Plan also support the provision of new and improved educational and community facilities. Whilst education uses are supported, this is subject to a consideration of other key strategic policies, including those relating to the protection of industrial land, which has been set out above.

Meeting the education need

- 51 Southwark, in common with many other London boroughs, has a significant shortfall in permanent primary places when compared with current and anticipated future demand. In order to assess local demand Southwark is split into five planning areas. Rotherhithe New Road falls within the Bermondsey and Rotherhithe planning area which is anticipated to have a shortfall in primary places of between 6.5 and 8 forms of entry (1 form of entry being 30 places in each year group or 210 places across the primary years) by September 2016.
- 52 In 2012, 4 Futures, Southwark's Local Education Partnership, carried out an inspection of the borough's primary school buildings to assess existing capacity and the scope for growth. The inspection revealed that 22 schools are being considered for permanent expansion. The delivery of the additional facilities to help meet the shortfall is likely to commence from September 2014. Accordingly, Southwark's primary expansion programme would provide the necessary places through the expansion of existing local schools and the delivery of new primary facilities. This demonstrates that the shortfall in places across the borough is under consideration and is being actioned in order to satisfactorily plan for the future.

Conclusion on land use

- 53 The policy context for the protection of the industrial floorspace has been set out, and despite the provision of the Southwark Free School and the City of London sixth form centre, do not override the very strong policy objections raised. Government support for the establishment of free schools is also noted and has been given weight in the consideration of the application, however, there is strong justification to support the retention of the industrial site, owing to the demand and need for these types of uses.
- 54 Notwithstanding the comments made above in relation to unacceptability of the principle of development, the remainder of the report considers other key issues such as affordable housing, housing quality as well as design and transport issues.

Environmental impact assessment

- 55 The applicant submitted a screening opinion on 1 November 2012 (12-AP-3594) to determine whether an environmental impact assessment (EIA) would be required for the development. The development is not considered to constitute EIA development, based on a review of the scheme against both the EIA Regulations 2011 and the European Commission guidance. In summary, the proposed development would not be likely to have significant effects upon the environment by virtue of factors such as its nature, size or location, and therefore an EIA would not be required.

Provision of housing

- 56 Strategic Policy 5 of the Core Strategy seeks high quality new homes in attractive environments. It states that development will provide as much housing as possible whilst also making sure that there is enough land for other types of development. The policy sets a target of 24,450 net new homes between 2011 and 2026.
- 57 Whilst there is a need for new homes, this must be balanced with the other objectives of the Core Strategy and Saved Southwark Plan which seek the protection of industrial sites in designated preferred industrial locations. As set out above, the loss of the site is considered unacceptable and accordingly the introduction of housing could not be accepted.
- 58 The PIL has the largest concentration of industrial and warehousing uses in the borough which are wholly incompatible with residential uses. The activities that are carried out in industrial zones can frequently give rise to noise, dust, fume and vibration nuisance. Locating residential development immediately adjacent to these types of nuisances would significantly harm the quality of the accommodation for future occupiers in terms of noise quality.
- 59 Any future residential occupier could reasonably make complaints to the council in relation to the activities that give rise to noise, dust, fume and vibration disturbance. Whilst these types of impacts are to be expected within a PIL, the receipt of a number of complaints from residents could lead to restrictions being placed on the businesses in terms of noise and hours of work. This could, over time, lead to potential closure of the businesses owing to the restrictions under which they would need to operate. PILs are areas where the council has reserved for noisy, dusty activities to take place so that they do not harm the amenities of residential areas. Allowing residential uses to be introduced would significantly harm the future of the PIL, and would significantly weaken the industrial designation.

Affordable housing

- 60 The NPPF states that local planning authorities should identify the type, tenure and range of housing that is required, and also set policies for meeting the need on site. In terms of tenure, it recognises that social rented, intermediate and affordable rent housing can be provided to households whose needs are not met by the market.

- 61 In addition to the NPPF, the policy context relating to the delivery of affordable housing is also contained within London Plan Policy 3.13 'Negotiating affordable housing in individual and private residential and mixed use schemes', Saved Policy 4.4 of the Southwark Plan, and Strategic Policy 6 – 'Homes for people on different incomes' of the Core Strategy. Further advice is contained within the council's adopted Affordable Housing SPD 2008 and the draft Affordable Housing SPD 2011.
- 62 Core Strategy Strategic Policy 6 Homes for people on different incomes requires as much "affordable housing units as is financially viable". The site is located in Livesey Ward, where any residential developments of 10 units or more should provide at least 35% of new units as affordable and at least 35% of new units as private.
- 63 The proposed scheme provides a total of 508 habitable rooms. Therefore the minimum number of affordable habitable rooms that would be required by policy is 178.
- 64 10 wheelchair units are being provided of which four are to be affordable therefore the habitable room requirement would reduce to 174, in accordance with saved Policy 4.5 Wheelchair affordable housing of the Southwark Plan.
- 65 The proposed scheme seeks to provide the following affordable housing:

Unit Type	Tenure	Number of units	Habitable Rooms
1 Bed	Shared Ownership	2	4
2 bed	Shared Ownership	2	6
3 bed	Shared Ownership	2	8
3 bed	Social Rent	4	12
	Total	10	30

- 66 The total affordable contribution is 30 habitable rooms, which represents approximately 5.9%.
- 67 The applicant has stated that achieving 35% affordable housing would render the scheme unviable. Accordingly, a financial appraisal was submitted to allow an assessment of the maximum level of affordable housing that the scheme could support. The appraisal has been assessed by the council's property division, which included advice taken from external cost consultants. The appraisal has been assessed using the relevant guidance as set out in the RICS guidance note "Financial Viability in Planning and Value information paper 12 (Valuation of Development Land)". Regard was also given to other relevant guidance.
- 68 The case set out in the applicant's appraisal is that the low level of affordable housing provision is justified because of the provision of the Southwark Free School, sixth form college for CoLA and the community facilities made available for use by Bede House. A £3 million grant has been released by the Educational Funding Authority (EFA) to contribute to the capital delivery of the free school but further funding is required to deliver the education facilities, and accordingly the appraisal sets out that this would this additional funding would come from the capital receipt of the market housing.
- 69 In summary, the council's property team have advised that the proposal could support more affordable housing than the 30 habitable rooms currently identified. This is because there are a number of factors within the appraisal that cannot be supported or agreed.
- 70 The first point is in connection with the benchmark land value that has been applied to the site. The value set out includes a 20% premium to 'encourage the development to

come forward'. The use of the premium is not supported by the RICS guidance for financial viability, since it is an arbitrary mark up and not reflective of the price that land would be released for development. In addition, there is concern that the condition of the existing building has not been properly reflected in the applicant's valuation. Further, the designation of the site in the Preferred Industrial Location would strongly suggest that there is no alternative use outside the B Class use with the market value therefore being either the existing use value, or the site value for an industrial redevelopment.

- 71 In relation to the private residential sales values, a discount to the units of 12.5% has been applied. The discount has been applied owing to the location of the units above school premises.
- 72 There is a fundamental disagreement with the discount, and also concern that the impact on sales values has been significantly exaggerated. Elsewhere in the documents, it is described that the entrances have been designed so the education and residential uses can co-exist and examples have been cited of where this has worked. It is also disputed that the value of the upper level flats in the 19 storey tower would be so adversely affected by the lower level education uses. Accordingly, the sales values for the flats as set out in the appraisal are considered too low. Officers therefore conclude that the development could generate more income from sales values, as sales values are likely to be higher than estimated.
- 73 In relation to car parking, the value set out is 30% lower than levels achieved on nearby developments. This value has therefore also been underestimated.
- 74 Grant income from the EFA of £3,000,000 has been attributed to the value of the free school. This payment is understood to be in return for a long lease at a peppercorn ground rent. No funding has been made available for the sixth form or multi use games area. The funding does not meet the full costs of providing the education facilities, which in turn has knock on implications for the quantum of affordable housing that could be secured.
- 75 The cost of developing the educational facilities therefore is a significant detriment to the viability of the scheme. Effectively the cost is being met by a reduction in affordable housing. The provision of the free school and sixth form centres are not a planning requirement and therefore it is unclear why they have been prioritised over affordable housing, the delivery of which is a key priority for the borough.
- 76 In conclusion, the submitted appraisal does not demonstrate that the scheme is unviable and therefore unable to support a policy compliant level of affordable housing. It is considered that the scheme could accommodate an increase in affordable housing provision given the benchmark land value which has an applied premium, the low residential and car parking values and other issues identified. Even if the provision of the educational facilities were given sufficient weight so as to override the provision of the maximum level of affordable housing that the scheme could support, there are still a significant number of issues within the appraisal which would need to be sufficiently overcome before the proposal could be accepted.
- Housing mix
- 77 Saved Policy 4.3 of the Southwark Plan requires a mix of dwellings sizes and types to be provided within major new developments in order to cater for a range of housing needs. There is a particular need for family units in the borough and therefore policy requires that the majority of units should have two or more bedrooms and at least 20% three or more bedrooms with direct access to private outdoor amenity space. At least 10% of the units should be suitable for wheelchair users.

- 78 Strategic Policy 7 of the Core Strategy increases the proportion of two bed plus accommodation to be provided and expects 60% of developments to have more than two bedrooms, and at least 20% 3,4, or 5 bedrooms. The mix of units provided is shown in the table below.

Unit size	Total units	% units
1 bed	15	9%
2 bed	93	59%
3 bed	50	32%
Total units	158	100%

- 79 The proposal meets policy requirements for housing mix. 91% of the units would have two or more bedrooms, exceeding the minimum 60% target. 32% of the accommodation overall would be provided as three bed plus units, exceeding the 20% target. The housing mix is one of only a few areas where the proposal meets policy requirements.
- 80 10% of the units would be designed as wheelchair accessible, however more details would be required in terms of which specific units would be designated. The units should also be provided across a range of unit sizes and distributed across both the private and affordable tenures. This information could be required by condition or as part of the legal agreement in the event that permission is granted.

Density

- 81 Policy 3.4 Optimising Housing Potential of the London Plan states that development 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. As the site is located within the Urban Density Zone, a density range of 200 to 700 habitable rooms per hectare (hrh) would be sought, in order to ensure that an appropriate amount of development happens in response to the character of a place.
- 82 The scale of the building does not represent an appropriate urban form of development. The density figure of 1057 habitable rooms per hectare considerably and significantly exceeds the upper limit for the Urban Density Zone of 700. The context generally includes low scale housing and commercial developments, with only moderate access to public transport. The extreme shift in scale and density being proposed would be overwhelming in this context and would represent a significant overdevelopment of the site. As well as serious concerns regarding the height of the proposal, there are also fundamental concerns over the detailed design and the quality of internal living conditions in relation to noise. These are considered later in the report. Accordingly, the very high density of the proposal gives rise to a number of harmful impacts which cannot be supported.

Quality of accommodation

- 83 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.

Flat sizes

- 84 The following table sets out the minimum flat size requirements as set out in the adopted SPD 2008 and the Update to the Residential Design Standards 2011, and also the flat sizes that would be achieved.

Unit type	SPD (sqm)	Size range proposed
1 bed (flat)	50	54.4sqm
2 bed (flat)	70	70.7-83,6sqm
3 bed (flat)	86	96.1-98.8sqm

- 85 The flat sizes comfortably meet the minimum sizes as set out in the SPD and in many cases considerably exceed the minimum. Almost 90% of the units would be dual aspect which is a positive aspect of the scheme. Space has been allocated for storage on the plans. Overall, it is therefore considered that the flat sizes are acceptable, and would provide for a good standard of internal amenity.

Layout

- 86 An unfortunate element is the long internal access corridor that runs for the entire length of the building, which is unlikely to be pleasant in its character and aspect. Another aspect that requires consideration is the compatibility of the education uses on the lower floors and the residential on the upper floors. The scheme includes some canopies, which would help to reduce the extent of overlooking from the residential flats into the playground areas. Accordingly, this aspect of the scheme does not raise any concern.

Air quality

- 87 Officers commissioned an independent review of the air quality report submitted with the application, to determine whether the scheme as submitted, would satisfactorily protect occupiers against air pollution, dust and odours. The review was undertaken by an air quality consultant, appointed by the council.
- 88 The review has set out some areas where the report is lacking, such as the absence of any consideration of the potential for current and future industrial activities to give rise to odour or soiling impacts. Accordingly, the review advises that there is insufficient information to determine whether users of the development would be protected against odour or soiling impacts.
- 89 Impacts from demolition and construction were also not considered in the submitted air quality report. However, it has been advised that it is unlikely that these would be significant, provided that appropriate controls for dust and particulate matter were in place.
- 90 Floors 2-5 of the development would receive nitrogen dioxide levels above national air quality objectives. There would therefore be minor adverse impacts in this regard. In order to overcome the issue, the accommodation would need to be sealed and mechanically ventilated to protect the health and welfare of the pupils and residents. However, this raises questions regarding the quality of the internal environment with no openable windows. This is discussed later in the report, at paragraphs 95-103.
- 91 Other issues that were not considered in the report include modelled road traffic speeds, combined heat and power plant (CHP) specifications and an indication of mitigation that would be in place for the CHP.
- 92 The lack of information reduces the confidence in the conclusions reached in the report. However, the consultants have advised that the shortcomings would be unlikely to alter the assessment conclusions. Conditions could be attached requiring further information to be submitted prior to commencement of the development, which could satisfactorily overcome the issues. Accordingly, it is considered that the impacts on air quality would, on balance be acceptable after taking into account the findings of the independent review, subject to the attachment of air quality conditions if permission is granted.

Noise and vibration

- 93 In addition to the review commissioned to assess the air quality report, the council also commissioned a review of the submitted noise report.
- 94 The noise issues that require consideration are the noise and vibration from the busy and noisy Rotherhithe New Road, noise and vibration from the proposed educational and community facilities within the scheme and noise and vibration from the nearby industrial and commercial land uses.
- 95 The review has set out that the scheme is likely to cause unacceptable noise and vibration impacts. Rotherhithe New Road has high noise levels, meaning that the scheme would have to rely on closed windows and high sound insulation performance on this side to achieve acceptable internal noise conditions. This would be undesirable, as most occupiers would prefer to have windows open without compromising acoustic conditions unacceptably. This impact can however be mitigated and made more tolerable in circumstances where the dwelling also has an alternative 'quieter' facade.
- 96 The submitted report suggests that the facade overlooking Verney Road would be relatively quiet, not least because the massing of the proposed scheme would act as a substantial barrier to the road traffic noise from the Rotherhithe New Road. At first glance, this means that the southern facades are likely to provide a relatively quieter facade but this presents complications in terms of the potential impacts of noise from the industrial and commercial land uses to the south of the site.
- 97 The noise assessment considers the effects of noise from these industrial and commercial sources. However, this is based on a noise survey undertaken on a single day, rather than on a longer period of time to measure variances in noise levels. Whilst the noise reading would include a contribution of traffic noise from Rotherhithe New Road, this traffic noise would be significantly reduced should the scheme proceed, since the massing of the development would shield some of this noise. Therefore the assessment has under-estimated the impact of the noise from the industrial and commercial land uses, as it assumes a background noise level that is higher than it is likely to be should the scheme go ahead.
- 98 In addition, the long term noise surveys (undertaken over a period of one week) appear to have been dominated by road traffic noise from the nearby busy Rotherhithe New Road. Limited information has been provided from short term sample noise surveys regarding noise from the nearby industrial and commercial land uses towards the south of Verney Road. There are, therefore, concerns that the short term noise surveys may have missed or underestimated the noise impacts from the nearby industrial and commercial land uses because:
- The sample measurements may have missed some significant but intermittent or occasional noise sources. For example, directly opposite the site, there is short-term intermittent banging and scraping noises of operating air handling plant (on the opposite side of Verney Road close to the southern boundary of the site).
 - The sample measurements were taken at ground level on Verney Road. However, the proposed scheme is multi storey with part 6, part 19 storeys. The floors of the scheme above fourth floor are likely to have a relatively unobstructed view of the industrial and commercial land uses to the south and may therefore be exposed to higher noise levels compared to ground level.
 - The sample measurements cannot reflect the potential future noise emissions from the nearby industrial and commercial land uses which may intensify within the lawful use of that land.

- 99 The noise report states that windows would need to be closed to obtain sufficient mitigation of the industrial and commercial noise. This means that residents and educational users would effectively have no quiet facade to off set the noisy facade facing Rotherhithe New Road, given the industrial character of Verney Road. This therefore brings into question whether the resulting housing and educational facilities are likely to be of sufficient quality.
- 100 The report has also failed to assess the education requirements properly in respect of the playground and external amenity areas, and does not include a consideration of the relatively high external noise levels from Rotherhithe New Road and the industrial and commercial uses.
- 101 There are also a number of inaccuracies in the submitted report. It refers extensively to PPG24 Planning and Noise; however, this was replaced by the National Planning Policy Framework in March 2012.
- 102 Bringing noise sensitive receptors closer to the industrial and commercial land uses risks unduly constraining these businesses. The proposed scheme would result in unreasonable restrictions being put on existing businesses wanting to develop in continuance of their business because of the resultant changes in nearby land uses since they were established. It should be noted that many of the businesses do not have any constraints placed on them in terms of the hours and days that they can operate.
- 103 In conclusion, it is considered that there is insufficient data on the likely noise and vibration that may be generated within the scheme in order for the likely impact on occupiers to be assessed. There is not enough information on the existing noise climate, particularly from the nearby industrial and commercial land uses, and this makes it difficult to assess the impacts on future occupiers. In addition, there are concerns regarding quality of the internal environment by reason of the closed windows and sealed facade that would be required to mitigate against the noise from both Rotherhithe New Road and Verney Road. There would be no facade where there is respite from noise. In addition, and as referred to in paragraphs 58-59 above, the introduction of the noise sensitive education and residential uses would compromise the future development of the industrial zone, since businesses would need to operate under more stringent conditions, impacting on the carrying out of key functions and activities.

Wind microclimate

- 104 A wind tunnel study has been submitted with the application, to assess the pedestrian level wind microclimate around the site. The study has confirmed that there are 10 locations where the wind conditions were found to be unsuitable for entrances or for long term sitting out at various times of the year. However, all but one of these locations are not expected to be regularly used for these activities, and therefore the wind conditions are likely to be suitable for the intended pedestrian activity at all locations throughout the year.
- 105 The remaining location was on the roof terrace which was found to be unsuitable for long term activity during the winter period, although it was suitable for this activity during the other three seasons. Residents would not usually sit outdoors for long periods during the winter months and so the windy location is unlikely to have a significant impact on the use of the amenity area. Accordingly, the wind microclimate conditions are considered acceptable.

Internal daylight

- 106 Whilst no report considering the internal level of daylight to the units has been provided, it is considered that the units would be generally well lit and bright since they

would not be overshadowed by other developments. Accordingly, this aspect of the scheme would be acceptable.

Amenity space

- 107 All new residential development must provide an adequate amount of useable outdoor amenity space. The Residential Design Standards SPD sets out the required amenity space standards which can take the form of private gardens and balconies, shared terraces and roof gardens. Policy 3.6 of the London Plan requires new developments to make provision for play areas based on the expected child population of the development. Children's play areas should be provided at a rate of 10 sqm per child bed space (covering a range of age groups).
- 108 In terms of the overall amount of amenity space required, the following would need to be provided:
- For units containing 3 or more bedrooms, 10sqm of private amenity space as required by the SPD;
 - For units containing 2 bedrooms or less, ideally 10sqm of private amenity space, with the balance added to the communal gardens;
 - 50sqm communal amenity space per block as required by the SPD; and
 - 10sqm of children's play space for every child space in the development as required by the London Plan.
- 109 The one and two bed units provide approximately 3sqm of private amenity space. The three bed units have access to approximately 9sqm of private space, which is short of the 10sqm target. In some instances, the space is spread across two balconies, including one that is accessed from a bedroom. In order to comply with the guidance contained within the SPD, the space should be accessed from either a kitchen or living room. Whilst these issues may be considered minor, they are an indication that the very high density is resulting in unsatisfactory accommodation.
- 110 In terms of communal amenity space, 50sqm per block is required by the SPD plus 370sqm to compensate for the shortfall in private amenity. In total, 420sqm would be required, and this space is provided on the roof of the building. The terrace also provides space specifically designated for children's play, in order to comply with the children's amenity space requirements of the London Plan. Accordingly, the communal amenity space is considered acceptable.

Conclusion on housing quality

- 111 Whilst the flat sizes and issues such as air quality and internal daylight are considered acceptable, there are fundamental concerns in relation to noise. With the busy Rotherhithe New Road on one side, and the industrial Verney Road to the other, there are serious concerns over the quality of the accommodation since there would be no quiet facade. There are also concerns relating to the amount and quality of private amenity space, which results in an inappropriate quality of accommodation.

Impact of proposed development on amenity of adjoining occupiers

Daylight

- 112 A daylight and sunlight report has been submitted with the application. The report assesses the scheme based on the Building Research Establishments (BRE) guidelines on daylight and sunlight.
- 113 The BRE sets out three detailed daylight tests. The first is the Vertical Sky Component test (VSC), which is the most readily adopted. This test considers the potential for daylight by calculating the angle of vertical sky at the centre of each of the windows serving the residential buildings which look towards the site. 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 have determined that the daylight can be reduced by about 20% of their original value before the loss is noticeable.

- 114 The second method is the No Sky Line (NSL) or Daylight Distribution (DD) method which assesses the proportion of the room where the sky is visible, and plots the change in the No Sky Line between the existing and proposed situation. It advises that if there is a reduction of 20% in the area of sky visibility, daylight may be affected.
- 115 Another method of calculation is the Average Daylight Factor (ADF) which is a more detailed assessment and considers the amount of sky visibility on the vertical face of a window, but also the window size, room size and room use. The recommendations for ADF in dwellings are 2% for kitchens, 1.5% for living rooms and 1% for bedrooms.
- 116 The submitted daylight report has tested the following residential properties in the report. The report has assessed daylight with regards to the VSC and ADF tests.

17 Culloden Close 'Archers Lodge'

- 117 This is a four storey block of flats to the north of site, known as 'Archers Lodge'. The windows that face south onto the site comprise habitable room windows such as living rooms and bedrooms. The bathrooms have not been tested in the report.
- 118 The VSC analysis shows that only the top left window at fourth floor achieves a VSC of over 27%. The other windows show an adverse impact where by the proposed values would be reduced to under 27% with a greater than 20% reduction.
- 119 Accordingly, the windows were also tested in relation to the ADF assessment. Whilst this analysis demonstrates that there would still be reductions in daylight levels, the results achieve an ADF above the BRE recommendations, with bedrooms receiving 1% and living rooms 1.5%. The daylight impacts to this property are therefore considered acceptable and in compliance with the BRE.

12 & 13 Culloden Close

- 120 These are a pair of low rise two storey dwellings whose rear elevations face onto the development site.
- 121 The ground floor windows comprise of garage windows and the first floor windows light bathrooms. Neither of these would be classed as habitable room windows and therefore there would be no daylight impacts to these properties.

6 & 7 Fallow Court, Argyle Way

- 122 These are a pair of two storey houses located to the north of the site. These properties would be unaffected by the proposals, since they would VSC values in excess of 27% with the development in place.

1 & 2 Argyle Way

- 123 These two storey dwellings would experience very minor reductions in their VSC values, and would retain a VSC of over 27% after the development. Accordingly, there would be no impact experienced by these houses.
- 124 A terrace of properties to the east of the site at Ryder Drive have not been tested in the daylight report, however these are over 40m away from the site and accordingly would not be impacted by the proposals. There are a number of other buildings that surround the site, however these are either non residential or have windows that do not face onto the site. Therefore, they do not need to be tested in the report, and would not be impacted by daylight.

Sunlight

- 125 In relation to sunlight, the test is to calculate the annual probable sunlight hours (APSH) taking into account the amount of sun available in both the summer and winter for each given window which faces within 90 degrees of due south. The assessment requires that a window should receive a quarter of annual probable sunlight hours in the summer and at least 5% of sunlight hours during the winter months.
- 126 In relation to gardens and amenity areas, it is recommended that for it to appear adequately sunlit throughout the year, at least half of a garden or amenity area should receive at least two hours of sunlight on March 21.

17 Culloden Close 'Archers Lodge'

- 127 The results show that this property would retain good levels of sunlight after the development, including during the winter months. The property would receive sunlight in excess of the guidelines for both the summer and winter months. In addition, there would be no permanent overshadowing of the garden, owing to its south facing orientation.

12 & 13 Culloden Close

- 128 As referred to in paragraph 121 above, the rear facing windows light non habitable rooms, and so there would be no sunlight issues with regard to this property.
- 129 In addition, the overshadowing analysis reveals that there would be no permanent overshadowing of the garden on March 21.

6 & 7 Fallow Court, Argyle Way

- 130 This property would retain high levels of sunlight, comfortably meeting the BRE criteria. The shadow path analysis also shows there would be no permanent overshadowing of the garden.

1 & 2 Argyle Way

- 131 Similarly, this property would retain sunlight values in excess of the BRE recommendations, with no permanent overshadowing of the garden.
- 132 In conclusion, the daylight and sunlight impacts to the surrounding properties would be acceptable, given the compliance with the BRE guide.

Overlooking/outlook

- 133 In order to prevent against harmful overlooking, the Residential Design Standards SPD 2011 requires developments to achieve a distance of 12m at the front of the building and any elevation that fronts a highway and a minimum of 21m at the rear.
- 134 To the north across Rotherhithe New Road, there would be a distance of over 16m to the nearest residential property, exceeding the 12m minimum of the SPD. To the east, there is a distance of 40m to the nearest residential property at Ryder Drive, again exceeding the SPD guidance. There are no residential properties to the south and east of the site. In conclusion, the development would protect the privacy of neighbouring residential properties by virtue of the minimum overlooking distances being exceeded. Given the distances, it is not considered that any harm by way of loss of outlook or sense of enclosure can be demonstrated.

Traffic issues

Traffic impact

- 135 The junction of St James's Road with Old Kent Road has not been modelled. The applicant has indicated that this is in agreement with Transport for London from pre-application discussions. However, the additional 100 vehicle movements imposed by the development are likely to have an impact and accordingly the junction should have been modelled.

- 136 One arm of the junction of Rotherhithe New Road with St James Road is already close to practical capacity (85% of theoretical maximum capacity) in the evening peak period. The addition of development traffic pushes this marginally beyond the 85% mark, but this is not considered to be problematic. Testing four years after completion of the development (i.e. 2018), the assumed background traffic growth shows that it is well beyond this 85% mark. This is based on growth of background traffic which is likely to materialise from developments in the wider area, including at the Surrey Canal Triangle site within Lewisham. It is recommended that an alternative junction layout is provided in order to increase capacity, improve pedestrian facilities and to reduce traffic speeds.

Pedestrians

- 137 The Transport Assessment indicates that the peak flows of pedestrians can be easily accommodated on the existing footways. However, the pedestrian movements associated with schools are often characterised by loitering by older children and by parents of younger children (often with very young children in buggies/push-chairs), and for peak flows to occur at particular times rather than spread across the peak hour as the assessment assumes.
- 138 Therefore, it would be appropriate to seek considerable widening to footways surrounding the site, particularly on Verney Road and the junction of Verney Road with St James's Road. Given the constraints on the site it would not be unreasonable to widen footways at the expense of carriageway width in Verney Road. Widening is particularly necessary outside the Free School entrance, where parents with buggies are most likely to congregate.

Cycle parking

- 139 The cycle parking stands are 'Sheffield' stands which are considered appropriate and acceptable. However, Rotherhithe New Road presents a poor environment for cycling with relatively high vehicle speeds, a high proportion of goods vehicles, and no dedicated facilities for cyclists. See further comments under the heading "Road Safety" for proposed mitigation.
- 140 The quantum of cycle parking for residents and school staff and pupils meets or exceeds the council's and the GLA's standards, which is welcomed.
- 141 Some cycle parking for residents is proposed to be situated in the basement, but no information is provided to show how residents would access the stands. Other cycle parking is situated close to the building cores, which is welcomed. It has been indicated that the 'Sheffield' stands would be provided which are considered acceptable and appropriate. The provision of further details of cycle parking should be secured by condition, if permission is granted.

Cycle hire

- 142 A contribution should be sought and space reserved to provide a cycle hire docking station on or near the site. While this would serve residents as part of a wider Cycle Hire Scheme area currently being pursued, there is likely to be a good level of demand from CoLA students. The amount of contribution required has not yet been finalised with Transport for London but is likely to be in the region of £180,000, which is approximately the standard cost of providing a docking station.

Buses

- 143 The transport assessment indicates that the development would add 151 bus trips in the morning peak hour, equivalent to over two full buses. While this is dispersed across a number of bus services, the additional passengers will inevitably lead to crowding on some services at some point along their route. Therefore, it is

recommended that a contribution is sought toward improvements to bus services to accommodate the additional demand. TfL have not yet confirmed the amount to be paid; however, the sum requested will be reported in an addendum to committee.

Rail services

- 144 The development would lead to a relatively small increase in passengers at Bermondsey South station, in the order of 2.3 passengers per train on average. This is considered acceptable.

Road safety

- 145 The analysis of collision records data (held by TfL) contained in the Transport Assessment is considered very poor. Officers' analysis of the data has shown:

- A total of 29 collisions on Rotherhithe New Road between (but not including the junctions with) Old Kent Road and Ilderton Road in the most recent five-year period for which data is available. This is generally poor; the London average a road of this kind would be 8.9 collisions in five years. Within that data were seven cyclist casualties and three pedestrian casualties; the London average would be 0.3 pedestrian casualties and 0.2 cyclist casualties. Of all collisions, "exceeding the speed limit" was recorded as a contributory factor in four collisions and "careless/reckless/in a hurry" was recorded as a contributory factor in a further seven collisions, both of which reinforce the observation that vehicle speeds are relatively high.
- A total of 23 collisions at the junction of Rotherhithe New Road with Old Kent Road in the same five year period, including two pedestrian casualties and two cyclist casualties, while the average rate of collisions at traffic signals across London would be 3.0 in five years, with on average 0.63 pedestrian and 0.48 cyclist casualties.

- 146 The development would increase vehicle traffic flows generally, particularly increasing turning movements, while also increasing the numbers of cyclists and pedestrians (and in particular pedestrian crossing movements including large numbers of children). In order to mitigate the increased road safety risk posed by the development and the activity it will attract, it would be appropriate to seek funding for:

- Measures to reduce vehicle speeds to closer to the signed limit of 20mph on Rotherhithe New Road.
- Further measures to improve cyclist and pedestrian safety generally on Rotherhithe New Road.
- Road safety measures for the Old Kent Road/Rotherhithe New Road junction.

The applicant has offered the "toolkit" indicative sum of £79,000 for site-specific transport contribution. The toolkit merely indicates the average sum expected of a development of this size, but it is always necessary to seek appropriate contributions to mitigate impacts arising from the individual circumstances of a development. The road safety measures listed above to mitigate the impacts arising from the proposed development are likely to cost in the order of approximately £250,000; the applicant would need to confirm payment of this.

Car parking

- 147 Thirty-one parking spaces are proposed for the 158 residential units, within the basement. Sixteen of the spaces are designed to standards suitable for disabled parking, which is considered acceptable since one space would be provided for every 10 units.

- 148 The remaining 15 (as proposed) parking spaces are not sufficient to meet demand for parking, which the transport assessment estimates would be in the order of 50 vehicles. Provision of three years' free car club membership may reduce this to 35

vehicles, given independent research which indicates a 30% reduction where car club membership is provided. While there is considerable kerbside space surrounding the development, it is inevitable that parking will spread well beyond the roads immediately adjacent to the development. However, this space is heavily used for parking by workers at the nearby industrial units and for related operational parking. While the introduction of a Controlled Parking Zone (perhaps an extension of Zone SB immediately west of St James's Road) and making the development "permit-free" would control the parking by residents, this would also compromise the parking for the industrial uses, thus potentially jeopardising their viability. The only way to deal with that would be to introduce night-time controls. The controls would necessarily need to go further than the immediate bounds of the site, and so would inevitably affect residents in the St James's Road and Ryder Drive areas.

- 149 It is likely that one car club parking space will be needed on Verney Road.
- 150 Two disabled parking spaces are provided for each of the two schools on the site (i.e. four spaces in total). This is welcomed and is likely to be adequate for these uses.
- 151 A car parking management strategy is proposed by the developer, which is welcomed. Approval of this document should be required by pre-occupation condition or section 106 obligation.
- 152 The proposed car park is accessed by two car lifts. While this is generally acceptable, the operation of the lifts must be controlled to avoid the need for arriving cars to wait on the carriageway of Verney Road. Details of the method of control should be included in the car parking management strategy.
- 153 Disabled parking spaces and spaces with electric vehicle charging points should also be included in this regime, with priority always given to disabled "blue badge" holders.

Site layout

- 154 The proposed site plan indicates the designation of a number of parking places on Verney Road. Given the need to widen footways, it may not be possible to create all of these spaces. One location on Verney Road is indicated as being reserved for loading and coach pick-up/set-down. Given the constraints of the site and its long length of kerbline, it is not unreasonable to relax the council's normal requirement and allow servicing to take place from the street.
- 155 Verney Road is currently one-way at its southern end, effectively making the street one way north-westbound. The proposed site plan indicates that this is to be removed. Given that retaining the one way will limit the number of traffic movements at the Verney Road/St James's Road junction, at which pedestrian safety is a concern, it is recommended that this restriction is retained (including the existing exemption for cyclists).

Construction

- 156 A construction environmental management plan should be secured by condition or obligation. This should specifically require measures to mitigate the increased risk to pedestrians and cyclists arising from construction vehicle operation, through provision of equipment on vehicles, driver training, licence checks, etc. following best practice established by the CrossRail project.

Servicing and waste management

- 157 A number of building cores are accessed from Rotherhithe New Road. This means that waste collection and deliveries must take place from Rotherhithe New Road. No assessment has been provided of the demand for servicing at these locations, but

given the growth in online shopping (including grocery shopping from supermarkets), the number of courier and supermarket delivery vehicles for the 158 residential units could be considerable, accepting that dwell time is generally relatively short.

- 158 At present there is a short stretch of kerbside space without parking restriction. However, a) this covers only two of the proposed building cores; and b) the proposal to provide cycle lanes would mean that stopping at this location is not appropriate. One of the other two building cores is situated at the existing southbound bus stop, while the final one is actually on the junction with St James's Road. Neither of these two locations are suitable for vehicles to stop for any length of time. The servicing strategy therefore is considered unacceptable.

Travel plans

- 159 A school travel plan has been provided, which is largely acceptable. No residential travel plan has been provided. A travel plan is required, preferably before determination of the application, but in its absence, one should be required by imposing a pre-commencement condition.

Conclusion on transport

- 160 In conclusion, the transport impacts of the proposal are considered unacceptable. There is insufficient mitigation of the increased road safety risk together with unacceptable impact on congestion at the junction of Rotherhithe New Road with St James Road. There are also areas where the transport assessment fails to include a proper assessment of the impacts of the scheme, such as the impact on congestion at the junction of Old Kent Road with Rotherhithe New Road. The level of parking provision is considered low, with no reasonable way of controlling or mitigating the impact. The proposal also results in unacceptable arrangements for servicing on Rotherhithe New Road. Further, the applicant would need to confirm payment of a number of measures to secure transport mitigation, such as contributions towards the bus network and cycle hire provision.

Design issues, including acceptability of height

- 161 The NPPF stresses the importance of good design and states in paragraph 56 that: *"Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people."* This proposal site will be extremely challenging to develop, as it comes with many physical and contextual constraints.

Building height and massing

- 162 The proposal comprises two basic physical elements, a slab-like tower on the south-western end and a 'terrace' of six linked blocks running from this and positioned roughly parallel to Rotherhithe New Road. The linked blocks are uniform in their height, with four storeys of residential use above the double-height primary school.
- 163 In regard to height of the 'terrace', the scale is not overly problematic but is at the maximum of what is considered acceptable. The prevailing residential context is low-density and lower-scale, generally two to three storeys, but the width of Rotherhithe New Road gives a degree of separation that allows for the proposed increase in scale. More problematic, however, is the height and bulk of the tower, which comprises two linked slab elements at 17 and 19 storeys; the scale of this block, which is emphasised by its slab-like form, is over-dominant within this context and has no rational reference points.
- 164 Saved Policy 3.20 has five criteria by which tall buildings can be justified within a context, but this proposal does not meet any of them. Firstly, the proposal does not satisfy the locational criteria set out at the beginning of the policy. The site does not fall within the Central Activities Zone (CAZ), neither does it have excellent accessibility

to public transport services with only a moderate Public Transport Accessibility Level of between 3 and 4 (on a scale of 1-6 where 1 represents low accessibility and 6 high accessibility). The site could not be said to be located at a point of landmark significance, as the site is not located where a number of important routes converge. Whilst it is located within the Old Kent Road Action Area, this does not mean that a tall building is justified, since the requirements of saved Policy 3.20 still need to be applied. The closest tower blocks are on the Avondale Estate, approximately 360m distant, the three blocks on which are unlikely to be considered as good examples on any level. The proposal at 19 storeys will be over-prominent within a large radius of its (much lower-scale) context, and would need a substantial reduction in height to be considered acceptable.

- 165 The massing of the constituent blocks is also of some concern. When viewed from Rotherhithe New Road, the six constituent blocks of the 'terrace' are perceived as three blocks with recessed links to separate them. Interest is added to the layout and massing by the 'kinking' of the blocks on plan, which relieves what would otherwise be a monolithic flat wall of development. The perceived three blocks will however appear to visually coalesce into one long block in some views, and the designers should have considered further ways to visually and physically break up the very long length of this element. Within the blocks themselves there is a richness of modulation, with recessed terraces and projecting bays, which gives welcome depth and interest to the blocks. However, when viewed as a whole, there is a repetition of features and a homogeneity of materials that blends all the blocks into one long monolithic block.
- 166 The scale of these blocks and the length of the 'terrace' result in a form of development that is not responsive to the urban grain of the context and may indeed be perceived as overly large and incongruous within this area. The school elements do however give a strongly defined base to all of the blocks, in terms of proportions and composition, and presumably a high degree of active frontage (as much as a school can).
- 167 The massing of the tower-block is articulated into two linked slabs. While this architectural device does break-up the overall bulk physically and visually into separate elements, due to the size of these elements the overall articulation is considered to be inadequate. Viewed from the north-west, the block is composed of a 16-storey flat slab above the 3-storey academy, adjacent to which is a largely glazed slot, then a 16-storey slender block that reaches the ground. The slender block and the glazed slot are not problematic in themselves, and indicate how this building could be better composed. However, the 16-storey slab is an over-dominant and visually oppressive element that will have a significantly harmful impact on the surrounding townscape.
- 168 The fact that this element is clad in dark zinc only serves to emphasise and exacerbate this impact. The opposite view from the south east suffers similarly with an almost full-width 13-storey high slab. While this elevation does have some depth within it through the introduction of inset balconies, the overall effect remains over-bearing. Viewed from the south-west one would view the slender 'gable' that is composed by the two linked (but offset) 16 and 13-storey blocks above the 3-storey academy base. This composition, apart from the excessive height, is likely to be the most successfully composed, but only because of its narrow aspect and the concentration of elements of interest. It is questioned whether the building would have a plant-room/lift over-run which would add more height and bulk to the block.

Elevational design

- 169 The aesthetic of the six linked residential blocks in the 'terrace' is positive in some respects but significantly problematic in others. The pattern of projecting bays, inset balconies and varied fenestration gives each block an interesting composition, but

cladding the entirety in white render gives it a visual homogeneity that partly negates its interest and variety. This white aesthetic is also somewhat redolent of a Mediterranean holiday complex, and thereby makes very little response to any local or London-wide character and distinctiveness. The material treatment to all elements of this proposal needs to be more contextual and robust, with an inherent aesthetic quality and variety in their finish to avoid a monolithic appearance.

- 170 A positive element is the general prominence and design focus that has been given to the residential entrances, with large portals (in coloured emphasis) demarcating their importance on the elevations. The treatment of the school blocks is given an appropriately distinct architectural typology to contrast with the residential above, which is appropriate.
- 171 The tower block, being so large and prominent, requires the greatest consideration in its architectural quality and treatment; however, the tower is significantly less articulated than the lower terrace-like blocks. While the 3-storey academy forms a strong base to the tower, the two slabs that sandwich either side of it are lacking interest in their physical massing, architectural articulation and their compositional arrangement.
- 172 Ideally the strong base would have been balanced by a lighter treatment to the top levels of the block, but no such distinction has been considered. While the 13-storey slab has some interest in its double and triple-height balcony openings, this block still has a two-dimensional aesthetic and a somewhat bar-code/data-chip appearance, particularly with the repetition of the one window type across the entire facade.
- 173 The 16-storey slab suffers even more from these aesthetic issues, but these are magnified by the complete lack of depth (with no recessed balconies), the repetitive and featureless fenestration, and the dark cladding that adds to its oppressive character. While this block needs to significantly reduce its height, the composition of the massing needs to break up the bulk into smaller elements, and these need greater articulation and interest in their architectural treatment. The 16-storey element and glazed link that are also expressed on the north-west side, do add some interest/variety to the overall composition, but the composite whole of the tower is lacking an urban design or architectural clarity that would be required from such a high and prominent building.

Materials

- 174 The use of materials on the whole development is very poor, with a predominance of render and 16-storeys of dark zinc cladding. Render is generally a material that has no significant quality inherent in its physical or aesthetic characteristics, and is indeed a material that is lacking in character and visual interest. Its use as the primary facing material for such a large development is a poor choice and suggests a response to budgetary restraints, rather than its immediate context. It is not clear from the images whether there is one or two colours of render, but regardless, the extent of it is excessive. Similarly, a 16-storey slab in dark zinc cladding is going to be aesthetically featureless, particularly with the high solid-to-void ratio; the material, its colour and level of solidity will combine with the (excessive) bulk to over-dominate the townscape.
- 175 The materiality of the base of the development is more successful with robust and better-quality brickwork to the primary school, as well as glazing and timber fins to the secondary. Colour is also well utilised to highlight feature elements such as entrances and canopies, as well as emphasising the depth of balcony recesses.

Impact on setting of adjoining listed buildings

- 176 The closest listed buildings are the terrace of early 19th century two storey cottages that are accessed from Canal Grove to the south-east. The setting of these Grade II

listed houses may not be significantly affected by the tower in their background, but this has not been tested by the viewpoints to allow this to be assessed.

Landscaping

- 177 The biodiverse roof garden, living wall and other minor improvements to public realm are welcome. The use of materials and detailing to the boundary treatment and landscaping would also be crucially important issues to the success of this scheme within the streetscape, as well as the public realm. Inadequate information has been provided on this treatment, and the images do not indicate a significant improvement over the existing situation that would be required of a development of this scale.
- 178 The high proportion of site development (including playground) leaves very little area at ground level for landscaping, which makes that proposed around the periphery of the site all the more important. There is also a suggestion in the application documents that the proposal would include some street tree planting to Rotherhithe New Road, this should be secured by condition if permission is granted.
- 179 In conclusion, the poor quality design of the proposal raises fundamental concerns. There are serious concerns regarding the height of the proposal, since the proposal does not comply with Saved Policy 3.20 of the Southwark Plan which requires clear locational and design criteria to be met. In addition, there are also concerns over the elevational quality and detailing as well as the use of materials, and so the proposal does not meet the 'highest architectural standard' test. The comments made by the Design Review Panel (summarised in appendix 2) also support the recommendation to refuse permission.

Archaeology

- 180 The site lies within the Bermondsey Lake Archaeological Priority Zone. The applicants have submitted an incomplete archaeological evaluation report. This report lacks scientific dating that is necessary for a proper determination to be made of the archaeological interests of the site. In the event that permission is granted, it is therefore considered necessary to apply archaeological conditions (mitigation and reporting) to ensure the archaeological interests of the site are protected.

Planning obligations (S.106 undertaking or agreement)

- 181 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 Supplementary Planning Document (SPD) on Section 106 Planning Obligations, (which sets out in detail the type of development that qualifies for planning obligations), and Circular 05/05, which advises that every planning application will be judged on its own merits against relevant policy, guidance and other material considerations when assessing planning obligations. Strategic Policy 14 – Implementation and delivery of the emerging Core Strategy states that planning obligations will be sought to reduce or mitigate the impact of developments.
- 182 The following table sets out the contributions payable based on the Section 106 Planning Obligations SPD and what the applicant has proposed to offer. The contributions are set out based the provision of 158 units. Education (D1) use is not subject to the standard charge of planning obligations listed in the SPD on Section 106 Planning Obligations. Despite this, planning obligations can still be necessary if a development, when considered on its merits, would result in negative impacts. Details of site specific mitigation have been summarised below in paragraph 184.

Topic area	S106 SPD	Applicant's S106 offer
Education	£91,144 (collected for secondary places only)	£303,813

Employment during construction	£117,509	£117,509
Employment during construction management fee	£9,209	£9,209
Public open space	£55,498	£55,498
Children's play equipment	£29,182	£29,182
Sports development	£135,432	£135,432
Transport Strategic	£88,546	£88,546
Transport Site Specific	£79,000	£79,000
Public Realm	£118,500	£118,500
Archaeology	£5,363	£5,363
Health	£178,365	£178,365
Community Facilities	£28,672	£28,672
Admin charge	£18,728	£22,982
Mayoral CIL	£604,555	£604,555
Total	£1,559,703	£1,776,625

- 183 The applicant has offered to pay an education contribution of £303,813, based on the standard toolkit charge. However, as a primary school would be provided, it would only be appropriate to charge for secondary school places. The contribution therefore reduces to £93,144. The primary school would however, need to be delivered before any occupation of the residential units.
- 184 In addition to the contributions listed in the table, some additional transport mitigation (as referred to in paragraph 142, 143 and 146 above) would be required to secure road safety measures (approximately £250,000), contributions towards a cycle docking station (approximately £180,000) and contributions towards bus stops (Transport for London need to confirm the amount). The applicant would therefore need to confirm acceptance of this additional sums, since these would be in addition to the applicant's current offer.
- 185 The Community Infrastructure Levy (CIL) regulations came into force on 6 April 2010. The regulations state that it is unlawful for a planning obligation to be taken into account when determining a planning application for a development, or any part of a development, that is capable of being charged CIL if the obligation does not meet all of the following tests:
- 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.

It is considered that the planning obligations sought meet the planning tests of Circular 05/05 and the CIL regulations. The contributions would be spent on delivering new school places as a result of the development, job creation during construction, improvements to open spaces and sports facilities, improvements to increase the capacity of transport provision across the borough, improvements to the public realm, health provision and improvements to community facilities.

- 186 A neighbour has also raised concern over the impact upon the Avicenna Health centre, by reason of additional burden owing to the introduction of new residents and occupiers, but as described above, the development would make financial contributions to provide upgrade facilities and infrastructure to mitigate the impacts of the new population.
- 187 If planning permission is granted, the legal agreement would need to secure delivery of the free school and the sixth form centre, to ensure that the space is genuinely

occupied by these establishments and is not either left empty or given over to another occupier. The legal agreement should also capture the arrangement and relationship with Bede House, who as set out in paragraph 6 above would use the space during non school hours.

Mayoral Community Infrastructure Levy (CIL)

- 188 The Mayor's CIL came into effect in April 2012 and apply a financial levy against all developments which will go towards the delivery of Crossrail. The levy is not discretionary and must be applied to all developments at a rate of £35 per square metre in Central London and will be prioritised over all other planning obligations. The levy against the proposed development equates to £604,555, as listed in the above table.

Sustainable development implications

- 189 The energy strategy demonstrates how the energy hierarchy has been applied to the proposed development in order to achieve the carbon reduction targets set out in Strategic Policy 13 of the Core Strategy and the London Plan.

Energy Efficiency

- 190 A range of passive design features and demand reduction measures are proposed to reduce the carbon dioxide emissions of the proposed development. Both air permeability and heat loss parameters would be improved and other features include energy efficient lighting and mechanical ventilation with heat recovery. This would achieve a 2% reduction in carbon emissions.

District heating

- 191 There is no district heating network in the vicinity of the site. However, the applicant should provide a commitment to ensure the development is designed to allow future connection should one become available. In the event that permission is granted, this could either be dealt with by condition or could form an obligation in the legal agreement.

Combined heat and power (CHP)

- 192 A CHP plant has been proposed which has been sized to provide domestic hot water load as well as a proportion of space heating. The school and the residential units would be connected in a single site wide heat network. The CHP plant would deliver 23% savings.

Renewable energy

- 193 10.5kWp of roof mounted photovoltaic panels are proposed which would provide a further 2% savings.

Overall carbon savings

- 194 The applicant has followed the energy hierarchy and in total would be proposing to reduce carbon emissions by 25%. This exceeds the London Plan target of 25% but is short of the Core Strategy target of 44%. However it is considered that the strategy has maximised savings as far as possible and accordingly the scheme is acceptable in this respect.

Flood Risk

- 195 The site lies within Flood Risk Zone 3. The submitted Flood Risk Appraisal (FRA) confirms that the site is protected from flooding to a high standard by the Thames Barrier and associated river walls. The Environment Agency have reviewed the FRA and have advised that they have no objection subject to conditions being attached in relation to contamination if permission is granted.

Green and brown roofs

- 196 Parts of the roof are proposed to include a sedum planted roof. Whilst this is welcome, the planting should be extended to the photovoltaic panel area as the sedum would optimise the performance of the panels. These details should be conditioned in the event that permission is granted.

Code for sustainable homes and BREEAM

- 197 The preliminary CfSH assessment indicates that the development would achieve a code level rating of 4. This meets the minimum Core Strategy standard as set out in Policy 13. The BREEAM assessment for the education element would achieve either a 'very good' or 'excellent' standard, which would either meet or exceed the Core Strategy target of very good.

Ecology

- 198 An ecological survey has been undertaken of the site. The survey reveals that the site has negligible ecological value. It is recommended that nesting boxes and bricks are incorporated into the development, details can be requested by condition.

199 Conclusion on sustainability

In summary, the energy, sustainability and ecological aspects of the scheme are considered acceptable and would maximise carbon dioxide savings. There are some areas where further information or details would be required, and these should be requested by condition in the event of permission being granted.

Conclusion on planning issues

- 200 The proposal relates to the redevelopment of a site within a designated Preferred Industrial Location for education and residential uses. Saved Policy 1.2 Strategic and local preferred industrial locations of the Core Strategy states that in preferred industrial locations, planning permission will only be granted for developments falling within the B Class and Sui Generis use class industries which are inappropriate in residential areas.
- 201 Southwark Core Strategy policy 10 states that the council will protect industrial and warehousing floorspace to meet needs over the next 15 years. In these locations, planning permission is only granted for developments falling with the B class uses and other sui generis uses which are inappropriate in residential areas. Accordingly, the loss of the industrial site is fundamentally opposed.
- 202 The provision of residential accommodation in this context is also concerning, owing to a series of concerns regarding housing quality and the potential to prejudice activities carried out in the industrial area. There is insufficient data on noise making it difficult to assess the impacts on future occupiers. In addition, there are concerns regarding quality of the internal environment by reason of the closed windows and sealed facade that would be required to mitigate against the noise from both Rotherhithe New Road and Verney Road.
- 203 The viability appraisal submitted with the application has not demonstrated that the scheme is unviable and therefore unable to support a policy compliant level of affordable housing. It is considered that the scheme could accommodate an increase in affordable housing provision. The current offer, at 6% is considerably short of the 35% target. The provision of education uses has also been prioritised over affordable housing, the delivery of which is a key priority for the borough.
- 204 There are a number of other fundamental concerns regarding the building height, the design of the proposal and the associated density arising. In relation to transport issues, the proposal has failed to adequately assess the impacts arising from the proposal resulting in a series of road safety concerns and other issues in connection traffic congestion and the low level car parking.

- 205 From the above, it is clear that the adverse impacts on the local area significantly outweigh the benefits associated with the provision of a free school. Accordingly, the refusal is wholly justified and accordance with the NPPF since the adverse impacts of the development would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole.

Community impact statement

- 206 In line with the council's Community Impact Statement the impact of this application has been assessed as part of the application process with regard to local people in respect of their age, disability, faith/religion, gender, race and ethnicity and sexual orientation. Consultation with the community has been undertaken as part of the application process.
- 207 A Statement of Community Involvement has been submitted with the application. The statement sets out the details of the pre-application consultation that was carried out by the applicants including Members, the Bonamy and Bramcote Tenants and Residents Association, the Ledbury Estate Tenants and Residents Association and also other residents and community organisations.
- 208 In terms of the consultation carried out, a public exhibition took place in October 2012, advertised by way of a flyer sent to over 4,000 residents in the local area. A stakeholder steering group was also set up to include a number of local residents as well as a ward member and MP. In addition, an online consultation website was launched containing details of the proposals, which has been regularly updated.
- 209 A number of responses were made during the pre-application consultation period. The submitted statement has summarised the responses, and reviewed the feedback received. A total of 30 responses were received during the public exhibition, with comments received in relation to the need for family homes and school places as well as other comments regarding the design of the proposal.

Consultations

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

Consultation replies

- 211 Details of consultation responses received are set out in Appendix 2.
- 212 Summary of consultation responses
Objection received from Councillor Livingstone on grounds of lack of affordable housing, traffic impacts, failure to comply with the industrial land use zoning and also in connection with the inadequate site search.
- 213 Seven objections received from neighbours on ground of loss of the industrial site and loss of jobs, impact on the character of the area including concerns over the height of the building, lack of affordable housing, creation of windy conditions, impact on traffic and pollution, impact on health services and impacts on daylight, sunlight and privacy. Concern also raised that the free school and sixth form are a sweetener to allow permission to be granted.
- 214 One letter of comment querying impacts on industrial businesses.
- 215 Six letters supporting the provision of school places and new homes including letters from the City of London Academy and Bede House.

- 216 The Design Review Panel are unable to endorse the design because of concerns over the poor quality design, especially the tower and its poor relationship with local context.
- 217 Greater London Authority have replied generally supporting the scheme in strategic planning terms. Other statutory consultees either have no comment or request the imposition of conditions.

Human rights implications

- 218 This planning application engages certain human rights under the Human Rights Act 2008 (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.
- 219 This application has the legitimate aim of providing education facilities as well as new residential accommodation. 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.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

220 N/a

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Site history file: TP/2354-9 Application file: 13/AP/0065 Southwark Local Development Framework and Development Plan Documents	Chief executive's department 160 Tooley Street London SE1 2QH	Planning enquiries telephone: 020 7525 5403 Planning enquiries email: planning.enquiries@southwark.gov.uk Case officer telephone: 020 7525 5513 Council website: www.southwark.gov.uk

APPENDICES

No.	Title
Appendix 1	Consultation undertaken
Appendix 2	Consultation responses received
Appendix 3	Neighbour consultee map
Appendix 4	Images
Appendix 5	Recommendation

AUDIT TRAIL

Lead Officer	Gary Rice, Head of Development Management	
Report Author	Kiran Chauhan, Planning Officer	
Version	Final	
Dated	23 May 2013	
Key Decision	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments sought	Comments included
Strategic director, finance & corporate services	No	No
Strategic director, environment and leisure	Yes	Yes
Strategic director, housing and community services	Yes	Yes
Director of legal services	No	No
Director of regeneration	No	No
Date final report sent to Constitutional Team	23 May 2013	

Consultation undertaken

Site notice date: 03/04/2013

Press notice date: 28/03/2013

Case officer site visit date: 03/04/2013

Neighbour consultation letters sent: 26/03/2013

Internal services consulted:

Archaeology Officer
Environmental Protection Team
Public Realm
Planning Policy
Transport Planning Team
Parks and Open Spaces
Arboriculturalist
Ecology
Education
Housing Regeneration Initiatives
Economic Development
Design Review Panel
Waste Management

Statutory and non-statutory organisations consulted:

Transport for London
Metropolitan Police
Environment Agency
London Fire & Emergency Planning
Thames Water
EDF Energy
Greater London Authority
London Borough of Lewisham
Natural England
Department of Communities and Local Government
English Heritage

Neighbours and local groups consulted:

Southwark Cyclists

Re-consultation:

Re-consultation was not required as no new information was submitted during the course of the application.

Consultation responses received

Internal services

Ecology: The Preliminary Ecological Appraisal is acceptable. The site currently has negligible ecological value. Some of the recommendations have been incorporated into the design of the development.

The provision of open space around the proposed school development is minimal and possibly insufficient for their needs.

The bio-diverse roof should be extended to the photovoltaic roof panel area as the brown roof will optimise the performance of the PV panels.

Conditions recommended.

Urban Forester: Whilst the use of a biodiverse and roof garden, living wall and other minor improvements to public realm are welcome, the scale and mass of proposed development contains little enhancement to green amenity, or provision of necessary open space. Ample opportunity exists within the local vicinity for environmental improvement.

Design Review Panel:

The scheme was presented to the Design Review Panel on 12th March 2013. A summary of their comments is provided below.

The Panel raised substantial concerns over the proposal and its deliverability, the quality of design and its appropriateness in this industrial context.

The Panel were concerned about the direction taken with this scheme. They found the scheme was confused in its attempting to site a significant scheme at a spur road in an industrial quarter and not a residential setting. This raised further substantial issues over the quality and arrangement of uses on this intensely developed proposal where, as a consequence, the main residential amenity and school playground were located to the rear of the site in the heart of the industrial estate.

They felt the presentation gave them no confidence that these functions could be comfortably accommodated on this site and would result in a compromised educational and residential development.

In relation to the tower, the Panel raised significant concerns over the justification for such a substantial intervention in this location. They felt there was insufficient evidence presented to them in urban design terms to justify the tower in this location. Further, they noted the council expects towers to demonstrate and exemplary standard and quality of design and a meaningful contribution to the public realm. They raised significant questions over the architectural articulation of the simple extruded form and the limited architectural expression of the tower overall.

The Panel welcomed the ambition to introduce a mix of tenures and uses on the site but raised fundamental concerns over its articulation in built form its deliverability and its presence on the streetscene. They felt the arrangement and separation of the main functions – the educational and residential uses – was poorly articulated, failed to give these separate functions a clear distinction and raised detailed concerns over its deliverability. For example, the proposal to site interlocking residential units over column-free school spaces would require the complex overlapping of services and

structure and requires a technical separation of functions that were not described in the presentation and gave them no confidence that it could be achieved in the limited space available.

The Panel questioned the active frontages that would be achieved on Rotherhithe New Road given that the lower floors predominantly providing educational uses and are less likely to engage with the streetscene. Added to this the Panel looked at the other uses across the site including the level of affordable housing and felt the strategy for the creation of a mixed community on this site was confused. They felt the scheme had not struck the right balance between the proposed uses and benefits and had failed to resolve the implications of these complex overlapping uses. As a consequence, the strategy for car parking and servicing of the site was poorly conceived and relied on the access roads to the industrial estate which may have further implications for the site and the area.

In conclusion, the Panel were unable to endorse this design. Whilst they welcomed the development of this site they felt the current proposal raises significant concerns over its deliverability, the poor quality of the design especially the tower, and its poor relationship with its context.

Education (Project Director, Capital Projects): Concern regarding acoustics and how the scheme is going to achieve the requirements in Building Bulletin 93 (Acoustics for schools) for both the classroom spaces and the playground. Their acoustic report should not just be taking account of what is currently there but what could reasonably be sited there in the future. Need to avoid the position where there is opposition to future industrial use as a result of a noise concern because the applicant has underspecified.

The parking and traffic issues particularly at school drop off and pick up are a concern.

Another issue is the restricted outdoor play area.

Statutory and non-statutory organisations

Greater London Authority:

The application is generally acceptable in strategic planning terms and the provision of a much needed free school is very welcome. However, further discussion is needed, together with some consequent changes, on the issues set out below to ensure conformity with London Plan policy:

- Land use principle: The applicant has submitted evidence of the lack of demand for industrial sites in the area given the site's transitional status between the industrial and residential areas, the low intensity of the current use, the local objections to the previous waste applications, the potential level of release set out in the Mayor's Land and Industry SPG and the priority for education set out by the NPPF this is considered to be on balance, acceptable.
- Housing and affordable housing: The level of three bed units is welcomed however the social rent units should be replaced with affordable rent and consideration should be given to the inclusion of some intermediate units in the affordable element. The viability is currently being assessed and an independent assessment will need to be commissioned either by the GLA or the council.
- Child playspace: The arrangements for access to the MUGA for residents should be clarified and secured in the section 106 agreement.
- Urban design: The scheme is well designed, successfully accommodating both educational and residential uses. The residential quality of the proposal is high however the fire doors in the long corridors should be alarmed so they are not used as a matter of course. Noise mitigation for the single aspect units in the noise exposure category C should be conditioned.
- Density: Given the nature of the site and the overall design quality of the scheme, a higher density than the London Plan guidelines is acceptable.

- **Inclusive design:** The applicant should confirm that the units meet Lifetime Homes standards. Wheelchair units should be identified. The applicant should consider replacing the platform lift in reception with a ramp if this is possible within the constraints of the site.
- **Climate change mitigation:** The applicant should carry out an investigation to identify any existing or planned district heating networks within the vicinity of the proposed development. If there are none available the applicant should provide a commitment to ensure that the development is designed to allow future connection to a district heating network should one become available.
- **Climate change adaptation:** Further discussion and commitments are needed regarding flooding and drainage.
- **Transport:** Further details regarding blue badge, visitor and cycle parking, clarification and further information is needed regarding trip data in order to assess whether mitigation is needed and assessment of pedestrian/cycle routes and bus stop accessibility together with a commitment towards necessary improvements.

Natural England: The development would benefit from green infrastructure provision. It is not clear whether there would be any impact on statutorily protected sites, species or habitats. The council should encourage opportunities to incorporate biodiversity into their proposals such as green/brown roofs, landscaping, nesting and roosting sites and sustainable drainage.

Environment Agency: No objections subject to conditions being imposed.

English Heritage: The application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

Thames Water: Conditions and informatives recommended.

London Fire and Emergency Planning Authority: No observations at this time.

Neighbours and local groups

Councillor Livingstone: Object.

Affordable housing

Concerned with the lack of affordable housing on site. Of the 158 residential units, only 4 are for social rent (2.5%) and a further 6 for intermediate housing (3.8%), totalling together only 6.3% affordable units of the total number of units. This is unacceptably lower than the 35% outlined in the UDP, with little explanation as to why a higher figure is not viable. This level is simply unacceptable and reason to reject the development. It fails utterly to help meet the substantial pressure for homes available at social rents that we face in Livesey ward.

It is unclear why this is the case: the Free School that is part of the development is receiving capital funding from the Education Funding Agency, and the City of London Academy presumably also has access to capital funding. The development could therefore go ahead without subsidising these elements of the proposal and so it seems a weak argument to suggest that these limit the scope to provide affordable housing as part of the scheme.

Traffic

The development may lead rise to substantial traffic issues in the area, due to cars arriving to drop off children for school. There have been concerns along Verney Road in the past with blockages impacting on what is the main access to the Bonamy Estate. Rotherhithe New Road is a main thoroughfare. The proposals must ensure that neither road can be blocked by parking or cars waiting whilst dropping off children.

Inconsistency – preferred industrial location zoning

The case is made that there is a surplus of industrial land locally and that the council should therefore ignore the preferred industrial location designation for the area. This ignores the fact that much of the site has been used recently for industrial uses, suggesting that this site itself is not surplus to the borough's industrial needs.

For the remainder of the site, the council rejected an application two years ago at the building at 399 Rotherhithe New Road for a change of use as it was in a Preferred Industrial Location.

Inconsistency – sites available for a Free School

Furthermore, the report on the Free School Site Search seems to have a number of inconsistencies.

Firstly, it sets out the intention to site the school to serve the wards of Grange and Livesey, on the grounds of deprivation, but then also cites meeting the needs of East Walworth. It ignores South Bermondsey ward, in-between Grange and Livesey and more deprived than the former. The initial site proposed at Great Dover Street is in Chaucer ward and would be ideally suited to recruitment in that ward and Cathedrals ward. This appears to be a muddle of ill-considered post-factual rationalisation.

Furthermore, the secondary school search information also provided suggests that there could be sites that the primary school did not consider; whilst these sites were deemed too small for secondary school use, they may well have been of adequate size for a primary school. The secondary school site search rules out a site on Ossory Road for being outside the required catchment area but has different considerations cited for the site on Malt Street that is only a few metres away, across Asda's car park.

These inaccuracies mean that this report cannot be taken seriously as one making the case that a shortage of other sites justifies this as the sole viable location for the Free School.

Seven objections from neighbours received.

12 Fallow Court: Huge concerns to the impact this development will have to my rights to light. The proposed development would have a detrimental affect on daylight and sunlight. For this reason alone, strongly object to a having a development designed to this height.

Need to understand what S106 contributions this development will bring to the community.

10 Culloden Close: The proposed application should be refused for overbearing effect that this development will cause to local residents is tantamount to a total reduction in the quality of life for all those caught in its shadow. The proposed application and building design is incongruous to the surrounding architecture. Being between 6 to 19 storeys high, is more suited to city centre commercial development, where It can blend into a retail and banking environment.

Planning approval should be refused due to the catastrophic visual impact wreaks havoc on the local skyline as it obliterates the sun.

At 19 storeys, this development will be the tallest in the area and significantly dwarf the height of local buildings, its six storey section alone will constitute the tallest structure in the vicinity whilst the 19 storey monolithic structure will puncture the skyline of Old Kent Road. The proposal does not embrace the aims or guidance of either CABE or Southwark's policy and is a prime example of ad hoc development that is unwilling to recognise, or indifferent to the impacts to infrastructure and social fabric of the Old Kent Road.

Planning approval should be refused as this proposal invades the privacy of local homeowners.

This proposal should be refused due to the injurious impact to health and wellbeing caused by the shadow cast across its entire structure and reduction in daylight impacted upon local residents. The sunlight and shadowing report clearly shows that the entire existing area will be affected 365 days of the year, amounting a catastrophic reduction in the right to amenity and enjoyment of our homes.

Planning permission should be refused as the increase in traffic noise will render the local homes and businesses uninhabitable. This onerous development will subject existing home owners, proposed residents and local businesses, to life sealed in our cells.

The proposed open air play space will create a sound amplifier to project noise directly at residents homes. This unsupervised concrete patch will be open to the elements, making an attractive haunt for all manner of nefarious nocturnal dealings. Its noise and night time lighting will cause nuisance and distress.

Planning consent should be refused as this development will drastically alter the character of the area. This development is not in keeping with the existing area housing development. It will be closer to the roadway than other residential units. The proposed structure will further narrow the feel of this roadway. Its immense size will tower over pedestrians and motorists, creating a long dark tunnel, casting an extensive cold and windy shadow for its entire length.

The application should be refused due to the significant area impacts it will have on traffic. Passenger drop offs on the Rotherhithe New road will cause traffic to back up to the Old Kent Rd and restrict turning signal access into Rotherhithe New Rd. The increased scale of demand for bus services will outstrip supply. During the AM peak, Route 381 and P12 are regularly too full to accept additional passengers due to the high volume of schoolchildren. The entire development has a derisory 17 standard parking spaces for 158 households and NO parking for 2 schools with a projected teacher quotient of 60. This location is within an Air Quality Management zone, the data collection is vital to measure the impact to health of PM10, PM2.5 and N02 levels within this area. Defra and the EU are mandating reductions in these pollutants, the increased traffic congestion caused by this development will result in increased exposure to these damaging elements.

Ask that Southwark refuse this application based on the strategic industrial significance of this area. Historically, Southwark has refused planning application in respect of this location for change of use, on numerous occasions. There is no clear reasoning for Southwark to now change their policy to meet the needs of private developers wanting change of use for this zone. The applicant SCCD Developments, owned by Southwark Metals, appealed a planning refusal by Southwark Council in 2012 to change the use of his yard to become a waste transfer station for non ferrous metals. It is now barely 9 months later and a complete change of use is being requested, The strategic designation of this area has been in place for a considerable time, to the benefit of the applicant. That designation should not now be modified to the detriment of other industries in the area.

Object to the application as it removes the potential for job creation and growth within Southwark.

Oppose the application as it detracts from the Old Kent Road action area plan. The proposed development does not reflect Southwark Council's vision or planning strategies for the Borough as a whole, nor the Old Kent Road Action Area. Falling within the Old Kent Road Action Area, the proposed development will detract from the overall vision that Southwark Council has for this zone. It is not located within the preferred

locations for tall buildings. It seeks to dismantle Protected industrial sites and encroach upon the scarce land available to bona fide industries.

Request this application to be refused due to its lack of affordable housing.

The paltry inclusion of 10 homes designated for affordable housing flies in the face of Southwark's councils success in increasing the quantity of affordable housing within the borough to 35% in each development.

Submit that the application does not meet Southwark Council's core policy on environmental standards and should be refused.

There is no clear plan for dealing with construction waste. The contamination report indicates the presence of harmful pollutants which in the process of excavation, will be released into the environment. The presence of asbestos has not been assessed, nor have the removal and mitigation plans been presented. During any proposed construction or excavation on this site, the detriment to amenity of residents adjacent to this development is significant. The planned location is within an AQMA, with high levels of PM10 , PM2.5 and N02, the removal of construction debris would increase exposure to these toxins and spread them throughout the road network

Ask that the council reject this proposal due to the reduction of amenity caused by winds generated by the structure. The expected high winds generated by this design would make many areas unsuitable for a pedestrian environment. The long term environmental damage from shading and high winds can dramatically alter the flora and fauna. The proposed development is more blight than right.

Object to the planning application as Southwark Free schools traffic assessment plan does not take fully into account the traffic and parking impacts it will cause. Southwark free school proposed travel plan is merely a list of promises, hopes and desires. It fails to tackle the serious issues of traffic noise, pollution and congestion. Relying on parent charters and unreasonable assumptions to dictate and monitor effectiveness of their plan. That it has no allocated parking for its staff; its catchment area is widespread and its proposed location is not readily accessible by single bus journeys.

As there are only 2 bus routes directly serving this location, parents using public transport to drop off children will double the demand for bus seats during peak travel periods, and significantly affect the projected journey volumes for their onward journey. These AM and PM peaks will disrupt seat availability for local residents and without response from TfL to provide additional service during peak times, the wait times for an available bus seat will inevitably increase. With its projected maximum capacity of 420 pupils with 35 staff, and the proposal fails to show how it can operate in a sustainable manner, in harmony with the local area.

Oppose this application as it fails to consider the health care provision in the area The application disregards the fact that up to 700 residents who are projected to live in this development, will have no local provision for health service.

Oppose this planning proposal as it adversely impacts local infrastructure

The proposed development causes significant impact to local infrastructure. It will lead to increased congestion on local roads, requiring additional investment and research to devise new roads to link Old Kent Rd to Surrey Quays and the Rotherhithe tunnel area. It increases the sense of unchecked urban sprawl and provides no community green space or facility for residents. The dramatic increase in demand for local health care would require funding from local government.

Object to the planning application on the basis that it will destroy an area of archaeological significance. The Old Kent Road archaeological priority area contains a wealth of artifacts that detail the historic significance of Southwark throughout the centuries. The proposed deep level excavations to create underground parking, will destroy these invaluable insights into our nation's past.

12 Culloden Close: The dwellings have been condensed on such a small area, resulting in a tall building. At six and 19 storeys, the development would be too high since the existing buildings are no taller than four storeys. Concerned about loss of light, increase in noise and impact on traffic and local services. Query whether sufficient parking has been provided. The area is for light industrial use, which creates much needed jobs. If changed to residential, it has gone forever.

14 Culloden Close: The developer has proposed a school as a sweetener. The high rise block would attract criminal activity. Jobs are needed in the area and the site is for industrial use. The proposal will impact on daylight and result in a loss of privacy. There would be an impact on satellite television reception. There is a large profit to be made by the developers. The height would dwarf nearby buildings and would be ugly to look at. Also concerned about traffic impact and parking.

16 Culloden Close: Previous requests for change of use have been rejected and we believe that the area should remain as light industrial. Once the land has been built on we have lost valuable land that could provide much needed jobs for local people.

Object to the plans for a tower block being built that would totally overshadow existing properties. Surrounding properties have a height of more than 4 floors high. Properties underneath the tower block would totally lose the enjoyment of gardens and communal areas. Any new development should be in keeping and no higher than existing buildings e.g. The Bonamy Estate.

The number of properties that a tower block would create would have a severe negative impact on the area.

The impact on the air quality would have a significant negative health impact during building work.

The number of people that would need to register with a GP would far exceed local capacity.

Footfall Rotherhithe New Road has a very narrow pavement and walkers have to walk single file along the road. This would pose a severe health and safety risk especially with Mothers with pushchairs and a walking child.

The immediate area has 2 bus services with 1 bus going towards central London. This would cause enormous problems for local people and commuters.

The area already has severe parking problems and this development would increase parking problems. Residents suffer parking problems on a daily basis this would add to that problem.

The area has sufficient schools and nursery facilities and with the eminent closure of Bermondsey College in July 2013 there will be a very large free School (The Compass Free School) built on that site due to welcome pupils in September. There may even be room for some residential properties on the site.

Believe that this development does not fit Southwark Council's Strategic Planning Policy.

Flat 2 Archers Lodge, 17 Culloden Close: Concern over building height and impact on daylight and sunlight reaching the garden. Concern over congestion likely to occur to Rotherhithe New Road. In turn, St James Road could become a drop off and cause congestion.

2 Argyle Way:

Developers benefit more than the local community.

The free school and sixth form are a sweetener to allow permission to be granted. The development is entirely profit based. Note that only 10 of 158 dwellings are affordable.

Proposed height not in keeping with the local area

The proposal is considered excessive in height and not in keeping, going against historic principles regarding the scale of development in the area, the proposal would be better suited to the Heygate Estate. The new and planned developments in the area amount to creating up to 5,000 new dwellings (including the Southwark and Lewisham regeneration sites) which is remarkable and accordingly the development is not necessary.

Negative effects of building works on local properties

The surrounding buildings are one to two storeys high, and therefore there is the threat of possible subsidence.

Poor Management of transport, traffic and pedestrians

There would be local disruption as a result of necessary road closures during construction. After construction, the roads would be even more congested as a result of extra traffic from residents, staff and pupil drop off and pick ups. There is also the cumulative effect, given the mixed use development of the Surrey Canal site. Increased risk of accidents, bottlenecks of Rotherhithe New Road/Verney Road junction and width of pavements would not be sufficient.

Parking concerns

There is a low level of parking spaces proposed. Those not given a space would need to find somewhere else to park, likely to be on local streets. There will be staff needing parking spaces. The planning statement (paragraph 3.1.12) claims there is an abundance of parking spaces, and so local streets would be affected. Local streets would also be affected by drop off parking.

Pollution (noise, air contamination)

Increase in pollution during construction, as well as afterwards given traffic increase. Units provided with balconies, the roof terraces and the muga will generate more noise. The land contamination report states potential existence of pollutants including asbestos and underground diesel tanks which could all be disturbed during construction.

Worrying impact on the Avicenna Health Centre

It is already heavily oversubscribed in comparison to other health centres. The additional staff, children and students would place further burden making it difficult to secure appointments. The rise in air pollution would increase the need for appointments and those with respiratory conditions would worsen their health.

Negative effects on light levels, privacy and security of immediate neighbours.

The six and 19 storey elements are too tall, and would block light for local residents and also invade privacy by overlooking into homes and gardens. Proper and actual readings to measure daylight should be taken from the property. There would also be reductions in sunlight, especially in the winter months. This could also affect plants, shrubs etc.

Adverse social impacts on immediate residents

No guarantee for local families to be enrolled at the school or sixth form. This is

unreasonable given the extent of disruption. Not enough social space for sixth form, so the students could loiter on surrounding local streets.

One letter of comment

6-8 Verney Road: Run and own a business behind the site. It is light industrial and has daily access to lorries for delivery and collection of goods. There are issues with access to our premises due to parking along Verney Road. The road is narrow and there is difficulty getting lorries in. Clarification required as to how much parking is available to the site. Do the flats and the schools have their own parking? Query the safety of primary children given the traffic in the light industrial area. Details of the measures relating to preventing business interruption during construction should be provided. Query development options for businesses given the development would be residential.

Six letters of support

City of London Academy: Support the application. Aware that the council has a growing demand for school places and this will help meet some of that need without the capital expenditure for the local authority. The academy is six times over subscribed. The proposal would provide the opportunity to develop specialist sixth form provision for students of all abilities including autistic spectrum condition. Preliminary discussions have been held with Bede House to establish a strong partnership approach to working in the local community to benefit young people and their families.

Bede House: Bede House is a local Southwark charity that has been serving the neighbourhoods around Bermondsey and Rotherhithe since 1938. The youth projects, social and educational work programmes for people who have a learning disability and support services for those living in fear because of hate crime or domestic violence create new opportunities for those who have fewest, and enable local people to create better lives for themselves, their families and communities.

The redevelopment of the site would significantly improve the quality of life for local people in this deprived area. We are currently in discussions with the City of London Academy to plan how we would work in partnership with them to run youth facilities from a new sixth form college to benefit local young people out of school hours.

Parent and Parent governor, City of London Academy: My son is in year 10 he could join the sixth form. The new sixth form centre will mean better facilities and a potential for more students to attend the school. The school is very popular locally and this increased provision will mean more local people will get their first choice of school and sixth form – particularly as distance from school is one of the primary criterias on COLA's admissions policy.

The school has already expanded on its existing site – so extra facilities would be of considerable benefit to the school and to the local community.

No address: Please give permission for the new development. The new homes for families and school would be fantastic for our area.

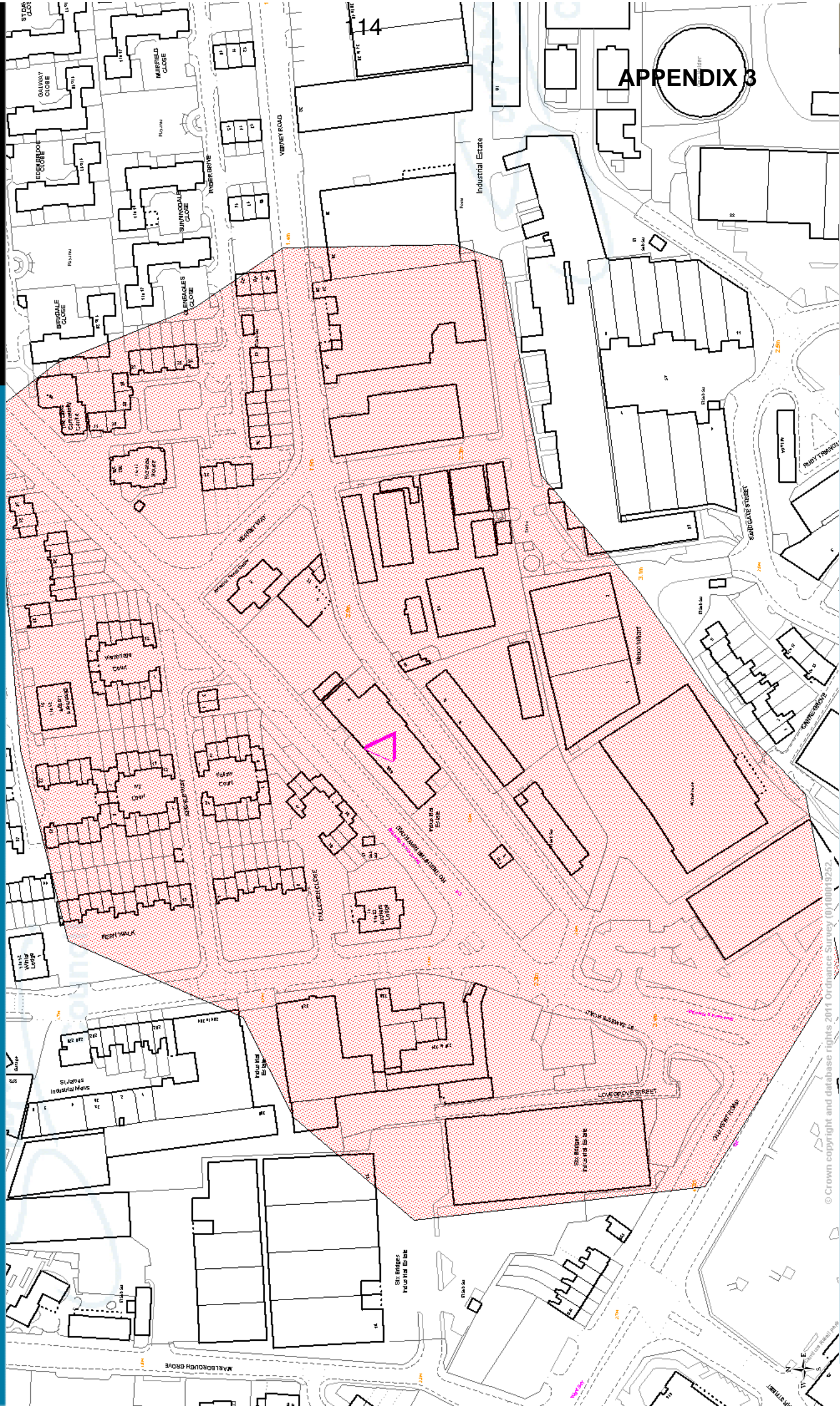
No address: Support the redevelopment to provide a school. My daughter is attending the school and the education is at a high standard. The school will be a big successful school in the borough. Southwark needs an outstanding school.

No address: The site has been run down for years. The new development will improve the area all around with new homes and new schools.

Appendix 3 Neighbour Consultee Map

Ordnance Survey

Date 22/5/2013



APPENDIX 3

ARCHITECTURAL DESIGN PROPOSAL / VISUALISATIONS



ARCHITECTURAL DESIGN PROPOSAL / VISUALISATIONS



RECOMMENDATION LDD MONITORING FORM REQUIRED

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	SCCD Developments & Southwark Free School Trust	Reg. Number	13/AP/0065
Application Type	Full Planning Permission	Case Number	TP/2354-9
Recommendation	Refuse permission subject to GLA referral		

Draft of Decision Notice

Planning Permission was REFUSED for the following development, subject to referral to the GLA:

Demolition of existing building and the erection of a part 6, part 19 storey building (maximum height from ground 61.3m) with basement for a mixed use scheme comprising of 158 residential dwellings, primary school for Southwark Free School, sixth form and community centre for City of London Academy, with associated amenity and play space, basement car and cycle parking and landscaping.

At: 399 ROTHERHITHE NEW ROAD, LONDON, SE16 3HG

In accordance with application received on 10/01/2013 08:02:40

and Applicant's Drawing Nos. Planning Statement, Design and Access Statement, Free School Site Search, Industrial Land/ Marketing Assessment, Energy Strategy, Transport Assessment and Travel Plan, Sunlight and Daylight Report, Wind Study, Contamination/ Site Investigation Report, Flood Risk Assessment, Noise Survey/ Impact Assessment, Air Quality Assessment, Biodiversity/Ecology Study, Foul and Surface Water Drainage Strategy, Site and Waste Management Plan/ Construction Environmental Plan, Utilities Assessment, Statement of Community Involvement.

Drawing Numbers:

L(PA) 100 P1, 102 P1, 103 P1, 104 P1, 019 P2, 020 P1, 000 P2, 001 P2, 002 P2, 003 P2, 004 P2, 005 P2, 006 P2, 007 P2, 008 P2, 009 P2, 010 P2, 011 P2, 012 P2, 013 P2, 014 P2, 015 P2, 016 P2, 017 P2, 018 P2, 020 P1, 021 P1
S(PA) 001 P2,
E(PA) 001 P1, 002 P1, 003 P1

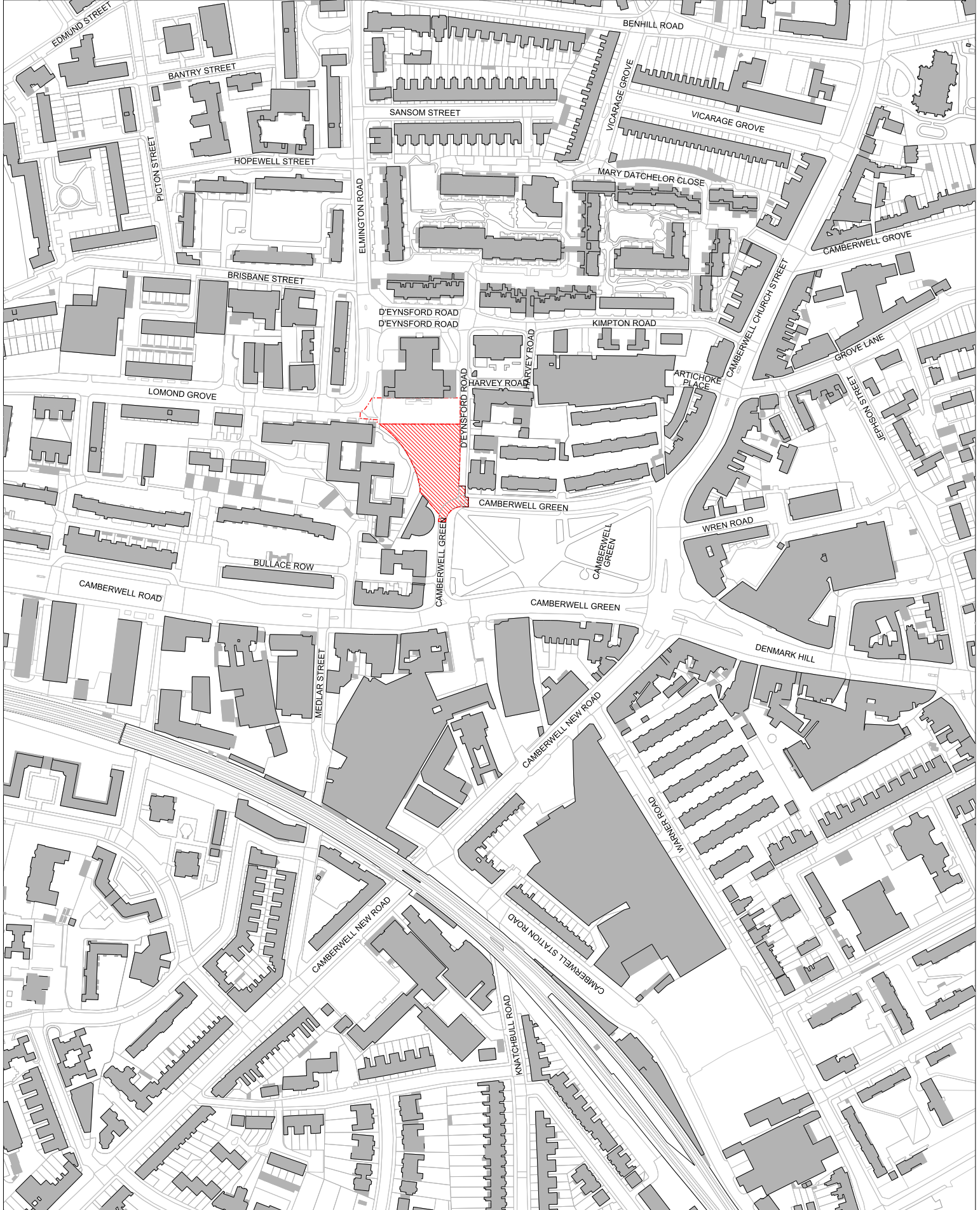
Reason for refusal:

- 1 The site lies within the Old Kent Road Preferred Industrial Location (PIL), where in accordance with saved Policy 1.2 of the Southwark Plan, planning permission will only be granted for developments falling within the B Class use and sui generis industries. There is a demonstrable need for industrial land and premises in Southwark which have good access to strategic transport networks, adequate servicing capacity, lack of disturbance from residential uses and 24 hour access. The loss of the site for education and residential uses would erode the reservoir of industrial and warehousing land, seriously harming the functioning of the PIL by the introduction of sensitive and incompatible uses. The loss of the industrial site is therefore considered unacceptable, and would be contrary to saved Policy 1.2 "Strategic and local preferred industrial locations" of the Southwark Plan, Strategic Policy 10 "Jobs and Businesses" of the Core Strategy and Policies 2.17 "Strategic industrial locations" and 4.4 "Managing industrial land and premises" of the London Plan as well as Section 1 Building a strong, competitive economy of the National Planning Policy Framework 2012.
- 2 The proposal does not satisfactorily mitigate against the adverse noise conditions of both the busy Rotherhithe New Road the industrial Verney Road thereby fails to protect the quality of life and amenity of future occupiers against significant harm, contrary to saved policies 3.1 "Environmental Effects", 3.2 "Protection of Amenity" of the Southwark Plan 2007, Strategic Policy 13 "High Environmental Standards" of the Core Strategy and Policy 7.15 "Reducing noise and enhancing soundscapes" of the London Plan.
- 3 The proposal represents an overdevelopment of the site, providing a density considerably and significantly exceeding the upper limit for the 'Urban Zone'. The density of the development results in accommodation which is unsatisfactory in several respects including in relation to layout and noise, and creates a building whose form and detailed elevations are overbearing in its context. The development is therefore contrary to policy 4.1 "Density of residential development" and 4.2 "Quality of residential accommodation" of the Southwark Plan 2007, Strategic Policy 5 "Providing new homes" of the Core Strategy, the council's adopted SPD for Residential Design Standards 2011 and also Policy 3.4 "Optimising housing potential" of the London Plan.

- 4 The proposed development fails to provide an adequate level of affordable housing, based on a review of the scheme's viability. The proportion of affordable housing, at 6% (as measured by habitable room), significantly falls short of the 35% policy target. The proposal is therefore contrary to Saved Policy 4.4 "Affordable housing" of the Southwark Plan, Core Strategy Policy 6 "Homes for people on different incomes", London Plan Policy 3.12 "Affordable housing targets", the council's adopted Affordable Housing SPD 2008, the draft Affordable Housing SPD 2011 and Section 6 Delivering a wide choice of high quality homes of the National Planning Policy Framework 2012.
- 5 The proposal would result in harmful transport impacts, as it fails to include sufficient mitigation of the increased road safety risk of the development, creates unacceptable and harmful impact on congestion, and fails to include a proper assessment of the transport impacts of the scheme. The level of parking provision is considered low, with no reasonable way of controlling or mitigating the harmful impacts arising from overspill parking. Further, the applicant would need to confirm payment of a number of measures to secure transport mitigation, such as contributions towards road safety mitigation, the bus network and cycle hire provision. The proposal is therefore contrary to saved policies 5.1 "Locating Developments", 5.2 "Transport Impacts", 5.3 - "Walking and Cycling", and 5.6 - "Car Parking" of the Southwark Plan, Core Strategy Policy 2 "Sustainable transport" and the following policies of the London Plan 6.3 "Assessing transport capacity", Policy 6.9 "Cycling", Policy 6.10 "Walking", Policy 6.11 "Smoothing traffic flow and tackling congestion", Policy 6.12 "Road network capacity" and Policy 6.13 "Parking".
- 6 The development fails to comply with the requirements of Saved Policy 3.20 'Tall Buildings' of the Southwark Plan, as it fails to make a positive contribution to the local townscape, is not at a point of landmark significance or within the Central Activities Zone, is of a poor architectural quality, and does not make any significantly positive contribution to public realm or the skyline. This is due to its inappropriately large scale, architectural expression and the form, massing and design of the building. The proposal also fails to comply with Policy 7.6 "Architecture" and Policy 7.7 "Location and Design of Tall and Large Buildings" of the London Plan, due to its harmful impact upon the local townscape, poor relationship to the local context in terms of proportion, scale, massing and composition, and poor relationship with the public realm, and does not comply with the National Planning Policy Framework, Section 7 Requiring good design.
- 7 The development is of poor architectural and urban design, in terms of building form, layout, massing, composition and materials. It does not respond appropriately to its local context resulting in harm, and its site layout does not enable the development to make a positive contribution to the public realm in the area, due to its overbearing and dominant form. The proposal therefore fails to comply with the requirements of Policies 3.11 "Efficient use of land", 3.12 "Quality in design" and 3.13 "Urban design" of the Southwark Plan, and Policies 7.4 "Local Character", 7.5 "Public Realm" and 7.6 "Architecture" of the London Plan, as well as the National Planning Policy Framework, Section 7 Requiring good design.

Statement of positive and proactive action in dealing with the application

To assist applicants the Local Planning Authority has produced policies and written guidance, all of which is available on the Council's website and offers a pre planning application advice service. In this instance the applicant chose to use the pre application advice service, but the advice issued was not adhered to. The local planning authority delivered the decision in a timely manner.



KEY:
 Proposed Scope of Works Area (Library and Associated Landscaping)
 Masterplan Area of Application



Key Plan

Item No. 6.3	Classification: Open	Date: 4 June 2013	Meeting Name: Planning Committee
Report title:	Development Management planning application: Application 13/AP/0882 for: Full Planning Permission Address: NEW CAMBERWELL LIBRARY VACANT LAND TO D'EYNSFORD ROAD AND CAMBERWELL GREEN SE5 Proposal: Construction of a new two storey library building comprising, adult library, children's library, study area and meeting rooms with hard and soft landscaping surrounding.		
Ward(s) or groups affected:	Camberwell Green		
From:	HEAD OF DEVELOPMENT MANAGEMENT		
Application Start Date	08/04/2013	Application Expiry Date	03/06/2013
Earliest Decision Date 18/05/2013			

RECOMMENDATION

- 1 To grant planning permission subject to conditions

BACKGROUND INFORMATION

Site location and description

- 2 The application site is bounded by D'Eynsford Road to the south, the Magistrates Court to the east, Lomond House and Lomond Grove to the north and Camberwell Green to the west. The site is currently open aside from an existing orchard which would need to be removed in order for the development to proceed, and the wider site is otherwise a large paved open space which provides pedestrian access from Camberwell Green to Lomond Grove / Elmington Road and the Camberwell Green Magistrates Court.
- 3 The area is comprised of a mix of uses being predominantly residential and commercial in nature. To the immediate east of the site is the Camberwell Green Magistrates building which is 9 storeys in height, there is a NHS Health Centre to the north-east, and residential properties along Camberwell Green opposite D'Eynsford Road, to the south.
- 4 The site is located within an Air Quality Management Area, the Urban Density Zone, the Camberwell Town Centre, the Camberwell Action Area, and is located partially within the Camberwell Green Conservation Area. The site is also on the boundary with an Archaeological Priority Zone.
- 5 There are several listed buildings located within the wider context of the site; these are across the Green on the western and southern edges of this space. They include the London and County Bank at the junctions of Camberwell Green and Camberwell New Road diagonally across the way, No 15 Camberwell Green to the north of the former bank building, and No 2 Camberwell Church Street at the southern edge of the Green.

Details of proposal

- 6 Planning permission is sought for the removal of the existing orchard and construction of a new two storey library building comprising an adult library, a children's library, study area and meeting rooms. The main bulk of the building will be located on the ground floor with meeting rooms and some services located on the first floor. The main entrance will face towards Camberwell Green.
- 7 The building itself is architecturally comprised of two shapes, the first being the rectangular two storey element running parallel with D'Eynsford Road, and the second adjoining which is rather lower and triangular in shape. Both elements will have a green roof above. The main cladding material will be brick of different types, interspersed with glazing on the elevations.
- 8 The proposal also includes a comprehensive hard and soft landscaping scheme including planting, paving, and cycle storage around the new library. These works include new tree planting, new seating and a shared surface to the road directly in front of the site to aid pedestrian access to and from Camberwell Green.

Planning history

- 9 Planning permission (09-AP-2421) was granted in August 2010 for the refurbishment and re-design of the area comprising new hard and soft landscaping, new benches, bins and other furniture. Installation of children's play equipment, with play tower, swings and music chimes, facilitated by the removal of four ash trees, three cherry trees, a hazel tree and a fig tree. New trees to be replaced will match species, girth and size as close as possible. New trees will be placed in the orchard area and on Kimpton Road elevation (Magistrates Court) and will also include extra pear and quince tree as part of works. This scheme has not been implemented.

Planning history of adjoining sites

- 10 None considered to be directly relevant.

KEY ISSUES FOR CONSIDERATION

Summary of main issues

- 11 The main issues to be considered in respect of this application are:
 - a) the principle of the use
 - b) the bulk and scale of the development
 - c) the impact on the amenity of adjoining occupiers
 - d) design and setting of the conservation area and listed buildings
 - e) sustainability
 - f) impact on the transportation network.

Planning policy

National Planning Policy Framework (NPPF)

- 12 The NPPF came into effect on 27 March 2012 and is a material planning consideration, with the following parts being particularly relevant to this application.

Section 2: Ensuring the vitality of town centres
 Section 4: Promoting sustainable development
 Section 7: Requiring good design

Section 8: Promoting healthy communities

Section 10: Meeting the challenge of climate change, flooding and coastal change

Section 11: Conserving and enhancing the natural environment

Section 12: Conserving and enhancing the historic environment

London Plan 2011

- 13 Policy 2.15 "Town Centres"
 Policy 3.9 "Mixed And Balanced Communities"
 Policy 4.7 "Retail And Town Centre Development"
 Policy 5.1 "Climate Change Mitigation"
 Policy 5.2 "Minimising Carbon Emissions"
 Policy 5.3 "Sustainable Design And Construction"
 Policy 5.7 "Renewable Energy"
 Policy 5.11 "Green roofs And Development Site Environs"
 Policy 5.13 "Sustainable Drainage"
 Policy 6.9 "Cycling"
 Policy 6.10 "Walking"
 Policy 7.2 "An Inclusive Environment"
 Policy 7.3 "Designing Out Crime"
 Policy 7.6 "Architecture"
 Policy 7.8 "Heritage Assets And Archaeology"
 Policy 7.19 "Biodiversity And Access To Nature"
 Policy 7.21 "Trees And Woodlands"
- 14 The council's cabinet on 19th March 2013, as required by para 215 of the NPPF, considered the issue of compliance of Southwark Planning Policy with the National Planning Policy Framework. All policies and proposals were reviewed and the council satisfied itself that the policies and proposals in use were in conformity with the NPPF. The resolution was that with the exception of Policy 1.8 (location of retail outside town centres) in the Southwark Plan all Southwark Plan policies are saved. Therefore due weight should be given to relevant policies in existing plans in accordance to their degree of consistency with the NPPF.

Core Strategy 2011

- 15 Strategic Policy 1 – Sustainable development
 Strategic Policy 2 – Sustainable transport
 Strategic Policy 4 - Places for learning, enjoyment and healthy lifestyles
 Strategic Policy 12 – Design and conservation
 Strategic Policy 13 – High environmental standards

Southwark Plan 2007 (July) - saved policies

- 16 1.7 'Development within town and local centres'
 2.2 'Provision of new community facilities'
 3.1 'Environmental effects'
 3.2 'Protection of amenity'
 3.4 'Energy efficiency'
 3.7 'Waste reduction'
 3.9 'Water'
 3.11 'Efficient use of land'
 3.12 'Quality in design'
 3.13 'Urban design'
 3.14 'Designing out crime'
 3.15 'Conservation of the historic environment'
 3.16 'Conservation areas'

- 3.18 'Setting of listed buildings, conservation areas and world heritage sites'
- 3.28 'Biodiversity'
- 5.2 'Transport impacts'
- 5.3 'Walking and cycling'
- 5.6 'Car parking'

Principle of development

- 17 Development is not precluded at this site given that there are no special land use designations, for instance the site is not located within Borough or Metropolitan Open Land. The National Planning Policy Framework (NPPF) was published on 27 March 2012. At the heart of the NPPF is a presumption in favour of sustainable development, and that decision-takers should seek to approve sustainable development where possible.
- 18 Given that the proposed development is providing a new community facility, saved policy 2.2 'Provision of new community facilities' of the Southwark Plan 2007 is considered relevant. Within this policy it is stated that planning permission will be granted provided there is provision to enable the facility to be used by all members of the community, and that the facility is not detrimental to the amenity of present and future occupiers of the surrounding area.
- 19 The proposed library will be available for use by all members of the community. The potential impact on the amenity of surrounding occupiers is discussed below.

Environmental impact assessment

- 20 A screening opinion was not requested prior to the submission of the application as the scheme is not Schedule 1 development. It does fall within Schedule 2, being an urban development project, although the development site does not exceed 0.5ha in area. In this context it is considered that the development is unlikely to have a significant effect upon the environment by virtue of its nature, size or location based upon a review of the Schedule 3 selection criteria for screening Schedule 2 Development. The site is a brownfield site in an inner London location, and is located outside of a sensitive area as per Regulation 2(1) and the development is unlikely to generate any significant environmental effects. Therefore an Environmental Impact Assessment is not required.

Amenity

Neighbouring Occupiers

- 21 As discussed below, it is considered that the bulk and scale of the development is appropriate to the scale and function of the area, and it is not considered that the proposed building would adversely dominate any surrounding buildings, or their occupiers.
- 22 The proposed application has included sun path diagrams within the design and access statement which illustrates that there will be no material loss of sunlight or daylight access to any neighbouring buildings.
- 23 With regard to potential for overlooking, the proposed development has windows on the southern elevation at ground and first floor level which look directly towards the flank wall (and rear outrigger) of the neighbouring property on Camberwell Green (1-8 Park House) and 2 D'Eynsford Road. The opposite flank wall is located approximately 11m away, with the outrigger being approximately 12m from the proposed library building. The property at 2 D'Eynsford Road is 15m from the library building.

- 24 Whilst there are some windows on these surrounding buildings facing toward the proposed library, some of these relating to habitable rooms (notably within the outrigger and the first floor of 2 D'Eynsford Road), it is considered that the combination of the separation distances, which are generally in excess of 12m as sought by the Residential Design Standards (SPD) to protect amenity, and the nature and size of the proposed windows, it is not considered that the proposed building would result in a loss of privacy due to overlooking.
- 25 The proposed library is proposed to be open Monday to Friday 09:00am to 20:00pm and Saturday 10:00am to 17:00pm, with the community rooms on the first floor being open Monday to Friday 09:00am to 22:30pm.
- 26 It is considered that these hours are reasonable, and combined with the nature of the proposed use (which is inherently quiet) it is not considered that there would be any undue noise disturbance caused.
- 27 Overall, it is considered that the proposed development would not result in any material harm to the amenities of neighbouring occupiers, and therefore meets saved policy 3.2 'Protection of amenity' of The Southwark Plan [UDP] and Strategic Policy 13 'High Environmental Standards' of the Core Strategy 2011.

Environmental Protection

- 28 The Environmental Protection Team have assessed the proposed development and supporting documentation including the acoustic report, the construction management plan and the land contamination.
- 29 With regard to the noise, the Capita Symonds Acoustic Design Report (dated March 2013) has been reviewed.
- 30 No noise survey at the application site has been undertaken, however it is stated within the report that a full noise survey is to be carried out at the application site in due course, which would be secured by condition. The primary concern relates to new plant noise affecting existing residents, and a condition for which is recommended to be imposed to ensure disturbance does not arise in the future.
- 31 With regard to potential land contamination, the SAS Ltd Phase 1 Preliminary Risk Assessment (dated March 2013) has been reviewed which requested further intrusive investigation to assess potential risks from made ground, ground gasses and local industry.
- 32 The SAS Ltd report on contamination (dated March 2013) report has also been reviewed, as has the 'Ground conditions / Contamination Statement'. Section 5 of the latter outlines the remediation measures needed to adequately reduce the risk from the elevated levels of lead found in this location from the future users of the site. A full remediation statement and subsequent verification statement are still required to ensure these measures are implemented and carried out accordingly, which will be secured by way of condition.
- 33 The applicant has submitted a Construction Management Plan prepared by Mansell Balfour Beatty (dated March 2013) which has also been reviewed by the Environmental Protection Team (EPT).
- 34 The measures outlined within the report are deemed acceptable in managing/controlling the predicted construction impact of this development, and would not adversely affect existing residential amenity in the area. This matter can be

controlled by a condition.

- 35 With regards to the proposed lighting plan, the EPT team has also assessed this and considers that the high level column lights and low level uplighters to trees would not cause detriment to the existing residential amenity of surrounding occupiers.

Transport issues

- 36 The application site is located in an area with a high TfL PTAL rating 5 reflecting the area's high level of access to all forms of public transport. Developments in areas with this PTAL rating are required to be car free in order to promote more sustainable transport choices, reduce congestion and pollution within Southwark.
- 37 The proposal site is situated within a Controlled Parking Zone and future occupiers would need to apply for parking permits to park on-street.
- 38 A Travel Survey has been undertaken at the existing library site which shows that private car usage accounted for a very small percentage of the sites modal split. Given that the proposed development has a higher PTAL score it is reasonable to assume this very low level of private vehicle usage will continue. The result is that the development will not adversely impact on the current on-street parking stress levels at peak times of development usage or peak times of residential parking demand.
- 39 No disabled parking facilities have been provided in association with the above application. The Travel survey did not highlight a need to provide disabled parking specifically for the use of the above development. Should disabled persons need to access the site they are able to use surrounding parking bays (while displaying a blue badge) for two hours at a time, this is seen as a reasonable time period to accommodate for a visit to the library.
- 40 In terms of access, the site will have no direct vehicular access once the development has been constructed. During the construction phase the proposed vehicular access to the development will be on the junction of Camberwell Green and D'Eynsford Road.
- 41 A detailed Construction Management Plan (CMP) will be need to be provided to the local planning authority prior to commencement. This matter would be secured by conditioned should permission be granted. Details of swept paths of vehicles have been shown which illustrate that vehicles can enter and exit the site safely, however the impact of these vehicles will need to be mitigated and managed via a CMP.
- 42 No crossovers are proposed in association with the above application, and any redundant crossovers will need to be reinstated.
- 43 With regard to servicing of the site, a service bay has been proposed which will be located on D'Eynsford Road. The service bay is of a size to reduce the impact of a service/refuse vehicle stationary in the highway, while also maintaining a maximum amount of usable public realm
- 44 The proposed library use is unlikely to generate a significant level of service vehicle movements, this has also been quantified by the submitted Transport Assessment. Due to the limited level of service and refuse movements associated with the development the proposed width/design of the service bay is suitable in this instance.
- 45 The design of the raised table area and public realm will contribute to the development's ambitions to achieve sustainable travel modal split proposals as stated in the Travel Plan.

- 46 The existing library travel survey displayed a high level of sustainable travel associated with the development for both staff and visitors. The Travel Plan clearly displays travel options for staff and visitors of the proposed development and provides good clear information for journey planning decisions.
- 47 The proposed Travel Plan aims to retain and increase the high usage of sustainable travel modes. This is done via 1, 3 and 5 year monitoring. A Travel Plan co-ordinator has also been assigned.
- 48 The proposed Travel Plan is both deliverable and monitorable; both factors will enable the high levels of sustainable travel experienced in association with existing library to be carried over to the proposed development.
- 49 With regard to cycle storage, the Southwark Plan, has no exact cycle parking level for the proposed library usage. However TfL's cycle parking guidance suggests 1 space for every ten staff and visitors. According to the Core Strategy, cycle parking should be secure, convenient and weather proof and visitor and staff cycle parking should be separated.
- 50 The proposed development provides 50 cycle parking spaces which have been provided within the public realm proposals for visitors. Two cycle parking spaces have been separately provided for staff use. This level of cycle parking is suitable and conforms with TfL's standards. The proposed cycle parking is considered to be acceptable.
- 51 Overall, it is considered that the proposed application will not generate any material harm on the performance and safety of the surrounding highway network. The development will not generate a significant level of vehicular trip generation, and trips associated with the proposed development will largely comprise sustainable modes of travel. Travel and Construction Management Plans have been submitted or proposed to mitigate and manage the impact of vehicles during and after construction stages.

Highways

- 52 The Highways Department have assessed the proposed development and have raised the issue of access for cyclists to Camberwell Green through the site or surrounding streets, when an obvious desire-line exists from Elmington Road. They consider that cyclists will try and use the route creating potential conflict with pedestrians.
- 53 The applicant has been in discussion with the Highways Department regarding this matter, and is eager to find a solution. It was considered by the applicant that the proposed main diagonal route through the site is too narrow to provide a dedicated cycle path, which would restrict the movement of pedestrians through the site, and impact on their enjoyment of the site, and potentially have safety implications.
- 54 At the time of writing, the applicant is investigating an option to overcome this concern by including provision for a cycle route to the east and south of the site. The outcome of these further discussions will be reported to members by way of an addendum report prior to the meeting.
- 55 The Highways Department is broadly supportive of the proposed development, although further detail is requested to meet adoptable standards. As such, it is recommended that a condition is included to ensure that the materials and design of the hardstanding areas are submitted for approval.

Design issues

Site Observations

- 56 The site is prominently located at the north east corner of Camberwell Green at the heart of the Camberwell Green Conservation Area. The majority of the site itself is not within the conservation area but forms part of the continuous frontage that includes the Peabody Estate buildings on the eastern edge of the Green all of which are included in the conservation area boundary.
- 57 The site includes a number of trees and a much used access route between Camberwell Green and Lomond Grove / Elmington Road to the north. This diagonal route is located along the northern edge of the site and follows the road pattern evident in historic maps of the area. To the south is D'Eynsford Road which separates the site from the Peabody Buildings.
- 58 To the east of the site is the Magistrates Court, a substantial concrete-clad structure set well back from the Green, with a large hard-paved space as its forecourt. The site would have been originally occupied by buildings which is evidenced in the historic maps and currently stands as an empty gap in the eastern face of the Green.

Urban Design

- 59 The NPPF stresses the importance of good design and states in paragraph 56 that: *“Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.”*
- 60 Policy SP12 of the core strategy states that *“Development will 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.”*
- 61 Saved policy 3.13 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.
- 62 Saved policy 3.12 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.” When we review the quality of a design we consider the appropriateness of the fabric, geometry and function as well as the overall concept for the design relative to the site.
- 63 The site can be accessed in the round and is flanked by thoroughfares on two sides, the Camberwell Green to the west and the forecourt to the Magistrates Court to the east. As such it has to play a multiple role in this context, to reinforce the existing street frontages on Camberwell Green and D'Eynsford Road, to give the large open forecourt to the Magistrates Court a degree of enclosure, and to enhance the diagonal route between the Green and Elmington Street. Its prominent location at the corner of the Green also offers the unique opportunity to create a building with a stronger presence.
- 64 The prominence of the corner buildings is a notable feature of the Camberwell Green Conservation Area particularly where the cohesion and uniformity of the commercial frontages is balanced by accent buildings and landmarks at the junctions of important routes at the Green. Corner buildings are noted in the draft conservation area appraisal as follows: “The street layout of the Conservation Area, in which all the principal roads converge at Camberwell Green, gives particular prominence to street

corners, and buildings generally exploit the architectural potential of such locations distinctively. The Hartnell's building (No. 2 Camberwell Church Street) and the former London and County Bank (No. 17 Camberwell Green), for example, are elaborate in their design, with turrets, cupolas and chamfered bays to carry elevational rhythms around the angle of the building."

- 65 The proposed building is comprised of two parts: a narrow double height rectangular form fronting onto the Green and extending along the northern flank of D'Eynsford Road; and a lower triangular form which extends to the edge of the diagonal route along the northern edge of the site. These distinct architectural forms have been successfully combined into a single building which is intended to reflect the civic scale and character of the library but also to express the informal nature of a modern library service.
- 66 The proposed height, scale and massing are modest and reflect the prevailing heights of the existing Peabody Buildings which step down from south to north. This ensures that the two storey part of the library is not overly dominant in this residential context whilst remaining distinctive and 'civic' in its expression. The modest scale and informal character of the diagonal route is reflected in the angled flank of the building and its single storey height will ensure that this important route is not overshadowed by the building.
- 67 The proposed library will be visible from a number of angles, most prominently from Camberwell Green. The area is varied in character and does not have a singular architectural style with buildings ranging from the Georgian parade of properties on the western side of the Green to the Victorian properties on Camberwell Church Street to the south and the social housing of the Peabody buildings. Whilst each has its own distinctive expression they combine effectively to give the Green a strong sense of enclosure. In relation to this eastern edge of the Green the draft conservation area appraisal notes how the front buildings of the Peabody Estate "form an excellent edge to the space. Their height ranges from 4 storeys with a mansard roof storey, to 6 storeys in sections of the most southerly facade (Blocks A to C): such height is appropriate and necessary relative to the scale of the Green itself."
- 68 With regard to materials, the proposal is predominantly clad in two tones of brick to reflect the character and appearance of the conservation area. The chosen colours range between brown and buff bricks to echo the colour of the nearby Peabody Buildings. The panels of contrasting colours is intended to be a sober modern foil to the more exuberant polychromatic style of these historic neighbours. This choice of brick is proposed to reflect the civic character of the building and can be reserved by condition prior to above-grade works.
- 69 In contrast to the order and geometry of the brick, the architects have introduced a degree of playfulness and informality in the design of the openings. In this scheme the windows have been designed as window seats and are proposed in a variety of coloured frames on the ground floor. On D'Eynsford Road the windows reflect the strict geometry and civic character of that facade whilst on the diagonal route and facing onto the Magistrates Court their heights vary to give those faces a more informal appearance and reflect the active character of these spaces. The colour is intended to be in a natural metallic finish like copper or brass chosen for their inherent qualities rather than painted finish. This finish is carried through to the large portal frame which forms the main entrance to the library from Camberwell Green.
- 70 The quality of this proposal will rely to a great degree on the architectural detailing and the quality of the chosen materials. These are matters that can be reserved by condition to ensure that the detailing, especially around openings, parapets, and wall finishes are of the highest quality and retain the designs distinctive 'sharp' modern

look. The choice of facing materials is equally important in this sensitive historic context. Sample panels of the proposed brick colours as well as all the other facing materials can be reserved to be reviewed on site and agreed prior to above grade works commencing on site.

- 71 In its function, the building expresses its public character. It includes large windows on the ground floor and presents active frontages on all four sides. Inside, the main entrance is at the prominent double storey frontage onto the Green. Here the portal leads to a lower entrance hall which opens out to the double height main hall of the library. The main hall is overlooked by the mezzanine space which includes meeting rooms and reading spaces offering panoramic views back towards the Green and the Magistrates Court. The spaces are intended to accommodate multiple uses and to fulfil the modern brief for a library as a rounded public service in a comfortable and engaging environment.
- 72 The scheme was reviewed by the Southwark DRP in February 2013. The Panel were encouraged by the proposal but questioned whether the whether the design could be extended to incorporate number of entrances and uses. They acknowledged the distinctive parts of the design, the rectilinear vs the playful, the civic vs the informal and they encouraged the designers to use the architecture of the scheme to unify these parts. Finally, the Panel also encouraged a holistic approach to the landscape design.
- 73 The proposal has been developed since it went to the DRP and before the application was submitted. The ambition to accommodate further uses, whilst interesting, was not considered essential in the Camberwell town centre where a number of other facilities are already available. The marriage of the two distinct parts has been expressed through the architecture, not just the unifying character of the brick cladding and fenestration but in the cross section where the two parts of the building are separated by a linear north-facing roof light that will bring light flooding in at the junction between the main hall and the mezzanine level. The landscape is intended to unify the site and to link up with the works proposed for the Green leading through to the Magistrates Court. This is included in the application in principle and It is a matter that can be reserved by condition prior to its implementation.
- 74 In conclusion, the proposal is for a high quality civic building and a much-needed public resource. The architectural expression is both restrained and playful and takes the form of an engaging civic pavilion. The proposed building plays a dual role in urban design terms, to complete the eastern frontage onto Camberwell Green and to act as a 'pivot' facilitating and enhancing links between the Green and the Magistrates Court to the east.

Setting of Historic Assets

- 75 Saved policy 3.18 echoes the requirement in the NPPF which requires development to conserve or enhance the historic environment (section 12) including its setting. Saved policy 3.18 defines this and requires development to preserve or enhance among other things, "*the setting of a conservation area; or views into or out of a conservation area*".
- 76 The nearest listed buildings are located across the Green on the western and southern edges of this space. They include the London and County Bank at the junctions of Camberwell Green and Camberwell New Road diagonally across the way, No 15 Camberwell Green to the north of the former bank building, and No 2 Camberwell Church Street at the southern edge of the Green. The proposal preserves the setting of the important listed buildings.

- 77 This proposal fronts on the Camberwell Green which is at the heart of the conservation area and arguably the most significant part of the conservation area. The Camberwell Green Conservation Area essentially covers the Green and the main streets, at the centre of Camberwell, with primarily commercial frontages (shops, pubs, banks and other services). It is a significant location in the geography of South London, where key routes through the area intersect. The Green is located at the confluence of a number of routes and a centre for its local neighbourhood and is the heart of the conservation area. It is a conservation area that is characterised by its striking corner buildings which form the dominant landmarks and give it its predominantly commercial character.
- 78 The prominence of the corner buildings is a notable feature of the conservation area particularly where the cohesion and uniformity of the commercial frontages is balanced by accent buildings and landmarks at the junctions of important routes at the Green. Corner buildings are noted in the emerging conservation area appraisal as follows: "The street layout of the Conservation Area, in which all the principal roads converge at Camberwell Green, gives particular prominence to street corners, and buildings generally exploit the architectural potential of such locations distinctively. The Hartnell's building (No. 2 Camberwell Church Street) and the former London and County Bank (No. 17 Camberwell Green), for example, are elaborate in their design, with turrets, cupolas and chamfered bays to carry elevational rhythms around the angle of the building."
- 79 This proposal is located at the prominent north-east corner of the Green and as such plays an important role in the setting of the Green. The double height glazed entrance feature facing onto the Green reflects the distinctive characteristic of the area and locates the most prominent feature at this important corner. In its colour and cladding the design echoes the tones and materials that are characteristic of the area in a confident two-tone brick with sharp parapets. The architecture is deliberately restrained with a confident civic order whilst the openings add splash of colour with natural metal finishes around windows and the main entrance doors.
- 80 In conclusion, the proposal compliments its historic setting and enhances the setting of the Camberwell Green Conservation Area. It has the grandeur that is necessary at this pivotal location at the corner of the Green but also a restrained palette of materials and civic order that respects the setting of this important open space at the heart of the Conservation Area.

Trees and Landscaping / Open Space

- 81 Concern has been raised by local residents and interest groups that the proposed development would result in the loss of existing open space. As mentioned above, the site is not located within either Borough or Metropolitan Open Land.
- 82 As the development is located on existing open space, consideration must be given to paragraph 74 of the NPPF, which states that such land should not be built on unless the loss resulting from the development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location.
- 83 The existing site is considered to be underutilised in terms of its contribution to the public realm and the proposed landscaping to be implemented as part of any permission given would greatly improve the quality of the open space. Improvements would be made to paving, level access through the site to Camberwell Green, lighting and seating are proposed, in addition to replacement planting / landscaping. Further to this as part of the wider regeneration of the Camberwell Town Centre, there are significant improvements (in particular landscaping) being made to Camberwell Green, and street planting within the area, including on Lomond Grove.

- 84 It is therefore considered that the proposed development, and surrounding public realm improvements, would sufficiently compensate for the loss of the open space where the library building is proposed to be located.
- 85 The existing orchard itself is not located within the Camberwell Green Conservation Area and none of the trees are protected by way of Tree Preservation Order (TPO).
- 86 The proposed development will result in the loss of the orchard open space containing a number of ornamental and large trees together with a number of mature horse chestnuts which screen the adjacent Magistrate's Court. A total of 25 trees are shown as removed to facilitate construction, eight of these are good quality chestnut and maple trees which provide the greatest benefit to amenity.
- 87 The remaining trees within the orchard area are comprised of lower quality specimens which are either diminutive fruiting species, those which have compromised form due to previous poor maintenance or which provide relatively little by way of aesthetic value. These are considered suitable for replacement as part of mitigation of adverse effects to amenity and biodiversity. The proposed landscape plan maintains screening to the Magistrate's Court via the retention of the remaining chestnut trees and incorporates six new trees of suitable species and locations.
- 88 The layout and quality of hard landscape is of design merit and includes a welcome use of uplighting together with seating and other features which will enhance the setting of the library. The seating foundation has been designed not to conflict with tree roots. Access through the site which links Camberwell Green to routes north towards Burgess Park is similarly improved and softened by new planting.
- 89 Specifications use underground cellular soil confinement systems to sustain tree growth whilst also incorporating drainage pavement support.
- 90 Confirmation has been provided that no net loss of trees or canopy cover will result from the proposed development. This is to be achieved via new planting both as part of the Camberwell Green re-landscaping and new planting on Lomond Grove.
- 91 Should the application be granted, it is recommended that a condition be imposed requiring protection of the retained vegetation, and another requiring a detailed landscaping plan.
- 92 Overall, whilst some of the existing vegetation is removed, it is considered that the proposed landscaping with associated planting will adequately offset the loss of vegetation, and that overall the proposed library will benefit the wider community. In addition, as mentioned the proposed planting associated with the wider regeneration of the area will see planting of trees within Camberwell Green and on Lomond Grove.

Ecology

- 93 The council's Ecology Officer has assessed the proposed development with regards to biodiversity and is satisfied with the conclusions and recommendations of the Ecology and BREEAM Assessment. However in order to address the recommendations in the report and within the Design and Access Statement it is recommended that conditions are imposed requiring details of bird and bat boxes, that native planting is incorporated into the landscaping scheme, and that details of the green roof is submitted for approval.

Archaeology

- 94 The site is located on the boundary with the Camberwell Green Archaeological Priority Zone. The applicants have submitted a desk-based assessment that adequately summarises the archaeological potential of the site.
- 95 The impact of this proposal is highly likely to be mainly contained within existing site impacts from the former terraced housing on the site. It is therefore recommended that a programme of archaeological observation and recording is maintained during groundworks on site to preserve any archaeological remains by record.

Security

- 96 The proposed application includes a lighting scheme along the main pedestrian route through the site, with 5m high columns with lanterns above, between Camberwell Green and Lomond Grove. There are also uplighters proposed underneath some of the mature trees. It is considered that the proposed lighting is a significant improvement over the existing lighting to the site, and therefore the development would improve the safety and security of the site on this basis.
- 97 The proposed application has not provided any details of surveillance or CCTV cameras within the site. Therefore, should the application be granted, it is recommended that a condition is imposed requiring details of surveillance cameras.

Flood Risk

- 98 The development should incorporate a sustainable urban drainage strategy (SuDS) that will allow for the potential increase in rainfall due to climate change, and a condition should be imposed for this to be provided.

Sustainable development implications

- 99 The proposed development will achieve a minimum BREEAM rating of 'very good' with further credits to support an aspiration for 'excellent' being considered by the applicant.
- 100 The building has been designed to include passive solar gain through the positioning of windows, and natural ventilation (with the meeting rooms having opening windows). There will be a green roof installed which will lower surface water runoff and encourage biodiversity, and the building will be well insulated to reduce energy consumption.
- 101 The proposed drawings show a partial green roof over the lower triangular portion of the building, however after further discussions with the applicant, it is now proposed that there will be a sedum roof over both parts of the roof, details of which will be secured by way of condition.
- 102 Overall, the development meets the relevant saved policies of the Southwark Plan (2007) and the Core Strategy (2011).

Planning Obligations

- 103 There are no planning obligations associated with the application, due to its size and nature.

Consultation

- 104 Some concern has been raised by a local resident that the early consultation of the proposed library failed to offer local people the option of where to site the new library,

and there were views as to where best a new library might be located within the heart of Camberwell. It was considered by some local residents that this was not effective consultation and that there are better sites around, including the reuse of existing vacant buildings.

- 105 The business case for this project clearly sets out the rationale, which is linked to the outcome of the Library Services Review 2011 and the council's Revised Accommodation Strategy. The council committed to deliver a new library for Camberwell and published this in their Fairer Future Promises.
- 106 The statement of community engagement document refers to the fact that the council is required to consult the public as part of the statutory consultation within the planning application process, to which it has been undertaken correctly.
- 107 While the public have not been offered options or asked about their preferred site for the new library, the council have provided opportunities for members of the public to comment on the project from its initiation in early 2011.
- 108 It is up to the council to consider the best site available by taking into account all necessary considerations and constraints.

Other matters

- 109 The proposed development would normally require a CIL payment, however given that the proposed development is an education use there is no payment required.

Conclusion on planning issues

- 110 Given the specific constraints of the site, in particular the challenging shape, the position of underground services including the underground car parking area, existing vegetation, and its historic context, it is considered the application proposal presents the opportunity to fulfil important regeneration aspirations for the area, providing a much enhanced library building / service, whilst improving the public realm surrounding the site.
- 111 It is considered that the proposed development will benefit the community given that the significant benefits of the scheme outweigh any harm caused. The proposed development is in overall conformity with the development plan and the scheme is acceptable subject to the imposition of appropriate conditions.

Community impact statement

- 112 In line with the council's Community Impact Statement the impact of this application has been assessed as part of the application process with regard to local people in respect of their age, disability, faith/religion, gender, race and ethnicity and sexual orientation. Consultation with the community has been undertaken as part of the application process.

a) The impact on local people is set out above.

Consultations

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

Consultation replies

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

Summary of consultation responses

Objection

115 Letters from the following interest groups and local residents have been received:

- Wells Way Tenants and Residents Association
- Peoples Republic of Southwark
- Friends of Camberwell Green
- Save Camberwell Green Community Orchard Campaign
- Southwark Friends of the Earth
- 128 Benhill Road
- Flat 1, 2 D'Eynsford Road
- 43 Comber House, Comber Grove
- Department of Computing, University of London
- 33 Consort Road
- No address provided x 3
- On-line Petition (with 191 signatories)

116 The objections are summarised as following:

Trees and Orchard

117 The existing orchard area forms a valuable community asset which provides good amenity through the mature trees and flowering ground cover, in addition to providing a valuable food resource. The orchard should be protected.

118 The orchard is the result of many years of hard work from the community to establish, plant and maintain this community resource.

119 The removal of the orchard would fail to promote green corridors, gardens and local food growing, and currently it provides a much needed resource to the local community.

120 The replacement trees are to be arranged in totally different locations and groupings and do not form a coherent theme as the existing orchard does.

121 The existing orchard should be improved with the fencing removed with a dwarf wall provided for seating around the outside.

122 The destruction of the orchard not only goes beyond the destruction of trees and wildlife, it is effectively proposing destruction of years of lives or local residents and local communities who have planted and looked after it.

Biodiversity

123 The orchard currently provides a green corridor and contributes to the community, it was planted by school children, and now provides nesting habitat for birds, mammals, and insects, in particular for bees. The existing flora and fauna within the orchard is important for biodiversity of the area.

124 The mature fruit trees produce a significant amount of fruit each year which is regularly harvested by the local community.

Consultation and Siting

- 125 There was concern raised regarding the quality of consultation as many felt that it failed to offer local people the option of siting of the new library, and there were views as to where best a new library might be located within the heart of Camberwell.
- 126 It was considered that this was not effective consultation and that there are better sites around, including the reuse of existing vacant buildings. The proposed library encloses and removes the only open space square in Camberwell.
- 127 The reason that there are no other sites is not good enough and is not a valid reason for why the proposed library should be located at this site, and result in the removal of the orchard. This is the wrong site for the proposed library.

Design

- 128 The rectilinear plan form of the building and the triangular part of the building should be visually detached by a continuous glass skylight and glazed entrance. The refuse bin area should be moved to make the eastern corner more attractive. The green roof should be over the entire roof not just the triangular part of the building.
- 129 There is an objection to the modern, cold impersonal design which has absolutely no context and meaning with its neighbours.

Drainage and Services

- 130 The new building will place additional pressure on the sewerage system from the toilets and washing facilities, and the water management system requires further investigation.
- 131 The exact location of gas utilities and other services also needs to be known.

Noise

- 132 The noise assessment can only be said to be based on guess work as much of the assessment and readings are taken from another site.

Transport

- 133 There is lack of cohesion within the plan as there is no mention of cycle parking and so it is assumed that there will be no cycle parking.
- 134 The servicing parking space with its lowered pavement will be used as a car parking space and use as pavement will be lost.

New Library

- 135 Whilst the above concerns have been raised by objectors, many support the principle of providing a new library as it is a desperately needed resource.

Support

- 136 A letter of support was received from the following which is summarised below:

The Camberwell Society

- 137 Supports the scheme as the design is a discreet and understated solution which

engages with the Green. The orchard is removed but the retention of trees and landscaping allow good use of the public space.

Human rights implications

- 138 This planning application engages certain human rights under the Human Rights Act 2008 (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.
- 139 This application has the legitimate aim of providing a new community library. 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.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

- 140 None

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Site history file: TP/2027-A Application file: 13/AP/0882 Southwark Local Development Framework and Development Plan Documents	Chief executive's department 160 Tooley Street London SE1 2QH	Planning enquiries telephone: 020 7525 5403 Planning enquiries email: planning.enquiries@southwark.gov.uk Case officer telephone: 020 7525 5470 Council website: www.southwark.gov.uk

APPENDICES

No.	Title
Appendix 1	Consultation undertaken
Appendix 2	Consultation responses received
Appendix 3	Images
Appendix 4	Recommendation

AUDIT TRAIL

Lead Officer	Gary Rice, Head of Development Management	
Report Author	Fennel Mason, Planning Officer	
Version	Final	
Dated	23 May 2013	
Key Decision	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments sought	Comments included
Strategic director, finance & corporate services	No	No
Strategic director, environment and leisure	Yes	Yes
Strategic director, housing and community services	No	No
Director of legal services	No	No
Director of regeneration	Yes	Yes
Date final report sent to Constitutional Team	23 May 2013	

Consultation undertaken**Site notice date:**

22 April 2013

Press notice date:

25 April 2013

Case officer site visit date:

22 April 2013

Neighbour consultation letters sent:

24 April 2013

Internal services consulted:

Archaeological Officer
 Design and Conservation
 Ecology Officer
 Environmental Protection Team
 Highways
 Lighting Officer
 Public Realm
 Transportation Team
 Urban Forester
 Waste Management

Statutory and non-statutory organisations consulted:

Environment Agency
 Met Police
 Thames Water

Neighbours and local groups consulted:**Neighbour Consultee List for Application Reg. No. 13/AP/0882**

TP No	TP/2027-A	Site	NEW CAMBERWELL LIBRARY VACANT LAND TO D'EYNSFORD ROAD AND CAMBERWELL GREEN SE5
App. Type	Full Planning Permission		

Date Printed	Address
24/04/2013	FLAT 14 LOMOND HOUSE 50 CAMBERWELL GREEN LONDON SE5 7AL
24/04/2013	FLAT 13 LOMOND HOUSE 50 CAMBERWELL GREEN LONDON SE5 7AL
24/04/2013	FLAT 16 LOMOND HOUSE 50 CAMBERWELL GREEN LONDON SE5 7AL
24/04/2013	FLAT 15 LOMOND HOUSE 50 CAMBERWELL GREEN LONDON SE5 7AL
24/04/2013	FLAT 9 LOMOND HOUSE 50 CAMBERWELL GREEN LONDON SE5 7AL
24/04/2013	FLAT 8 LOMOND HOUSE 50 CAMBERWELL GREEN LONDON SE5 7AL

24/04/2013 UNIT B47 CAMBERWELL BUSINESS CENTRE LOMOND GROVE LONDON SE5 7HN
24/04/2013 UNIT B45 CAMBERWELL BUSINESS CENTRE LOMOND GROVE LONDON SE5 7HN
24/04/2013 UNIT 256 CAMBERWELL BUSINESS CENTRE LOMOND GROVE LONDON SE5 7HN
24/04/2013 UNIT 255 CAMBERWELL BUSINESS CENTRE LOMOND GROVE LONDON SE5 7HN
24/04/2013 UNIT 336 CAMBERWELL BUSINESS CENTRE LOMOND GROVE LONDON SE5 7HN
24/04/2013 UNIT 257 CAMBERWELL BUSINESS CENTRE LOMOND GROVE LONDON SE5 7HN
24/04/2013 UNIT 250 CAMBERWELL BUSINESS CENTRE LOMOND GROVE LONDON SE5 7HN
24/04/2013 UNIT 241 CAMBERWELL BUSINESS CENTRE LOMOND GROVE LONDON SE5 7HN
24/04/2013 UNIT 254 CAMBERWELL BUSINESS CENTRE LOMOND GROVE LONDON SE5 7HN
24/04/2013 UNIT 252 CAMBERWELL BUSINESS CENTRE LOMOND GROVE LONDON SE5 7HN
24/04/2013 UNIT 349 CAMBERWELL BUSINESS CENTRE LOMOND GROVE LONDON SE5 7HN
24/04/2013 UNIT 348 CAMBERWELL BUSINESS CENTRE LOMOND GROVE LONDON SE5 7HN
24/04/2013 UNITS 351 CAMBERWELL BUSINESS CENTRE LOMOND GROVE LONDON SE5 7HN
24/04/2013 UNIT 350 CAMBERWELL BUSINESS CENTRE LOMOND GROVE LONDON SE5 7HN
24/04/2013 UNIT 340 CAMBERWELL BUSINESS CENTRE LOMOND GROVE LONDON SE5 7HN
24/04/2013 UNIT 338 CAMBERWELL BUSINESS CENTRE LOMOND GROVE LONDON SE5 7HN
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24/04/2013 UNIT 342 CAMBERWELL BUSINESS CENTRE LOMOND GROVE LONDON SE5 7HN
24/04/2013 UNIT 343 CAMBERWELL BUSINESS CENTRE 99-103 LOMOND GROVE LONDON SE5 7HN
24/04/2013 UNIT 52 CAMBERWELL BUSINESS CENTRE 99-103 LOMOND GROVE LONDON SE5 7HN
24/04/2013 12A CAMBERWELL GREEN LONDON SE5 7AF
24/04/2013 UNIT 157 CAMBERWELL BUSINESS CENTRE 99-103 LOMOND GROVE LONDON SE5 7HN
24/04/2013 186 LOMOND GROVE LONDON SE5 7JG
24/04/2013 UNIT 150 CAMBERWELL BUSINESS CENTRE 99-103 LOMOND GROVE LONDON SE5 7HN
24/04/2013 UNIT 5 CAMBERWELL BUSINESS CENTRE 99-103 LOMOND GROVE LONDON SE5 7HN
24/04/2013 1 PEABODY COURT 6 KIMPTON ROAD LONDON SE5 7BF
24/04/2013 TOP FLOOR FLAT CAMBERWELL GREEN COURT DEYNSFORD ROAD LONDON SE5 7EB
24/04/2013 3 PEABODY COURT 6 KIMPTON ROAD LONDON SE5 7BF
24/04/2013 2 PEABODY COURT 6 KIMPTON ROAD LONDON SE5 7BF
24/04/2013 FLAT ABOVE 298-300 CAMBERWELL ROAD LONDON SE5 0DL
24/04/2013 FIRST FLOOR FLAT 315 CAMBERWELL ROAD LONDON SE5 0HQ
24/04/2013 THIRD FLOOR FLAT 315 CAMBERWELL ROAD LONDON SE5 0HQ
24/04/2013 SECOND FLOOR FLAT 315 CAMBERWELL ROAD LONDON SE5 0HQ
24/04/2013 54 CAMBERWELL GREEN LONDON SE5 7AS
24/04/2013 FLAT 3 109 LOMOND GROVE LONDON SE5 7HG
24/04/2013 HARVEY HALL HARVEY ROAD LONDON SE5 7BA
24/04/2013 105 LOMOND GROVE LONDON SE5 7HG
24/04/2013 FLAT 6 107 LOMOND GROVE LONDON SE5 7HG
24/04/2013 FLAT 2 109 LOMOND GROVE LONDON SE5 7HG
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24/04/2013 178 LOMOND GROVE LONDON SE5 7JG
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24/04/2013 PEABODY TRUST ESTATE OFFICE CAMBERWELL GREEN LONDON SE5 7BU
24/04/2013 BLOCK M WORKSHOP PEABODY BUILDINGS CAMBERWELL GREEN LONDON SE5 7BX
24/04/2013 9 PEABODY COURT 6 KIMPTON ROAD LONDON SE5 7BF
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24/04/2013 24 DON PHELAN CLOSE LONDON SE5 7AZ
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24/04/2013 FLAT 2 2 DEYNSFORD ROAD LONDON SE5 7EB
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24/04/2013 RAILWAY ARCH 280 CAMBERWELL ROAD LONDON SE5 0EG
24/04/2013 CASPIAN COMMUNITY HALL BRISBANE STREET LONDON SE5 7QN
24/04/2013 RAILWAY ARCH 282 CAMBERWELL ROAD LONDON SE5 0EG
24/04/2013 LIVING ACCOMMODATION 319 CAMBERWELL ROAD LONDON SE5 0HQ
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24/04/2013 FLAT 1 10-11 CAMBERWELL GREEN LONDON SE5 7AF
24/04/2013 8A CAMBERWELL GREEN LONDON SE5 7AF
24/04/2013 FLAT 3 2 DEYNSFORD ROAD LONDON SE5 7EB
24/04/2013 300 CAMBERWELL ROAD LONDON SE5 0DL
24/04/2013 298 CAMBERWELL ROAD LONDON SE5 0DL

24/04/2013 UNIT 341 CAMBERWELL BUSINESS CENTRE LOMOND GROVE LONDON SE5 7HN
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24/04/2013 BASEMENT TO FOURTH FLOOR MAGISTRATES COURT 15 DEYNSFORD ROAD LONDON SE5 7UP
24/04/2013 FIFTH TO SEVENTH FLOORS MAGISTRATES COURT 15 DEYNSFORD ROAD LONDON SE5 7UP
24/04/2013 RAILWAY ARCH 279 CAMBERWELL ROAD LONDON SE5 0EG
24/04/2013 104 LOMOND GROVE LONDON SE5 7JG
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24/04/2013 106 LOMOND GROVE LONDON SE5 7JG
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24/04/2013 8 BULLACE ROW LONDON SE5 7HJ
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24/04/2013 116 LOMOND GROVE LONDON SE5 7JG
24/04/2013 114 LOMOND GROVE LONDON SE5 7JG
24/04/2013 ORCHARD HILL COLLEGE LOMOND HOUSE 50 CAMBERWELL GREEN LONDON SE5 7AL
24/04/2013 FLAT 6 10-11 CAMBERWELL GREEN LONDON SE5 7AF
24/04/2013 296 CAMBERWELL ROAD LONDON SE5 0DL
24/04/2013 294 CAMBERWELL ROAD LONDON SE5 0DL
24/04/2013 FLAT 3 10-11 CAMBERWELL GREEN LONDON SE5 7AF
24/04/2013 FLAT 2 10-11 CAMBERWELL GREEN LONDON SE5 7AF
24/04/2013 FLAT 5 10-11 CAMBERWELL GREEN LONDON SE5 7AF
24/04/2013 FLAT 4 10-11 CAMBERWELL GREEN LONDON SE5 7AF
24/04/2013 9 CAMBERWELL GREEN LONDON SE5 7AF
24/04/2013 8 CAMBERWELL GREEN LONDON SE5 7AF
24/04/2013 5 BULLACE ROW LONDON SE5 7HJ
24/04/2013 4 BULLACE ROW LONDON SE5 7HJ
24/04/2013 FATHER REDCAP 319 CAMBERWELL ROAD LONDON SE5 0HQ
24/04/2013 315 CAMBERWELL ROAD LONDON SE5 0HQ
24/04/2013 7 CAMBERWELL GREEN LONDON SE5 7AF
24/04/2013 12 CAMBERWELL GREEN LONDON SE5 7AF
24/04/2013 163 DON PHELAN CLOSE LONDON SE5 7DB
24/04/2013 BLOCK B FLAT 9 PEABODY ESTATE CAMBERWELL GREEN LONDON SE5 7BE
24/04/2013 BLOCK B FLAT 8 PEABODY ESTATE CAMBERWELL GREEN LONDON SE5 7BE
24/04/2013 BLOCK B FLAT 11 PEABODY ESTATE CAMBERWELL GREEN LONDON SE5 7BE
24/04/2013 BLOCK B FLAT 10 PEABODY ESTATE CAMBERWELL GREEN LONDON SE5 7BE
24/04/2013 BLOCK B FLAT 5 PEABODY ESTATE CAMBERWELL GREEN LONDON SE5 7BE
24/04/2013 BLOCK B FLAT 2 PEABODY ESTATE CAMBERWELL GREEN LONDON SE5 7BE
24/04/2013 BLOCK B FLAT 7 PEABODY ESTATE CAMBERWELL GREEN LONDON SE5 7BE
24/04/2013 BLOCK B FLAT 6 PEABODY ESTATE CAMBERWELL GREEN LONDON SE5 7BE
24/04/2013 BLOCK E FLAT 3 PEABODY ESTATE CAMBERWELL GREEN LONDON SE5 7BH
24/04/2013 BLOCK E FLAT 2 PEABODY ESTATE CAMBERWELL GREEN LONDON SE5 7BH
24/04/2013 BLOCK E FLAT 5 PEABODY ESTATE CAMBERWELL GREEN LONDON SE5 7BH
24/04/2013 BLOCK E FLAT 4 PEABODY ESTATE CAMBERWELL GREEN LONDON SE5 7BH
24/04/2013 BLOCK B FLAT 13 PEABODY ESTATE CAMBERWELL GREEN LONDON SE5 7BE
24/04/2013 BLOCK B FLAT 12 PEABODY ESTATE CAMBERWELL GREEN LONDON SE5 7BE
24/04/2013 BLOCK B FLAT 15 PEABODY ESTATE CAMBERWELL GREEN LONDON SE5 7BE
24/04/2013 BLOCK B FLAT 14 PEABODY ESTATE CAMBERWELL GREEN LONDON SE5 7BE
24/04/2013 BLOCK A FLAT 4 PEABODY ESTATE CAMBERWELL GREEN LONDON SE5 7BD
24/04/2013 BLOCK A FLAT 3 PEABODY ESTATE CAMBERWELL GREEN LONDON SE5 7BD
24/04/2013 BLOCK A FLAT 6 PEABODY ESTATE CAMBERWELL GREEN LONDON SE5 7BD
24/04/2013 BLOCK A FLAT 5 PEABODY ESTATE CAMBERWELL GREEN LONDON SE5 7BD
24/04/2013 BLOCK P FLAT 1 PEABODY ESTATE CAMBERWELL GREEN LONDON SE5 7BZ
24/04/2013 BLOCK A FLAT 2 PEABODY ESTATE CAMBERWELL GREEN LONDON SE5 7BD
24/04/2013 SPRING LODGE 4 DEYNSFORD ROAD LONDON SE5 7EB
24/04/2013 BLOCK A FLAT 15 PEABODY ESTATE CAMBERWELL GREEN LONDON SE5 7BD
24/04/2013 BLOCK A FLAT 14 PEABODY ESTATE CAMBERWELL GREEN LONDON SE5 7BD
24/04/2013 BLOCK B FLAT 3 PEABODY ESTATE CAMBERWELL GREEN LONDON SE5 7BE
24/04/2013 BLOCK B FLAT 2 PEABODY ESTATE CAMBERWELL GREEN LONDON SE5 7BE
24/04/2013 BLOCK A FLAT 8 PEABODY ESTATE CAMBERWELL GREEN LONDON SE5 7BD
24/04/2013 BLOCK A FLAT 7 PEABODY ESTATE CAMBERWELL GREEN LONDON SE5 7BD
24/04/2013 BLOCK A FLAT 13 PEABODY ESTATE CAMBERWELL GREEN LONDON SE5 7BD
24/04/2013 BLOCK A FLAT 9 PEABODY ESTATE CAMBERWELL GREEN LONDON SE5 7BD
24/04/2013 BLOCK G FLAT 13 PEABODY ESTATE CAMBERWELL GREEN LONDON SE5 7BL
24/04/2013 BLOCK G FLAT 12 PEABODY ESTATE CAMBERWELL GREEN LONDON SE5 7BL
24/04/2013 BLOCK G FLAT 15 PEABODY ESTATE CAMBERWELL GREEN LONDON SE5 7BL
24/04/2013 BLOCK G FLAT 14 PEABODY ESTATE CAMBERWELL GREEN LONDON SE5 7BL
24/04/2013 BLOCK G FLAT 9 PEABODY ESTATE CAMBERWELL GREEN LONDON SE5 7BL
24/04/2013 BLOCK G FLAT 8 PEABODY ESTATE CAMBERWELL GREEN LONDON SE5 7BL
24/04/2013 BLOCK G FLAT 11 PEABODY ESTATE CAMBERWELL GREEN LONDON SE5 7BL
24/04/2013 BLOCK G FLAT 10 PEABODY ESTATE CAMBERWELL GREEN LONDON SE5 7BL
24/04/2013 BLOCK H FLAT 7 PEABODY ESTATE CAMBERWELL GREEN LONDON SE5 7BN

24/04/2013	136B ELMINGTON ROAD LONDON	SE5 7RA
24/04/2013	136A ELMINGTON ROAD LONDON	SE5 7RA
24/04/2013	138B ELMINGTON ROAD LONDON	SE5 7RA
24/04/2013	138A ELMINGTON ROAD LONDON	SE5 7RA
24/04/2013	134A ELMINGTON ROAD LONDON	SE5 7RA
24/04/2013	FLAT 8 BRIGHTON HOUSE CAMBERWELL GREEN LONDON	SE5 7PR
24/04/2013	134C ELMINGTON ROAD LONDON	SE5 7RA
24/04/2013	134B ELMINGTON ROAD LONDON	SE5 7RA
24/04/2013	20 Luxor Street London	SE5 8RJ

Re-consultation:

None

Consultation responses received

Internal services

Archaeological Officer - no objection to the application subject to the imposition of conditions

Design and Conservation - no objection to the application subject to the imposition of conditions

Ecology Officer - no objection to the application subject to the imposition of conditions

Environmental Protection Team - no objection to the application subject to the imposition of conditions

Highways - Raise reservations due to the lack of provision for access to cyclists to Camberwell Green through the site or surrounding streets. Otherwise, the application is broadly acceptable provided the quality of the materials / hard landscaping is to a suitable standard to adopt.

Lighting Officer - no objection

Public Realm - support the application provided there is suitable replacement planting

Transportation Team - no objection to the application

Urban Forester - no objection to the application subject to the imposition of conditions

Waste Management - no comment

Whilst not directly consulted the following departments have supported the application:

Culture, Libraries, Learning and Leisure - supports the proposal as it will provide a much needed facility within this area.

Statutory and non-statutory organisations

Environment Agency - no objection

Met Police - no response

Thames Water - no response

Neighbours and local groups

Objection

Letters from the following interest groups and local residents have been received:

- Wells Way Tenants and Residents Association
- Peoples Republic of Southwark
- Friends of Camberwell Green
- Save Camberwell Green Community Orchard Campaign
- Southwark Friends of the Earth

- 128 Benhill Road
- Flat 1, 2 D'Eynsford Road
- 43 Comber House, Comber Grove
- Department of Computing, University of London
- 33 Consort Road
- No address provided x 3
- On-line Petition (with 191 signatories)

The objections are summarised as following:

Trees and Orchard

The existing orchard area forms a valuable community asset which provides good amenity through the mature trees and flowering ground cover, in addition to providing a valuable food resource. The orchard should be protected.

The orchard is the result of many years of hard work from the community to establish, plant and maintain this community resource.

The removal of the orchard would fail to promote green corridors, gardens and local food growing, and currently it provides a much needed resource to the local community.

The replacement trees are to be arranged in totally different locations and groupings and do not form a coherent theme as the existing orchard does.

The existing orchard should be improved with the fencing removed with a dwarf wall provided for seating around the outside.

The destruction of the orchard not only goes beyond the destruction of trees and wildlife, it is effectively proposing destruction of years of lives or local residents and local communities who have planted and looked after it.

Biodiversity

The orchard currently provides a green corridor and contributes to the community, it was planted by school children, and now provides nesting habitat for birds, mammals, and insects, in particular for bees. The existing flora and fauna within the orchard is important for biodiversity of the area.

The mature fruit trees produce a significant amount of fruit each year which is regularly harvested by the local community.

Consultation and Siting

There was concern raised regarding the quality of consultation as many felt that it failed to offer local people the option of siting of the new library, and there were views as to where best a new library might be located within the heart of Camberwell.

It was considered that this was not effective consultation and that there are better sites around, including the reuse of existing vacant buildings. The proposed library encloses and removes the only open space square in Camberwell.

The reason that there are no other sites is not good enough and is not a valid reason for why the proposed library should be located at this site, and result in the removal of the orchard. This is the wrong site for the proposed library.

Design

The rectilinear plan form of the building and the triangular part of the building should be visually detached by a continuous glass skylight and glazed entrance. The refuse bin area should be moved to make the eastern corner more attractive. The green roof should be over the entire roof not just the triangular part of the building.

There is an objection to the modern, cold impersonal design which has absolutely no context and meaning with its neighbours.

Drainage and Services

The new building will place additional pressure on the sewerage system from the toilets and washing facilities, and the water management system requires further investigation.

The exact location of gas utilities and other services also needs to be known.

Noise

The noise assessment can only be said to be based on guess work as much of the assessment and readings are taken from another site.

Transport

There is lack of cohesion within the plan as there is no mention of cycle parking and so it is assumed that there will be no cycle parking.

The servicing parking space with its lowered pavement will be used as a car parking space and use as pavement will be lost.

New Library

Whilst the above concerns have been raised by objectors, many support the principle of providing a new library as it is a desperately needed resource.

Support

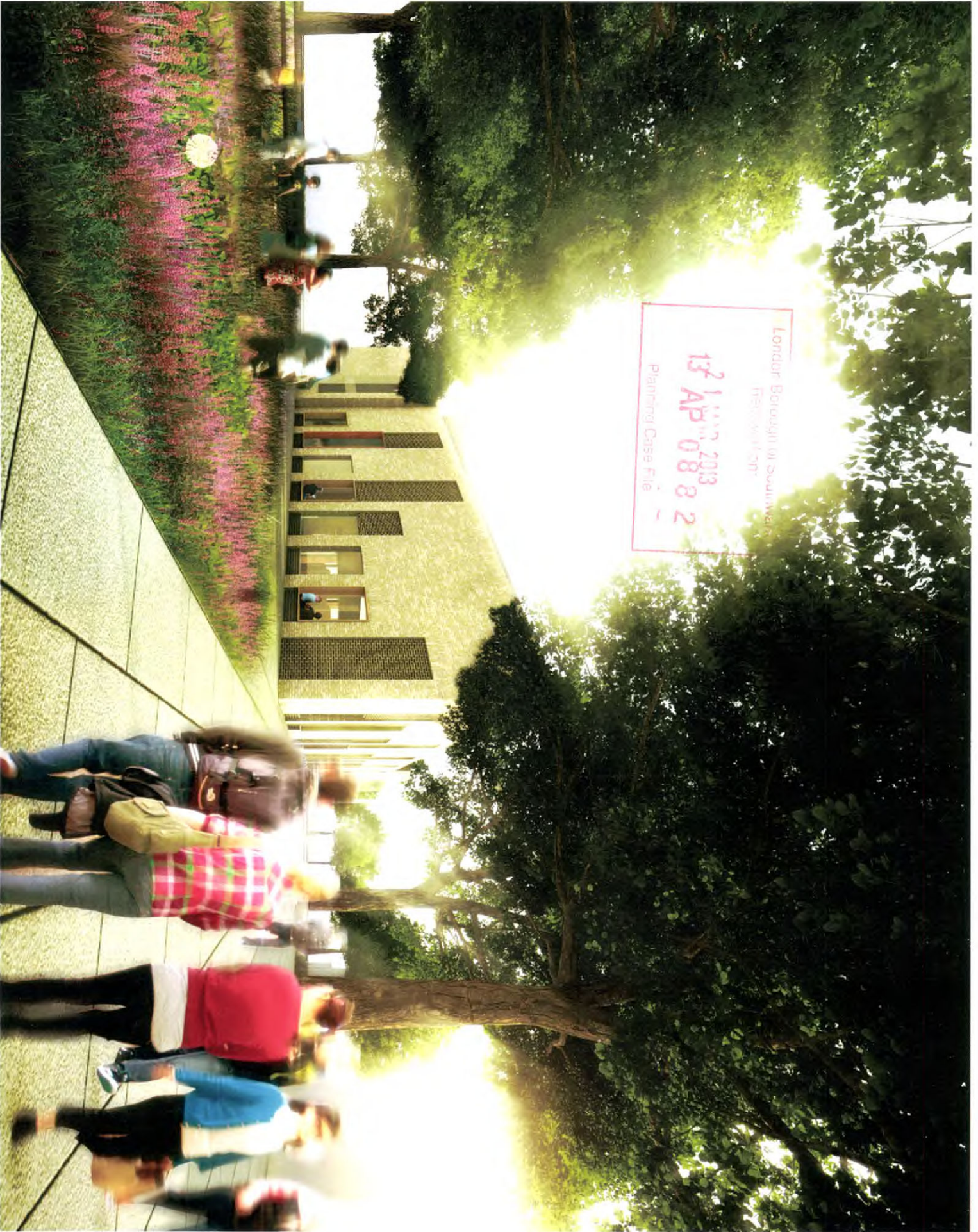
A letter of support was received from the following which is summarised below:

The Camberwell Society

Supports the scheme as the design is a discreet and understated solution which engages with the Green. The orchard is removed but the retention of trees and landscaping allow good use of the public space.

London Borough of Southwark
Received on:
21 MAR 2013
13 AP 08 8 2
Planning Case File





London Council - Southwark
Received on
21 MAR 2013
13 AP 08 3 2
Planning Case File

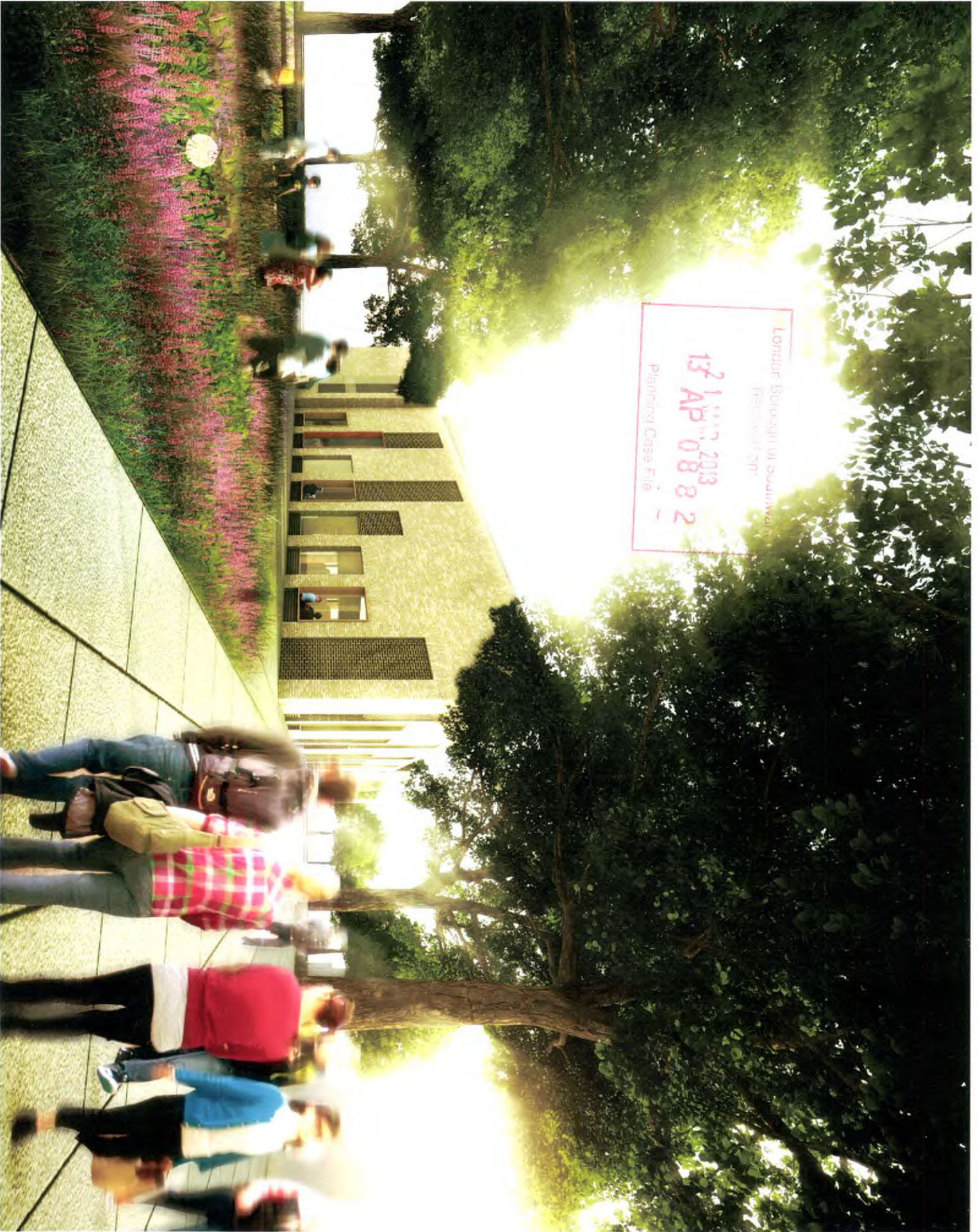




London Borough of Sutton
Received on:
21 MAR 2013
13 AP 08 8 2
Planning Case File



London Borough of Southwark
Received on:
21 MAR 2013
13 AP 08 8 2
Planning Case File



London Council - Southwark
Received on
21 MAR 2013
13 AP 08 32
Planning Case File





London Borough of Sutton
Received on:
21 MAR 2013
13 AP 08 8 2
Planning Case File

RECOMMENDATION LDD MONITORING FORM REQUIRED

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	Mr N. Donald 4 Futures	Reg. Number	13/AP/0882
Application Type	Full Planning Permission	Case Number	TP/2027-A
Recommendation	Grant permission		

Draft of Decision Notice

Planning Permission was GRANTED for the following development:

Construction of a new two storey library building comprising, adult library, children's library, study area and meeting rooms with hard and soft landscaping surrounding.

At: NEW CAMBERWELL LIBRARY VACANT LAND TO D'EYNSFORD ROAD AND CAMBERWELL GREEN SE5

In accordance with application received on 21/03/2013

and Applicant's Drawing Nos. OAH-JMP-G200-001 Rev 00, 1417-JMP-G200-002 Rev 00, 1417-JMP-G200-005 Rev 00, 1417-JMP-G200-006 Rev 00, 1417-JMP-G200-007 Rev 00, 1417-JMP-G200-008 Rev 00, 1417-JMP-G200-0010 Rev 00, 1417-JMP-G200-00100 Rev 01, 1417-JMP-G200-00101 Rev 01, 1417-JMP-G200-00102 Rev 00, 1417-JMP-G200-00200 Rev 00, 1417-JMP-G200-00201 Rev 00, 1417-JMP-G200-00202 Rev 00, 1417-JMP-G200-00203 Rev 00, 1417-JMP-G200-00210 Rev 00, 1417-JMP-G200-00211 Rev 00, 1417-JMP-G200-00212 Rev 01, 1417-JMP-G200-00213 Rev 00, 1417-G710-P100 Rev 2, 1417-G710-P101 Rev 4, 1417-G710-P102 Rev 2, 1417-G710-P103 Rev 1, 1417-G710-P201 Rev 1, 1417-G710-P202 Rev 1

Design and Access Statement
Economic Statement
Transport Statement
Flood Risk Assessment
Statement of Community Involvement
Historic Environmental Assessment
Preliminary Energy Strategy Report
Acoustic Design Report
Arboricultural Report
Ecology and BREEAM Assessment
Outdoor Lighting Report
Report on a Ground Investigation
Phase 1 Preliminary Risk Assessment
Camberwell Library Construction Management Plan
Camberwell Library Site Waste Management Plan
Foul Sewage Assessment
Utilities Assessment
3 x CGI Images

Reasons for granting permission.

The planning application accords with the provisions of the development plan, and in particular with the relevant policies of the Core Strategy (2011), Southwark Plan (2007) and the London Plan (2011) as listed below. The planning application is also considered acceptable in the light of the provisions of the National Planning Policy Framework. This planning application was considered with regard to various policies, but not exclusively:

Strategic policies of the Core Strategy 2011

Strategic Policy 1 – Sustainable development requires development to improve the places we live and work in and enable a better quality of life for Southwark's diverse population.

Strategic Policy 2 – Sustainable transport states that we will encourage walking, cycling and the use of public transport rather than travel by car.

Strategic Policy 4 - Places for learning, enjoyment and healthy lifestyles seeks to ensure that there will be a wide range of well used community facilities that provide spaces for many different communities and activities in accessible areas.

Strategic Policy 12 – Design and conservation requires development 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.

Strategic Policy 13 – High environmental standards requires development to respect the limit's of the planet's natural resources, reduce pollution and damage to the environment, and help us adapt to climate change.

Saved policies of the Southwark Plan 2007

Policy 1.7 'Development within Town and Local Centres' seeks to ensure that most new development for retail and other town centre uses are accommodated within existing town and local centres. Within the centres, developments providing a range of uses will be permitted providing a defined set of criteria is met.

Policy 2.2 'Provision of new community facilities' states that permission will be granted for new community facilities provided that provision is made for use by all members of the community, subject to assessment of impacts on amenity and in relation to transport impacts.

Policy 3.1 "Environmental effects" seeks to ensure there will be no material adverse effect on the environment and quality of life resulting from new development.

Policy 3.2 "Protection of amenity" protects against the loss of amenity, including disturbance from noise, to present and future occupiers in the surrounding area or on the application site.

Policy 3.4 "Energy efficiency" states that development should be designed to maximise energy efficiency and to minimise and reduce energy consumption and CO2 emissions.

Policy 3.7 "Waste reduction" states that all developments are required to ensure adequate provision of recycling, composting, and residual waste disposal, collection and storage facilities as well as demonstrate how the waste management hierarchy will be applied during construction and after the development is completed.

Policy 3.9 'Water' seeks to ensure that all developments should incorporate measures to reduce the demand for water, recycle grey water and rainwater, and address surface run off issues, and have regard to prevention of increase in flooding and water pollution.

Policy 3.11 "Efficient use of land" states that all developments should ensure that they maximise the efficient use of land.

Policy 3.12 "Quality in design" requires new development to achieve a high quality of architectural and urban design.

Policy 3.13 "Urban design" seeks to ensure that principles of good urban design are taken into account in all developments.

Policy 3.14 "Designing out crime" states that developments, in both the private and public realm, should be designed to improve community safety and crime prevention.

Policy 3.15 'Conservation of the Historic Environment' requires development to preserve or enhance the special interest or historic character or appearance of buildings or areas of historical or architectural significance.

Policy 3.16 'Conservation areas' states that there will be a general presumption in favour of retaining buildings that contribute positively to the character and appearance of the conservation area and notes that consent will be granted for schemes in conservation areas provided that they meet specified criteria in relation to conservation area appraisals and other guidance, design and materials.

Policy 3.18 'Setting of Listed Buildings Conservation Areas and World Heritage Sites' advises that permission will not be granted for developments that would not preserve or enhance the immediate views and/or wider settings of a listed building, conservation area or world heritage site.

Policy 3.28 "Biodiversity" states that the LPA will take biodiversity into account in its determination of all planning applications and will encourage the inclusion in developments of features which enhance biodiversity.

Policy 5.2 "Transport impacts" states that planning permission will be granted for development unless there is an adverse impact on transport networks, and/or adequate provision has not be made for servicing, circulation and access to and from the site, and/or consideration has not been given to impacts on the Transport for London road network.

Policy 5.3 "Walking and cycling" advises that planning permission will be granted for development provided there is

adequate provision for pedestrians and cyclists within the development and where practicable within the surrounding area.

Policy 5.6 "Car parking" states that all developments requiring car parking should minimise the number of spaces provided.

Policies of the London Plan 2011

Policy 2.15 "Town Centres" advises that development proposals should sustain and enhance the vitality and viability of the centre.

Policy 3.9 "Mixed And Balanced Communities" requires a more balanced mix of tenures in London, particularly in some neighbourhoods where social renting predominates and there are concentrations of deprivation.

Policy 4.7 "Retail And Town Centre Development" seeks to ensure that certain principles are applied in assessing planning decisions on proposed retail and town centre development, including that the scale of retail, commercial, culture, and leisure development is related to the size, role and function of a town centre and its catchment.

Policy 5.1 "Climate Change Mitigation" sets out the Mayor's requirements for an overall reduction in London's carbon dioxide emissions of 60% by 2025.

Policy 5.2 "Minimising Carbon Emissions" requires development proposals to make the fullest contribution to minimising carbon dioxide emissions in accordance with the Mayor's energy hierarchy.

Policy 5.3 "Sustainable Design And Construction" states that development should demonstrate that sustainable design standards are integral to the proposal, including its construction and operation, and ensure that they are considered at the beginning of the design process.

Policy 5.7 "Renewable Energy" sets out that major development proposals should provide a reduction in expected carbon dioxide emissions through the use of on-site renewable energy generation.

Policy 5.11 "Green roofs And Development Site Environs" states that major development proposals should be designed to include roof, wall and site planting, especially green roofs and walls where feasible.

Policy 5.13 "Sustainable Drainage" states that development should utilise sustainable urban drainage systems (SUDS) and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

Policy 6.9 "Cycling" supports the increase in cycling in London.

Policy 6.10 "Walking" supports the increase in walking in London.

Policy 7.2 "An Inclusive Environment" requires all new development to achieve the highest standards of accessible and inclusive design.

Policy 7.3 "Designing Out Crime" seeks to create safe, secure and appropriately accessible environments.

Policy 7.6 "Architecture" that architecture should make a positive contribution to a coherent public realm, streetscape and wider cityscape. It should incorporate the highest quality materials and design appropriate to its context.

Policy 7.8 "Heritage Assets And Archaeology" states that development affecting heritage assets and their settings should conserve their significance by being sympathetic to their form, scale, materials and architectural detail.

Policy 7.19 "Biodiversity And Access To Nature" states that development proposals should make a positive contribution to the protection, enhancement, creation, and management of biodiversity.

Policy 7.21 "Trees And Woodlands" states that existing trees of value should be retained and any loss as the result of development should be replaced following the principle of 'right place right tree'. Wherever appropriate, the planting of additional trees should be included in new developments, particularly large-canopied trees.

National Planning Policy Framework

Section 2: Ensuring the vitality of town centres

Section 4: Promoting sustainable development

Section 7: Requiring good design

Section 8: Promoting healthy communities

Section 10: Meeting the challenge of climate change, flooding and coastal change

Section 11: Conserving and enhancing the natural environment

Section 12: Conserving and enhancing the historic environment

Regard was had to the principle of the proposed redevelopment of the application site taking account of its location and the need for regeneration within the area and the fact that the site is not subject to a designation which prevents development. The proposal presents the opportunity to fulfil important regeneration aspirations of the area, providing a much enhanced library building / service, whilst improving the public realm surrounding the site.

It is considered that the proposed development will benefit the community given that the significant benefits of the scheme outweigh any harm caused. The proposed development is in overall conformity with the development plan and that the scheme is acceptable subject to the imposition of appropriate conditions. The proposal was therefore granted planning permission subject to conditions.

Subject to the following condition:

- 1 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

- 2 The development hereby permitted shall not be carried out otherwise than in accordance with the following approved plans: 1417-JMP-G200-0010 Rev 00, 1417-JMP-G200-00100 Rev 01, 1417-JMP-G200-00101 Rev 01, 1417-JMP-G200-00102 Rev 00, 1417-JMP-G200-00200 Rev 00, 1417-JMP-G200-00201 Rev 00, 1417-JMP-G200-00202 Rev 00, 1417-JMP-G200-00203 Rev 00, 1417-JMP-G200-00210 Rev 00, 1417-JMP-G200-00211 Rev 00, 1417-JMP-G200-00212 Rev 01, 1417-JMP-G200-00213 Rev 00, 1417-G710-P100 Rev 2, 1417-G710-P101 Rev 4, 1417-G710-P102 Rev 2, 1417-G710-P103 Rev 1, 1417-G710-P201 Rev 1, 1417-G710-P202 Rev 1.

Reason:

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

- 3 1m x 1m sample panels of all proposed brickwork including mortar colour and finishes as well as samples of all their external facing materials including balconies, doors and windows, to be used in the carrying out of this permission shall be presented on site and approved in writing by the Local Planning Authority before above-grade works in connection with this permission is carried out; the development shall not be carried out otherwise than in accordance with any such approval given. These samples must demonstrate how the proposal makes a contextual response in terms of materials to be used.

Reason:

In order that the Local Planning Authority may be satisfied as to the design and details in accordance with Policy SP12, Design & Conservation of the Core Strategy 2011 and saved policies: 3.12 Quality in Design; 3.13 Urban Design; of The Southwark Plan (2007).

- 4 1:5/10 section detail-drawings through:

- the facades;
- double-height entrance;
- parapets;
- roof lights;
- roof edges; and
- heads, cills and jambs of all openings;

to be used in the carrying out of this permission shall be submitted to and approved in writing by the Local Planning Authority before above-grade works in connection with this permission is carried out; 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 design and details in the interest of the special architectural or historic qualities of the listed building in accordance with Policy SP12, Design & Conservation of the Core Strategy 2011 and saved policies: 3.12 Quality in Design; 3.13 Urban Design; of The Southwark Plan (2007).

- 5 Before any above grade work hereby authorised begins, detailed drawings scale 1:50 and 1:10 of the soft landscaping showing the layouts, planting schedules, types of plants (the landscape planting should contain a minimum of 30% of native plants), materials and edge details to be used in the carrying out of this permission including detailed maintenance plan for the landscaping shall be submitted to and approved by the Local Planning Authority prior to occupation of the building in connection with this permission; the development shall not be carried out otherwise than in accordance with any such approval given. 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 similar size and species in the first suitable planting season.

Reason:

In order that the Local Planning Authority may be satisfied as to the design and details in the interest of the special architectural qualities of the existing building and the public spaces around it in accordance with strategic policies 11 'Open spaces and wildlife' and 13 'High environmental standards' of the Core Strategy (2011) and saved policies: 3.12 Quality in Design, 3.13 Urban Design; and 3.28 'Biodiversity' of The Southwark Plan (2007).

- 6 Before any above grade work hereby authorised begins, detailed drawings scale 1:50 of the hard landscaping scheme showing the treatment of all parts of the site not covered by buildings (including surfacing materials of any parking, access, or pathways layouts, materials and edge details and material samples of hard landscaping), 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.

Reason:

To ensure the proposed development will preserve and enhance the visual amenities of the locality and is designed to be adoptable by the Highways Department, in accordance with strategic policies 2 'Sustainable Transport', 12 'Design and conservation' and 13 'High environmental standards' of the Core Strategy (2011) and saved policies 3.2 'Protection of amenity', 3.12 'Quality in design', 3.13 'Urban design' of the Southwark Plan (2007).

- 7 Details of bird and bat nesting boxes / bricks shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site.

No less than 2 nesting boxes and 4 bat bricks or 3 bat tubes shall be provided and the details shall include the exact location, specification and design of the habitats. The boxes / bricks shall be installed with the development prior to the first occupation of the building to which they form part or the first use of the space in which they are contained.

The nesting boxes / bricks shall be installed strictly in accordance with the details so approved, shall be maintained as such thereafter.

Reason:

To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in accordance with policies: 3D.14; and 4A.3; of the London Plan 2008, Policy 3.28 of the Southwark Plan and Strategic Policy 11 of the Southwark Core strategy.

- 8 Notwithstanding the extent of the green roof shown on drawing number 1417-JMP-G200-102, details of the green roofs on both roof areas shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The biodiversity green roofs shall be:
- biodiversity based with extensive substrate base (depth 80-150mm);
 - laid out in accordance with plan in page 35 of the D & A statement and hereby approved; and
 - planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works (focused on wildflower planting, and no more than a maximum of 25% sedum coverage).

The green roof shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency.

The green roof shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

Discharge of this condition is in two parts. Partial discharge will be granted on receiving the details of the green roofs and Southwark Council agreeing the submitted plans. Full discharge will be granted once the green roofs are completed in full in accordance to the agreed plans. The developer should contact the Local Planning Authority once completed so we can inspect the roof and record the habitat created.

Reason:

To ensure the development provides the maximum possible provision towards creation of habitats and

valuable areas for biodiversity in accordance with saved policy 3.28 'Biodiversity' of the Southwark Plan (2007) and Strategic Policy 11 'Open Spaces and Wildlife' of the Core Strategy.

- 9 Before any work hereby authorised begins, the applicant shall submit a written scheme of investigation for a programme of archaeological recording, which shall be approved in writing by the Local Planning Authority and implemented and shall not be carried out other than in accordance with any such approval given.

Reason:

In order that the details of the programme of archaeological recording works are suitable with regard to the impacts of the proposed development and the nature and extent of archaeological remains on site in accordance with Chapter 12, paragraph 141 of the National Planning Policy Framework, policy 12 of the Core Strategy 2011 and saved policy 3.19 of the Southwark Plan 2007.

- 10 Within six months of the completion of archaeological site works, an assessment report detailing the proposals for post-excavation works, publication of the site and preparation of the archive shall be submitted to and approved in writing by the Local Planning Authority and that the works detailed in this assessment report shall not be carried out otherwise than in accordance with any such approval given.

Reason:

In order that the archaeological interests of the site are secured with regard to the details of the post-excavation works, publication and archiving to ensure the preservation of archaeological remains by record in accordance with Chapter 12, paragraph 141 of the National Planning Policy Framework, policy 12 of the Core Strategy 2011 and saved policy 3.19 of the Southwark Plan 2007.

- 11 Prior to the commencement of the authorised use, an acoustic report detailing the rated noise level from any plant, together with any associated ducting (which shall be 10 dB(A) or more below the measured L_{A90} level at the nearest noise sensitive premises shall be submitted to and approved in writing by the Local Planning Authority. The method of assessment is to be carried in accordance with BS4142:1997 'Rating industrial noise affecting mixed residential and industrial areas'. The plant and equipment shall be installed and constructed in accordance with any such approval given and shall be permanently maintained thereafter and the development shall not be carried out otherwise than in accordance with any such approval given.

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 2012, Strategic Policy 13 High Environmental Standards of the Core Strategy 2011 and Saved Policy 3.2 Protection of Amenity of the Southwark Plan (2007).

- 12 A detailed remediation strategy 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 shall be prepared and submitted to the Local Planning Authority for approval in writing. This strategy shall relate specifically to SAS Ltd reports and the 'Ground conditions / Contamination Statement' submitted as part of the application. The scheme shall ensure that the site would not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. The approved remediation scheme shall be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority shall be given two weeks written notification of commencement of the remediation scheme works.

Following the completion of the measures identified in the approved remediation strategy, a verification report providing evidence that all work required by the remediation strategy has been completed shall be submitted to and approved in writing by the Local Planning Authority.

In the event that contamination is found at any time when carrying out the approved development that was not previously identified, it shall be reported in writing immediately to the Local Planning Authority, and a scheme of investigation and risk assessment, a remediation strategy and verification report (if required) shall be submitted to the Local Planning Authority for approval in writing, in accordance with a-c above.

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 offsite 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 2012.

- 13 Prior to works commencing on site, details of the means by which any existing trees are to be protected from damage by vehicles, stored or stacked building supplies, waste or other materials, and building plant or other equipment shall be submitted to and approved in writing by the Local Planning Authority, and the protective measures shall be installed and retained throughout the period of the works in accordance with any such approval given and protective fencing must not be moved or removed without the explicit written permission of the Local Authority Arboriculturalist. Within the protected area, no fires may be lit, no materials may be stacked or stored, no cement mixers or generators may be used, no contractor access whatsoever is permitted without the explicit written permission of the Local Authority Arboriculturalist under the supervision of the developer's appointed Arboriculturalist. Within the protected area, any excavation must be dug by hand and any roots found to be greater than 25mm in diameter must be retained and worked around.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard [3998 (Tree Work)].

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the

Reason:

To ensure the protection of the existing trees in accordance with Strategic Policy 11 'Open spaces and wildlife' of The Core Strategy 2011 and Saved Policies 3.2 'Protection of Amenity' and 3.28 'Biodiversity' of The Southwark Plan 2007.

- 14 Prior to the occupation of the building, details of security surveillance equipment of external areas surrounding the building shall be submitted to and approved in writing by the Local Planning Authority before any such security equipment is installed. The development shall not be carried out otherwise in accordance with any such approval given.

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 safety and security of persons using the area and the amenity and privacy of adjoining occupiers in accordance with 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.

- 15 The development shall not commence until details of a Construction Management Plan has been submitted to, and approved in writing by the Local Planning Authority. The development shall thereafter be undertaken in strict accordance with the approved Construction Management Plan.

Reason:

To ensure that occupiers of neighbouring premises do not suffer a loss of amenity by reason of construction disturbance or other nuisance, and to ensure that there is no impact on the transportation network in accordance with saved policies 3.2 'Protection of Amenity' and 5.2 'Transport impacts' of The Southwark Plan [UDP] 2007 and strategic policies 2 'Sustainable Transport' and 13 'High Environmental Standards' of the Core Strategy 2011.

- 16 Development shall not begin until details of a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is occupied.

Reason:

To attenuate surface water flows and prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site, in accordance with saved policies 3.2 'Protection of amenity' and 3.9 'Water' of the Southwark Plan 2007 and strategic policy 13 'High Environmental Standards' of the Core Strategy 2011.

- 17 Before the first occupation of the building the cycle storage facilities hereby approved shall be provided and thereafter such facilities 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:

To ensure that satisfactory safe and secure bicycle parking is provided and retained for the benefit of the users and occupiers of the building in order to encourage the use of alternative means of transport and to reduce reliance on the use of the private car in accordance with Saved Policy 5.3 Walking and Cycling of the Southwark Plan 2007 and Strategic Policy 2 Sustainable Transport of the Core Strategy 2011.

- 18 Before the first occupation of the building hereby permitted, the refuse storage arrangements shown shall be provided and made available for use by the occupiers of the premises and the facilities provided 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 Saved Policies 3.2 Protection of Amenity and Policy 3.7 Waste Reduction of The Southwark Plan 2007 and Strategic Policy 13 High Environmental Standards of the Core Strategy 2011.

Statement of positive and proactive action in dealing with the application

The Council has published its development plan and core strategy on its website together with advice about how applications are considered and the information that needs to be submitted to ensure timely consideration of an application. Applicants are advised that planning law requires applications to be determined in accordance with the development plan unless material considerations indicate otherwise.

Informatives

- 1 Prior to the commencement of works you are advised that you must enter into an agreement with the Council if it is intended that the areas serving the development will be adopted by the Council, and/or you are proposing to do works in the adopted highway. Please contact the Highways department in this respect.
- 2 The applicant is advised in respect of condition 7 that discharge of this condition will be in two parts. Partial discharge will be granted on receiving the details of the nest/roost features and mapped locations and Southwark Council agreeing the submitted plans. Full discharge will be granted once the nest/roost features are installed in full in accordance to the agreed plans. The developer should contact the Local Planning Authority once completed so we can inspect the nest/roost features and record the locations for monitoring purposes.

—

Item No. 7.	Classification: Open	Date: 4 June 2013	Meeting Name: Planning Committee
Report title:		Draft revised Canada Water area action plan (AAP)	
Ward(s) or groups affected:		Surrey Docks, Rotherhithe	
From:		Planning Policy Manager	

RECOMMENDATIONS

- 1 That planning committee comments on the draft revised Canada Water area action plan (Appendix A) which is currently available for public consultation in accordance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (“the Regulations”).

BACKGROUND INFORMATION

- 2 In March 2012 the council adopted the Canada Water area action plan (AAP). The purpose of the AAP is to help shape the regeneration of Canada Water. Like the Core Strategy (2011) it is a spatial plan which provides a vision, objectives and policies designed to help manage development and growth at Canada Water. It is a development plan and alongside the Core Strategy and saved Southwark Plan policies, it is used as the basis for determining planning applications in the area. As part of the development plan, the AAP must be consistent with the Core Strategy and in general conformity with the London Plan (2011).
- 3 Work on the AAP commenced in 2007 and its adoption followed four rounds of public consultation, as well as an examination-in-public (EIP) in which members of the public, developers and other stakeholders were able to set out their views to an independent planning inspector. The inspector found the AAP to be “sound”, subject to a number of amendments.
- 4 In August 2011, the Daily Mail which occupies the Harmsworth Quays printworks confirmed that it would be relocating its printing operations to a site in Essex. Because the Daily Mail had previously indicated that it would be staying at Harmsworth Quays, the adopted AAP is predicated on the printworks remaining in situ. However, the availability of Harmsworth Quays generates a number of opportunities. It is a strategic site in the core of the action area and its availability opens a significant opportunity for redevelopment. It also helps unlock development opportunities on adjacent sites, particularly the Surrey Quays Leisure Park, Site E on Surrey Quays Road and the Mulberry Business Park. At the EIP the council committed to undertaking a review of the AAP to put in place policy to guide a redevelopment of Harmsworth Quays and the adjacent sites. The inspector agreed with the council that any review of the AAP could take place within the scope of the vision and objectives set out in the adopted AAP. However, amendments to the plan should address the land uses and quantum of development, the infrastructure required to support additional development, pedestrian and cycle connectivity and urban design, including the building heights strategy.

- 5 The review of the AAP is being carried out in several stages, comprising of the following:
- i. Stage 1 – consultation on a sustainability appraisal scoping report carried out over five weeks from 31 October 2012
 - ii. Stage 2 – informal consultation on the revisions to the AAP which took place over quarter three and quarter four 2012/13
 - iii. Stage 3 (the current stage) – consultation on a draft revised Canada Water AAP
 - iv. Stage 4 – consideration of comments on the draft CWAAP and preparation of the final revised plan for publication in the autumn
 - v. Stage 5 – Invitation of representations on the final plan and subsequent submission to the Planning Inspectorate for an examination-in-public
 - vi. Stage 6 – Adoption of the final revised CWAAP as part of Southwark’s local plan in summer 2014.
- 6 The draft revised AAP has been subject to a sustainability appraisal (SA) which takes into account comments made on the SA scoping report, an equalities analysis and an appropriate assessment to screen any impacts on EU protected wildlife habitats.
- 7 The draft revised AAP was approved for public consultation at cabinet on 14 May 2013. It will be available for consultation until 30 July 2013. The comments of planning committee will be considered in finalising the publication/submission version of the AAP.

CONSULTATION

- 8 The council consulted extensively in preparing the adopted Canada Water AAP. Formal consultation was undertaken on an issues and options report, a preferred options report, the publication AAP and further alterations to the publication AAP. Because a significant amount of consultation has already taken place and because the vision and objectives of the AAP are already established, the council did not consider it necessary to reconsult on an issues and options report in revising the AAP. Instead, the council has carried out informal consultation which has informed the draft revised AAP.
- 9 On 17 November 2012 the council held a public consultation event at Alfred Salter school which aimed to provide a forum in which the public and other stakeholders could have their say on the future of Harmsworth Quays and the adjacent sites. The event was advertised on the council’s website and invitations were sent to 400 groups and individuals on the Planning Policy database and around 400 contacts on the Bermondsey and Rotherhithe community council mailing list. In all, 46 people attended. Two workshops were held at the event: the first involved a facilitated discussion around four themes and the second involved playing a scenario game. The key messages which emerged from the event were that:
- There is strong support for a university campus which could generate jobs, bring daytime activity to the town centre and raise the area’s profile.
 - There was also support for other employment generating uses such as office and business uses, shops and community facilities which contribute to the town centre.
 - There should be a green link connecting the Canada Water basin with the planned connection to Russia Dock Woodland though the Quebec

Industrial Estate.

- There was support for straightening Surrey Quays Road to provide an attractive link to the cinema and leisure facilities and Greenland Dock.
 - Building heights should be lower on the periphery of the sites adjacent to Redriff Road and Quebec Way. There is scope for more intensive development away from existing residential areas.
 - Views on tall buildings were mixed. Some felt they were appropriate and others not. It is important that the environment around tall buildings is comfortable and not overshadowed or windy.
 - Development should provide affordable housing.
 - Open space would be appropriate and should provide children's play facilities, space for food growing etc.
- 10 In addition to this event, letters were sent to all the TRAs in the area, inviting people to submit their views on the future of Harmsworth Quays and indicating that officers would be happy to attend meetings to discuss, if requested.
- 11 Between 31 October 2012 and 4 December 2012 the council consulted formally on the sustainability appraisal scoping report. The key comments made on this report were:
- Reference should be made to the following documents in the SA: English Heritage's Guidance on the Environmental Assessment, Sustainability Appraisal and the Historic Environment (2010); National Flood and Coast Erosion Management Strategy (July 2011); London River Restoration Action Plan (LRRAP) (English Heritage and the Environment Agency).
 - The final SA needs to take surface water flooding, land contamination and waste handling into account.
 - The approach is supported and the level of detail is appropriate.
- 12 The comments made during the informal consultation period and on the scoping report have informed the draft revised AAP. The draft revised AAP is a formal stage of consultation (Regulation 18 consultation).

KEY ISSUES FOR CONSIDERATION

- 13 The availability for Harmsworth Quays for development generates a number of opportunities both on that site and on the adjacent sites. These opportunities relate to land uses, supporting infrastructure, pedestrian and cycle connectivity and urban design.
- 14 Land uses: The AAP vision seeks to consolidate Canada Water as a major town centre in the borough's town centre hierarchy through intensification of town centre uses, such as shops, offices, cafes, restaurants, civic and leisure uses. The availability of Harmsworth Quays for development would enable the town centre to expand to the eastern side of Surrey Quays Road. Because of the need to ensure that development across Harmsworth Quays, Site E, Mulberry Business Park and Surrey Quays Leisure Park is coordinated to achieve the right combination of land uses, a network of routes and a coherent urban design, we have drawn these sites together into a single land use allocation, proposals site CW AAP 24 in appendix 5 of the AAP.
- 15 To inform the site allocation for CW AAP 24 the council has undertaken a Non-residential uses study. This study estimated that over the plan period (2011-

2026) there would be demand for at least 5,300sqm of business uses based on current market share, generated mainly by small and medium sized (SME) businesses needing flexible office accommodation. However, the impact of regeneration and provision of complementary uses, such as shops, education and hotels is likely to make the area much more attractive for businesses and substantially increase the scope for the provision of business uses.

- 16 In addition to this general demand for business space, there may also be specific end users which require a much greater amount of space. An example is King's College, London. We are aware that King's College is exploring options to expand its portfolio to meet its need for a range of spaces which include teaching and research space, offices and supporting infrastructure. King's College currently has an option to acquire Mulberry Business Park. New academic and research facilities could make a strong contribution to the mix of activities in the town centre. Such facilities would generate jobs, strengthen the day-time economy and support other town centre uses such as shops and offices. Relocating a faculty or providing a significant amount of academic space could also help boost the town centre's profile.
- 17 Given the amount of retail space in the shopping centre and around the Canada Water basin we do not envisage that this part of the town centre would become a shopping destination. However, there is scope to provide shops, cafes and restaurants which will serve the local population and will also help enliven streets and public spaces. In view of good public transport accessibility and given Canada Water's proximity to central London and Docklands, our evidence base suggests that there could be demand for hotel space at Canada Water.
- 18 Site allocation CW AAP 24 requires development proposals to maximise employment generation and the contribution to the regeneration of the town centre. A range of criteria would be used to assess this policy, including demand for space and financial viability. Residential homes and student homes will be appropriate uses, providing that the maximum employment generation is secured. Student homes can contribute to widening the mix and choice of homes in the area. However, the appropriate level of student housing will depend on the accompanying mix of uses. If a significant number of student homes are proposed, this should be justified by other benefits associated with university campus development. The latter has also been emphasised in a new policy on higher education and student housing which has been inserted into the plan (policy 29a).
- 19 Supporting infrastructure: The adopted AAP recognises that improvements to the surface transport network are required in order to accommodate growth at Canada Water. The AAP provides a strategy to reintroduce two way traffic movement on Lower Road as part a wider set of improvements to the Lower Road gyratory. The council is undertaking a more detailed feasibility study for this project and will use the Rotherhithe Multi Modal Model to retest the growth envisaged on Harmsworth Quays, to ensure that impacts can be addressed.
- 20 With regard to schools, in policy 26 the AAP notes that the council will keep the need to expand existing primary schools under review. There may also be the potential to accommodate new primary schools, including on Harmsworth Quays, depending on the quantum of non-residential uses provided on that site. Anticipated demand for secondary school places would be met by provision of a new school in Bermondsey, approved to open in September 2013 and exploring the possibility of expanding existing secondary schools. The allocation of

Rotherhithe Primary School for a new secondary school is deleted.

- 21 Funding is committed in the council's capital programme to refurbish the Seven Islands Leisure Centre. The revised AAP policy 12 suggests that this could be used to extend the life of the Seven Islands by up to 10 years. In the long term however, there is an opportunity to provide a new leisure centre in the town centre.
- 22 Pedestrian and cycle connectivity: A key aspiration of the AAP is to ensure that the town centre is well connected to the rest of Rotherhithe through a network of pedestrian and cycle routes. The new site allocation for Harmsworth Quays and the adjacent sites provides indicative routes.
- 23 Urban design: The site allocation for Harmsworth Quays emphasises the desirability of creating a network of streets and spaces that have a town centre and urban feel and which are not dominated by cars. At the EIP, the council recognised that the tall building strategy should be reviewed and the inspector concurred with this in his recommendation. The revised AAP maintains the guidance in the adopted AAP that building heights in the core area should generally be between 4 and 8 storeys. While these general heights should be maintained, the approach to tall buildings has been revised.
- 24 The availability of Harmsworth Quays for development, the scope expand the centre eastwards and bring in new land uses, such as business and higher education, provide an opportunity to rethink the approach to town centre development. Currently the footprint of the existing large sheds in the centre make it difficult to move around the area. With the exception of the plaza outside the library the public realm is uninspiring and offers little to residents, visitors or shoppers. A key advantage of tall buildings is that they can utilise much smaller footprints, enabling the creation of more public realm and making it easier for pedestrians to move around. The design policies in the AAP have been revised to make provision of new public realm a crucial element of new development.
- 25 The key to a vibrant and successful town centre is a range of shops, leisure opportunities and businesses which create a destination. Tall buildings can provide a range of uses to help animate the base of the building and contribute to the vibrancy of the centre. They are an important source of capacity and will help deliver the range of non-residential uses which are sought by the AAP vision.
- 26 Policy 17 in the revised AAP states that buildings will be appropriate in important locations in the town centre, where they reinforce the character and function of the centre. In particular, they will help to define the importance of the Canada Water basin and surrounding public spaces as the focal point within the town centre. The policy requires tall buildings which are significantly higher than existing tall buildings in the area (20-25 storeys) to make an exceptional contribution to the regeneration of the area and where feasible, contain a facility accessible to the public which takes advantage of spectacular views from upper floors.
- 27 Since adopting the AAP in March 2012, the council has also adopted its Open Space Strategy (2013). In accordance with this strategy, three additional spaces are proposed for designation as "other open space"; Cumberland Wharf, Neptune Street park and Surrey Docks Adventure Playground. In addition to this, it is also proposed that the former nursery is designated as metropolitan open land. Together with Southwark Park, the former nursery is part of a clearly

distinguishable break in the built environment which would justify extending the MOL designation over the site.

- 28 In his report on the adopted AAP, the inspector noted the lack of allotments and food growing spaces in the area. The open spaces policy has been amended to state that new development will be expected to provide opportunities for food growing. It is not envisaged that a significant new open space would be provided on Harmsworth Quays, given the proximity of Russia Dock Woodland and Southwark Park. However some provision would be made to provide play facilities, informal recreation, food growing, etc. The guidance states that a green link connecting Canada Water basin and Russia Dock Woodland should be incorporated.
- 29 Factual updates: A number of minor amendments have also been made in the revised AAP to reflect factual changes, changes in policy (e.g. the fact that CIL can be used to fund infrastructure required to support growth, rather than s106 planning obligations) and progress in developments which have been completed, are under construction or are the subject of new planning applications.
- 30 The council will consider all representations made on the draft revised plan and take these into account in preparing the final version of the plan, which will be published for consultation in the autumn.

Community Impact Statement

Equalities Analysis

- 31 In preparing the adopted AAP (2012), the council completed equalities impact assessment (EqIA) report. This highlighted the AAP would have a number of beneficial impacts for all members of the community, including new job opportunities, more homes, improved community facilities and more opportunities for walking, cycling and using public transport. The EqIA has been updated to reflect the preferred option for Harmsworth Quays. Site allocation CW AAP 24 would have a broadly positive impact on people with protected characteristics as it would encourage new uses on the site which would provide jobs and increase the activity in the town centre as well as providing opportunities for new public spaces and routes through the area which would make it more accessible to all. It also has the potential to provide more new homes, potentially including some student homes. In preparing the final revised AAP, we will review the equalities analysis again to make sure we have taken all the impacts into account and used this information to shape the approach.

Sustainability Appraisal

- 32 The adopted Canada Water AAP was accompanied by a detailed sustainability appraisal that informed the development of the final strategy and policies. The AAP had an overall positive impact on all the sustainability indicators, although some issues were identified around the possibility of new development increasing the risk of climate change, waste and flooding. The SA has been updated to take the changes to the AAP into account and assess their impact. Overall, the preferred option for CW AAP 24 and the other policies which have been changed as a result of this site coming forward for redevelopment, have a positive effect on the sustainability indicators. In particular, SDO 1 To tackle poverty and encourage wealth creation and SDO 5 To promote social inclusion, equality, diversity and community cohesion scored very well overall. This is due

to the positive impacts of providing more new homes, attracting new business and investment which will increase the number of jobs in the area as well as providing an improved landscape and townscape. The findings of the SA and any consultation comments will be used to develop the updated AAP and refine our approach before the next stage of consultation.

BACKGROUND DOCUMENTS

Background paper	Held at	Contact
Canada Water area action plan (2012) (available on the website: http://www.southwark.gov.uk/downloads/download/7125/adopted_canada_water_aap)	160 Tooley Street, London SE1 2QH	Sandra Warren 0207 525 5471
Core strategy (2011) (available on the website: http://www.southwark.gov.uk/downloads/download/5823/adopted_core_strategy)	160 Tooley Street, London SE1 2QH	Sandra Warren 0207 525 5471
Sustainability appraisal (available on the website: http://www.southwark.gov.uk/downloads/download/3228/canada_water_area_action_plan_review)	160 Tooley Street, London SE1 2QH	Sandra Warren 0207 525 5471
Equalities Analysis (available on the website: http://www.southwark.gov.uk/downloads/download/3228/canada_water_area_action_plan_review)	160 Tooley Street, London SE1 2QH	Sandra Warren 0207 525 5471
Consultation Plan (available on the website: http://www.southwark.gov.uk/downloads/download/3228/canada_water_area_action_plan_review)	160 Tooley Street, London SE1 2QH	Sandra Warren 0207 525 5471
Appropriate assessment (available on the website: http://www.southwark.gov.uk/downloads/download/3228/canada_water_area_action_plan_review)	160 Tooley Street, London SE1 2QH	Sandra Warren 0207 525 5471

APPENDICES

No.	Title
Appendix A	Draft revised Canada Water area action plan

AUDIT TRAIL

Lead officer	Juliet Seymour, Planning policy manager	
Report Author	Tim Cutts, Team Leader, Planning Policy	
Version	Final	
Dated	22 May 2013	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments sought	Comments included
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team		23 May 2013

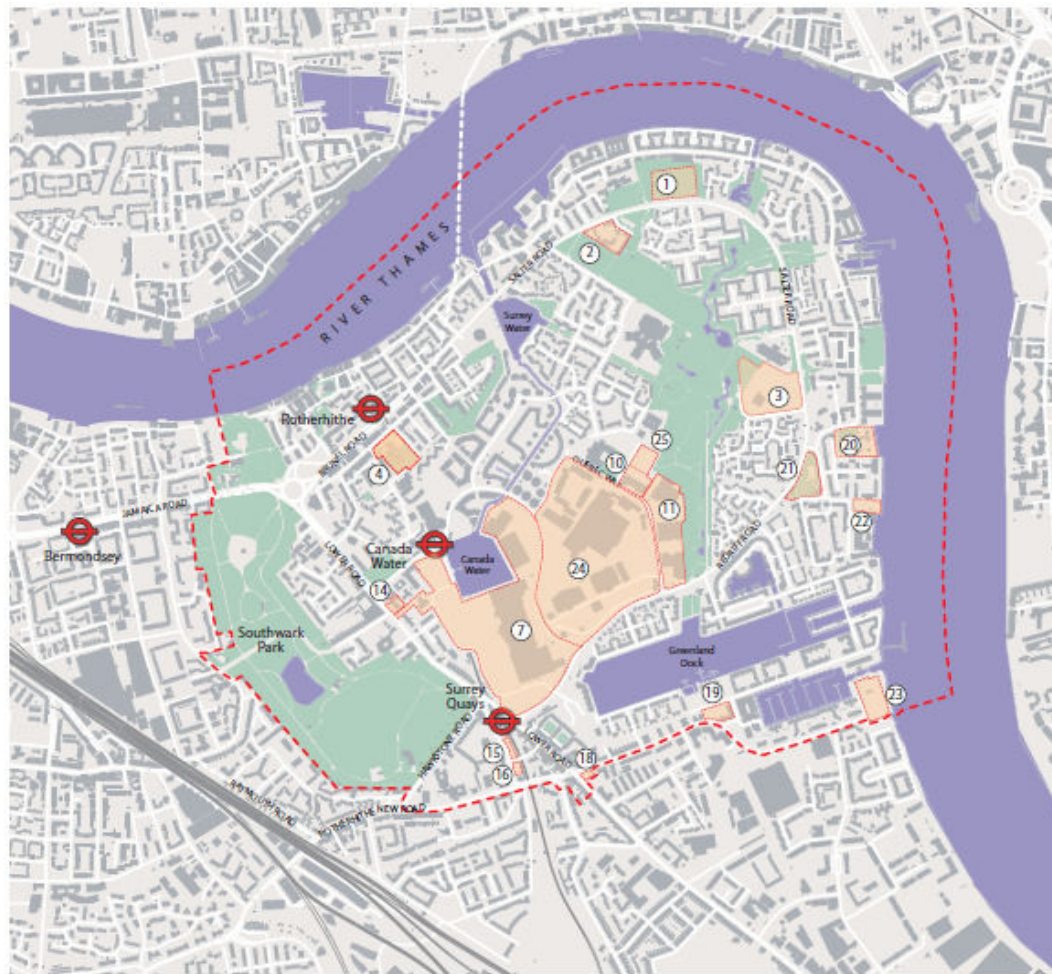


Draft Revised Canada Water Area Action Plan

No.	Title
Appendix A	Draft revised Canada Water area action plan (available with the report)

April 2013

Proposals sites referred to in the AAP



Proposal Sites
 Wider AAP Area

- | | |
|--|---|
| 1. St Pauls Sports Ground (CWAAP 1) | 14. Rotherhithe Police Station (CWAAP 14) |
| 2. Land adjacent to Surrey Docks Stadium (CW AAP 2) | 15. 23 Rotherhithe Old Road (CWAAP15) |
| 3. Downtown (CW AAP 3) | 16. 41-55 Rotherhithe Old Road (CWAAP 16) |
| 4. Albion Primary School CW AAP 4) | 17. Blank |
| 5. Blank | 18. 247-251 Lower Road (CWAAP 18) |
| 6. Blank | 19. Tavern Quay (East and West) (CWAAP 19) |
| 7. Decathlon site, Surrey Quays Shopping Centre and overflow carpark (CWAAP 7) | 20. Surrey Docks Farm (CWAAP 20) |
| 8. Blank | 21. Dockland Settlement (CWAAP 21) |
| 9. Blank | 22. Odessa Street Youth Club (CWAAP 22) |
| 10. 24-28 Quebec Way (CWAAP 10) | 23. St George's Wharf (CWAAP 23) |
| 11. Quebec Industrial Estate (CWAAP 11) | 24. Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park (CWAAP 24) |
| 12. Blank | 25. Land on Roberts Close (CWAAP 25) |
| 13. Blank | |

Contents

PART 1 INTRODUCTION	5
1.1 What is the Canada Water AAP?	5
1.2 What are we trying to achieve?	5
1.3 What will change?	7
1.4 Other important documents you need to know about	7
1.5 Supporting documents for the Canada Water AAP	9
1.6 Finding your way around the AAP	9
PART 2 CANADA WATER TODAY	10
2.1 Characteristics of the AAP area	10
2.2 Challenges and opportunities	11
2.3 Working with our neighbours	13
PART 3 OUR STRATEGY FOR CANADA WATER	15
3.1 What we are trying to achieve	15
3.2 The themes and objectives (how we will achieve our vision)	17
PART 4 THE POLICIES	19
4.1 Introduction	19
4.2 Shopping: A genuine town centre and local facilities	19
4.3 Transport: improved connections	24
4.4 Leisure: a great place to visit, relax in and have fun	34
4.5 Places: better and safer streets, squares and parks	38
4.6 Providing more and better homes	57
4.7 Enhanced social and economic opportunities	65
PART 5 PLACES AND SITES IN CANADA WATER	72
5.1 Introduction	72
5.2 Places	72
5.3 Proposals sites	77
PART 6 DELIVERING THE AAP	78
6.1 Introduction	78
6.2 Progressing committed developments	78
6.3 Working with partners	79
6.4 Infrastructure plan	80
6.5 S106 Planning obligations and the community infrastructure levy	84
6.6 Regularly reviewing progress	86
6.7 Risk	
PART 7 APPENDICES	88
7.1 Appendix 1: The characteristics of the AAP area	88
7.2 Appendix 2: Swot analysis of the AAP area	
7.3 Appendix 1: Relationship between the AAP, the core strategy, the Southwark Plan and Southwark supplementary planning documents	96
7.4 Appendix 4: Schedule of changes to the Proposals Map	107
7.5 Appendix 2: Monitoring Framework	113
7.6 Appendix 6: Infrastructure projects	119
7.7 Appendix 7: s106 Planning obligations	125
7.8 Appendix 3: Schedule of proposals sites	128

Index of policies

Policy 1: Shopping in the town centre.....	19
Policy 2: Cafes and restaurants in the town centre.....	21
Policy 3: Important shopping parades.....	22
Policy 4: Small scale shops, restaurants and cafes outside the town centre.....	22
Policy 5: Markets.....	23
Policy 6: Walking and cycling.....	24
Policy 7: Public transport.....	27
Policy 8: Vehicular traffic.....	28
Policy 9: Parking for retail and leisure.....	31
Policy 10: Parking for residential development in the Core Area.....	32
Policy 11: Leisure and entertainment.....	34
Policy 12: Sports facilities.....	34
Policy 13: Arts, culture and tourism.....	35
Policy 14: Streets and public spaces.....	38
Policy 15: Building blocks.....	38
Policy 16: Town centre development.....	39
Policy 17: Building heights in the core area.....	42
Policy 17: Building heights on sites in and adjacent to the core area.....	46
Policy 18: Open spaces and biodiversity.....	48
Policy 19: Children's play space.....	52
Policy 20: Energy.....	54
Policy 21: New homes.....	57
Policy 22: Affordable homes.....	58
Policy 23: Family homes.....	60
Policy 24: Density of developments.....	62
Policy 25: Jobs and business space.....	65
Policy 26: Schools.....	67
Policy 27: Community facilities.....	68
Policy 28: Early years.....	69
Policy 29: Health facilities.....	69
Policy 29a: Higher education and student housing.....	<u>70</u>
Policy 30: Albion Street.....	72
Policy 31: Lower Road.....	74
Policy 32: Proposals sites.....	77
Policy 33: s106 Planning obligations and the community infrastructure levy.....	84

Index of figures

Figure 1: The location of the Canada Water action area.....	5
Figure 2: The boundaries of the AAP area.....	6
Figure 3: The inter-relationships between spatial scale and the local plan.....	8
Figure 4: Canada Water AAP key diagram.....	16
Figure 5: The boundaries of the town centre.....	20
Figure 6: The current pedestrian and cycle network.....	24
Figure 7: Indicative improvements to the pedestrian and cycle network.....	26
Figure 8: Improvements to the road network.....	29
Figure 9: Tall buildings strategy.....	43
Figure 10: The network of open spaces in the AAP area.....	49
Figure 11: Existing and Proposed play spaces in the AAP area.....	52
Figure 12: Canada Water strategic district heating network.....	54
Figure 13: Canada Water core area and urban and suburban density zones....	63
Figure 14: Albion Street.....	72

Figure 15:	Lower Road.....	75
Figure 16:	Existing building heights.....	90
Figure 17:	Southwark Plan proposals sites to be deleted	108
Figure 18:	Southwark Plan proposals sites to be amended	109
Figure 19:	New proposals sites	110
Figure 20:	Energy	111
Figure 21:	Density	112
Figure 22:	Site A (Land north of Surrey Quays Road and Needleman Street) ..	131
Figure 23:	Site B (Land bounded by Surrey Quays Road, the Canada Water basin and Albion Channel)	132
Figure 24:	Decathlon site (Site C), Surrey Quays Leisure Park, Surrey Quays Shopping Centre and overflow car park.....	134
Figure 25:	Site E (Land at the corner of Surrey Quays Road and Quebec Way) 138	
Figure 26:	Mulberry Business Park	138
Figure 27:	24-28 Quebec Way	139
Figure 28:	Quebec Industrial Estate	141
Figure 29:	Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park	151

PART 1 INTRODUCTION

1.1 What is the Canada Water AAP?

1.1.1 The Canada Water Area Action Plan (AAP) is a plan to regenerate the area around Canada Water (see Figure 1). It sets out a vision for how the area will change over the period leading up to 2026. This is supported by a strategy with policies we will put in place to achieve this vision, the reasons we have chosen the policies, and the delivery plan for implementing the vision.

1.1.2 We recognise that circumstances can change and that there is a need to keep our planning policies under review to ensure they are appropriate for the area and effective. It has become known that the key site of Harmsworth Quays Printworks may be vacated by its present occupants in around 2014. In order to respond to this eventuality we will undertake a review of those aspects of this plan which may be affected. We are revising the AAP to put in place a framework to guide the redevelopment of Harmsworth Quays and the adjacent sites.

Figure 1: The location of the Canada Water action area



■ East London line

1.2 What are we trying to achieve?

1.2.1 The Rotherhithe peninsula was transformed during the 1980s and 1990s. Over 5,500 new homes were built along with the shopping centre and the Harmsworth Quays print works. A second phase of regeneration is now underway in the area focussed around Canada Water. The substantial

amounts of surface car parking, the out-of-town style shopping and entertainment facilities provide an opportunity to create a new town centre for Rotherhithe and for Southwark.

1.2.2 The focus of development within the AAP will be a core area around Canada Water (Figure 2). This area is most suitable for more development and change due to its:

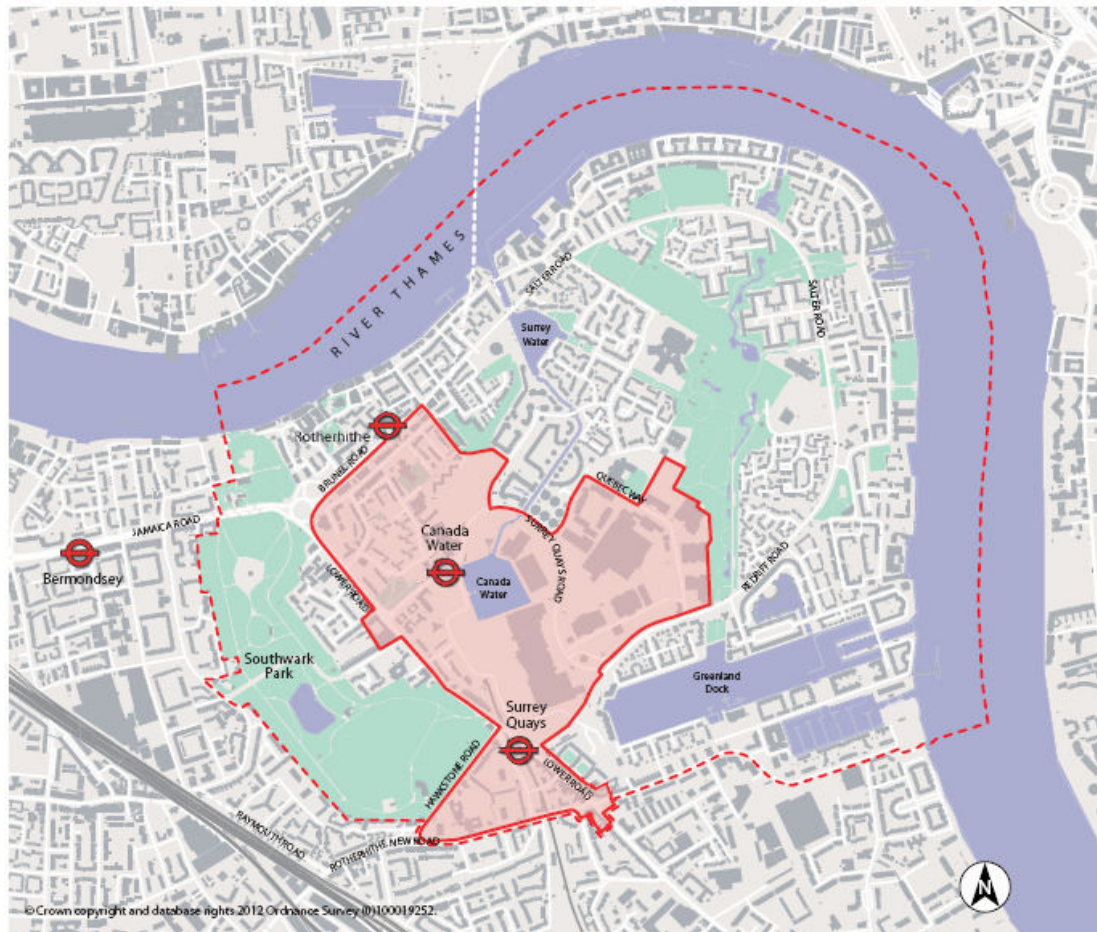
- **Character**
The character of the area designated as the core is very different to the surrounding area. The difference in scale, grain and land use between the core area and the wider area is very marked. The core area includes a range of town centre uses as well as larger and taller flatted developments, whereas the wider area is predominately residential, with more open space and smaller scale housing including terraced and semi-detached houses and houses with gardens.
- **Public transport accessibility**
The core area has higher levels of public transport accessibility with excellent links by the underground, overground and the bus network. Improvements to public transport will help to further increase the public transport accessibility.
- **Opportunity and capacity for growth**
There are concentrations of large development opportunities with the capacity to contribute significantly to the regeneration of Canada Water within the core area.

1.2.3 The AAP also looks at a wider set of measures that are needed to help the area fulfil its potential. This will build on some of its key strengths, particularly its:

- Attraction for families
- Fantastic leisure opportunities
- Great open spaces, the docks and green links

1.2.4 The AAP will set a strategy with a delivery plan to manage this change. It identifies what needs to take place and crucially it sets out how and when we will deliver these changes.

Figure 2: The boundaries of the AAP area



- AAP core area
- Wider AAP area

1.3 What will change?

1.3.1 The AAP will affect your experience of Canada Water including:

- The look and feel of the town centre area and design of new buildings
- The type and range of shops
- Improvements to the road layout and pedestrian and cycle links
- Access to schools and jobs
- The provision of leisure facilities
- The range and quality of homes in the area
- The safety and quality of parks and public spaces

1.4 Other important documents you need to know about

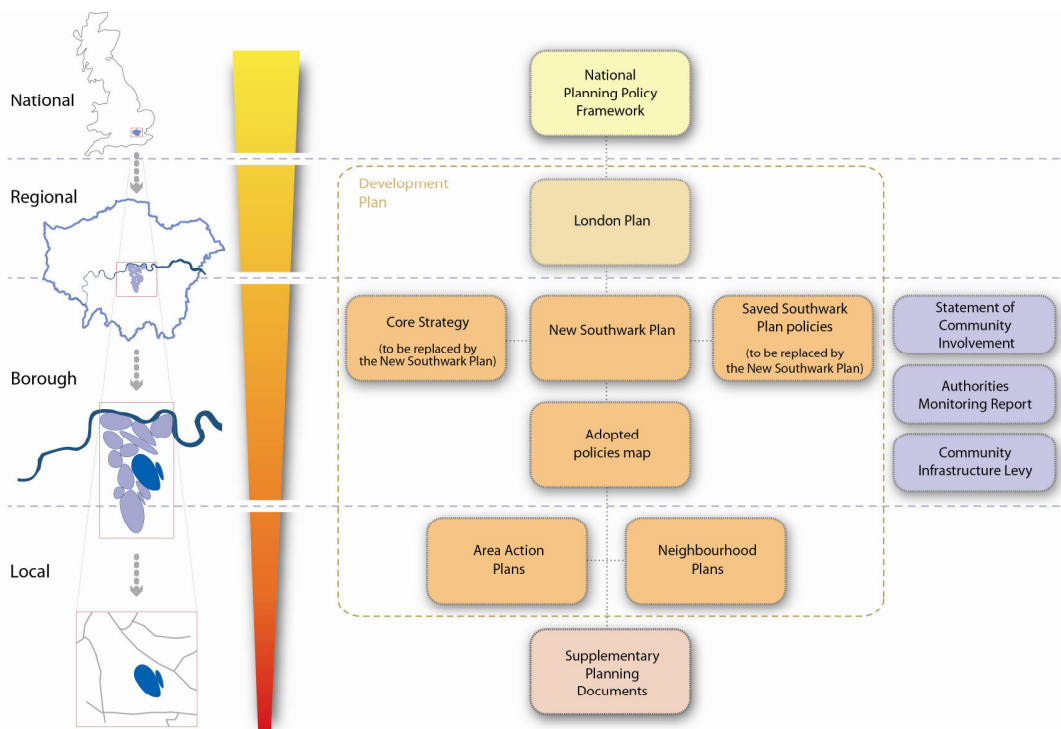
1.4.1 The Canada Water AAP is one of several planning documents which make up our local plan in our local development framework (LDF), the folder of documents which we use to make decisions on planning applications. The most important document ~~in the folder~~ is the core strategy. The core strategy is a document that sets out how Southwark will change up to 2026 to reflect the principles set out in the Council Plan 2011-2014 and the Fairer Future

vision, type of place set out in our Sustainable Community Strategy (Southwark 2016). It provides our long term vision, spatial strategy and strategic policies to deliver sustainable development. This spatial planning is a process where we set out all of the important elements that are needed to create successful places. In 2013 we will review the core strategy and start to prepare the document which will replace it, the New Southwark Plan. The New Southwark Plan will combine the strategic policies which are in the core strategy, as well as the day-to-day development management policies which have been saved in the Southwark Plan 2007. It is important that the vision and policies in the Canada Water is consistent with the strategic policies which are in the core strategy.

1.4.2 ~~All of the planning documents in the local development framework including Canada Water AAP needs to be consistent with the core strategy. Some of the policies in our current borough-wide planning document, the Southwark Plan, will be replaced by the core strategy, and the Canada Water AAP. Eventually all of the Southwark Plan will be replaced by policies and guidance in the local development framework.~~

1.4.3 ~~In addition to the core strategy, t~~The AAP also needs to be consistent with the Mayor’s policies in the London Plan 2011, as well as national planning policies in the National Planning Policy Framework (NPPF). The relationship between the Canada Water AAP policies, national, regional and Southwark policies is illustrated in Figure 3 and explained in more detail in appendix 1 3. These appendices will be updated as policies change. You can also find more information at <http://www.southwark.gov.uk/yourservices/planningandbuildingcontrol/planninpolicy/localdevelopmentframework>

Figure 3: The inter-relationships between spatial scale and the local plan



1.5 Supporting documents for the Canada Water AAP

1.5.1 Our supporting documents provide background information. These include the following:

- Our evidence base: In preparing the AAP, we have gathered an extensive evidence base which has informed the policies. This includes our 2008 Retail Study, the 2007 Rotherhithe Public Realm Audit and supplementary 2009 Public Realm Improvements Study, our Affordable Housing Viability Study, the Canada Water Energy Study and the transport development impact report. We have referred to our evidence base in explaining the justification for our policies.
- Sustainability Appraisal: This tests policies to make sure they have positive social, environmental and economic impacts.
- Equalities ~~Analysis~~ ~~Impact Assessment~~: This examines how the Canada Water AAP meets the needs of the whole community and makes sure that the ~~core strategy~~ AAP does not disadvantage anyone in the community.
- Consultation Plan and Strategy: These explain how and when we will consult the community in preparing the Canada Water AAP.
- Consultation Report and Officer Responses: This summarises consultation on the previous stages of the Canada Water AAP. The officer responses set out all the representations we received and how we have taken the comments into consideration.
- Appropriate assessment: This has been carried out under the EU Habitats Directive assessing the impact of the publication/submission version on EU Protected wildlife habitats.

1.5.2 Our evidence and other documents which support the AAP can be found on our website:

<http://www.southwark.gov.uk/yourservices/planningandbuildingcontrol/planninpolicy/localdevelopmentframework>

1.5.3 You can find these reports on our website:

<http://www.southwark.gov.uk/canadawater>

1.6 Finding your way around the AAP

- Part 1: Explains what the Canada Water AAP is and provides background information about the process of preparing the AAP and Canada Water.
- Part 2: Describes the characteristics of the area and challenges it faces.
- Part 3: Describes the overall vision and objectives for the AAP.
- Part 4: Sets out the policies and our reasons for choosing them.
- Part 5: Sets our approach to specific areas and sites in the AAP area.
- Part 6: Provides more details on how the AAP will be implemented through our delivery plan and monitoring.

PART 2 CANADA WATER TODAY

2.1 Characteristics of the AAP area

- 2.1.1 Canada Water is located on the Rotherhithe peninsula in south east London. Historically, the area was home to the Surrey Docks, which by the end of the second world war covered an area of about 186 hectares, 85% of the peninsula. By 1969, the last docks had closed and after lying derelict for a decade, the London Docklands Development Corporation (LDDC) was given responsibility for developing the area. Around 90% of the docks were filled in and some 5,500 new homes built, alongside new open spaces, retail, leisure and industrial development.
- 2.1.2 The AAP covers an area of 308 hectares, the majority of which lies in two wards, Rotherhithe and Surrey Docks. Around 23% of the AAP area is open space. The largest of these open spaces are Southwark Park, a historic registered park, Russia Dock Woodland and the remaining docks.
- 2.1.3 Building heights and residential densities are generally higher around the periphery of the AAP area and lower in the centre (see ~~Figure 16~~). Much of the area around Surrey Docks ward in particular has a leafy suburban feel.
- 2.1.4 At the heart of the AAP area are the Surrey Quays shopping centre, the Decathlon retail sheds and Surrey Quays Leisure Park. Built in the late 1980s and 1990s, this out-of-town retail park has around 40,000 sqm of shopping space and is served by some 2,000 surface car parking spaces.
- 2.1.5 The AAP area has three tube/railway stations, as well as a bus station. Access to public transport is high around the town centre, but drops off quickly, particularly towards Surrey Docks ward. Improvements have recently been ~~are currently being~~ made to increase the capacity of the Jubilee line, while ~~and~~ the East London line has been ~~is being~~ connected into London's overground network.
- 2.1.6 With regard to the road network, Lower Road which runs north-south through the AAP is a strategic road linking south-east London with central and east London. To the east, the Rotherhithe peninsula is served by the main loop of Brunel Road, Salter Road and Redriff Road, which feed to commercial uses around the Canada Water basin, as well as small residential blocks and cul-de-sacs. Peak hour congestion on Lower Road tends to create delays for local traffic.
- 2.1.7 Rotherhithe and Surrey Docks wards have a population of around 27,000 ~~29,000~~ people, living in ~~43,000~~ 12,000 households. The two wards have significantly higher number of people of white ethnic origin (7864%) compared to the rest of Southwark (6354%) and fewer people of ethnic minority backgrounds.
- 2.1.8 Both wards have a mix of housing tenures: Rotherhithe ward has a high proportion of affordable homes and 4436% are owned by the council. In Surrey Docks ward, around 3124% of homes are affordable. There is significant need for more affordable housing in the area, with average property prices in 2008, being around 8 times the average earnings of someone working full-time in the Southwark.

- 2.1.9 There are seven primary schools in AAP area, the majority of which have been rated either good or outstanding by Ofsted. Bacon's College is the only secondary school in Rotherhithe and the school performs well, achieving significantly higher than average GCSE results when compared to results for the borough and higher results than the UK average. In ~~2011~~²⁰¹⁸, the percentage of pupils achieving level 4 or above at key stage 2 (age 11) was ~~77.85%~~^{92%} for both English and ~~75.84%~~^{92%} for maths in Surrey Docks ward and ~~73.87%~~^{75.84%} for English and ~~73.87%~~^{75.84%} for maths in Rotherhithe ward, which is fairly similar to the averages achieved across Southwark.
- 2.1.10 There are four GP surgeries in the AAP area. Health and disability deprivation varies across the area. The least deprived areas are in Surrey Docks ward, nearest to the river, whereas the most deprived areas are in the Rotherhithe ward. Life expectancy for men living in Rotherhithe is almost five years shorter than that for England.
- 2.1.11 ~~Data from 2007 suggested that there are around 1,200 business based in the AAP area. 97% of these are small businesses around half are engaged business related activities such as real estate, advertising, architecture and IT. In Rotherhithe ward, around 40% of people in the AAP area are engaged in retail/wholesale work and 17% work in business administration and support services related activities. By contrast in Surrey Docks ward wholesale/retail employment only accounts for 5.7% of all employment, while 35.5% of all employment is in business administration and support services. business related activities are the largest employer.~~ The number of people claiming benefits in the AAP area is lower than the average for Southwark although again there is a difference between the Surrey Docks and Rotherhithe wards. In Surrey Docks the number of benefit claimants is lower than the UK average whereas the total of benefits claimants in Rotherhithe ward is higher than the UK average. Of those claiming benefits, the highest proportion of claims are for job seekers allowance, incapacity and lone parents benefits.
- ~~2.1.12 There is more information on the main characteristics of the area in appendix 4.~~

2.2 Challenges and opportunities

- 2.2.1 In this section, we set out the main challenges and opportunities that we will tackle in the AAP to achieve our vision of regenerating Canada Water. These are based on what people have told us during consultation, partnership working, as well as our research.

A genuine town centre and neighbourhood facilities

- The Canada Water basin has the potential to be a fantastic destination at the heart of the town centre. Currently however, the range of shops in the town centre is very limited and our retail study shows that most people in Southwark go outside the borough to shop for things like clothes, shoes, music, books and electronic equipment. The opportunity to increase retail spaces to meet a projected rise in available expenditure, together with capacity to "claw back" expenditure from centres outside the borough, will help drive the regeneration of the centre.

- It will also provide opportunities to provide more cafes and restaurants in the area which many people say are lacking at the moment. We need to make sure that we hang on to leisure uses. The current cinema and bingo hall are popular and contribute to the mix of uses in the centre.

Improved connections

- The conversion of the east London line to the overground network has created ~~will create~~ better links between north and east London, Croydon and Clapham Junction. With a tube station, an overground station and a bus station, the town centre has good access to public transport facilities.
- There are some good pedestrian and cycle routes in the area, for example along the Albion Channel, Dock Hill Avenue and Albatross Way. Often however it is difficult to find your way around the peninsula as a pedestrian or a cyclist. New development will create a need to improve links.
- Lower Road is currently very congested during the morning and evening peaks. It also forms a barrier for pedestrians and cyclists. To accommodate growth at Canada Water, we will need to improve the road network.

A great place to visit, to relax in and have fun

- Improvements to sports facilities in the docks, Southwark Park and the Seven Islands Leisure Centre will help promote and encourage further sports activities in the AAP area.
- The Thames Path, St Mary's conservation area and other tourism facilities provide valuable resources for local people and visitors. Increasing need for hotel accommodation in London will generate demand for new hotel bed spaces.

Better and safer streets, squares and parks

- The area has excellent parks and green spaces. The docks and parks provide a valuable ecological resource. The suburban character of much of the AAP area makes it an attractive area to live and is prized by local people.
- The area's historic links with the docks and the River Thames help give it a strong sense of identity. However, the architecture in much of the town centre is bland and lifeless. There is an opportunity to create a centre which is much more distinctive.
- Redevelopment of town centre sites creates the opportunity to plan the way energy is provided and cut CO² emissions.

Providing more and better homes

- We need to provide more homes of all types in the area to meet Southwark's needs and London Plan targets.

- There is a need for more affordable housing which should be balanced against our objective of fostering mixed communities.
- There is a need for more family sized homes to help ensure that the area is attractive for families. This was strongly supported by the local community during consultation.
- Allowing higher densities in the core area will allow reduced densities elsewhere in the AAP area to help protect its suburban character.

Enhanced social and economic opportunities

- Around 135,000 new jobs are planned for the Isle of Dogs and London Bridge over the next 15 years. Business growth in surrounding areas can stimulate growth in the local economy and small and medium sized enterprises (SMEs).
- The area has good primary schools and the secondary school, Bacon's College, also performs well.
- Southwark's pupil place planning forecasts identifies there will be the need for additional secondary school places in the borough from 2016/17. A new secondary school is to be provided in Bermondsey. 5 forms of entry of new secondary school places in the borough by 2019/20. It is the council's view that this need is best met by the delivery of these places within Rotherhithe. Current projections forecast ~~there may also be a need to expand primary school places in the Rotherhithe and Bermondsey AAP area to provide up to an additional 8 forms of entry by 2016/17.~~ High performing and accessible schools will help make the area more attractive for families.
- The library ~~under construction~~ at Canada Water ~~will~~ has improved civic facilities in the town centre and is helping give the area a new heart.
- There are several pockets in the AAP area, particularly in Rotherhithe ward in which health education and multiple deprivation levels are higher than the Southwark and UK average. There is an opportunity to improve local healthcare facilities and improve the health and wellbeing of residents by encouraging healthy lifestyles.

~~2.2.2 There is more information on the strengths, weakness, opportunities and threats facing the area in appendix 2.~~

2.3 Working with our neighbours

2.3.1 Canada Water will be affected by what happens in neighbouring boroughs. This includes:

- A significant amount of growth is planned north of the river. In the period leading up to 2026, the Isle of Dogs is expected to provide an additional 10,000 new homes, 17,000sqm of new shopping space and 110,000 new jobs.

- Around ~~175~~50,000 sqm of new retail space ~~is planned~~ has been built in the new Westfield Shopping Centre at Stratford.
- To the south, Lewisham's ~~draft~~ core strategy (2011) has allocated around ~~6,000~~ 8,400 new homes to be built within the growth and regeneration area around Convoys Wharf, Oxtalls Road, Canon Wharf and Marine Wharf (see Figure 1). Around 17,000sqm of new retail space is planned in Lewisham town centre.

2.3.2 These changes will bring a number of opportunities. As noted in the previous section, increases in jobs and business growth in surrounding areas can stimulate growth at Canada Water and provide opportunities for local SMEs.

2.3.3 Retail growth and improvements to nearby centres will provide additional competition for Surrey Quays shopping centre. Investment in the centre and shopping facilities at Canada Water will be required, if the centre is to avoid decline.

2.3.4 Probably, the greatest impact will be on transport infrastructure. Capacity on the tube is being increased and the ~~reopening of the East London line~~ incorporation of the East London line into the London Overground ~~has~~ will also created additional capacity. The road network around Lower Road however is already congested during morning and evening peaks and improvements will be required to accommodate further growth. We are proposing a set of improvements to the local road network in the AAP. We are discussing these with TfL and have established regular meetings with Lewisham council to share information and resources.

PART 3 OUR STRATEGY FOR CANADA WATER

3.1 What we are trying to achieve

- 3.1.1 Successful places where people want to live, work and visit include good housing, safe and attractive public realm, good connections, successful schools, shops, health and leisure facilities. It is important that we develop a strong vision and set of objectives for the area. The vision and objectives ~~have been~~ were derived from our Sustainable Community Strategy, Southwark 2016, are consistent with the Council Plan and Fairer Future principles, the Southwark Plan, the core strategy and what local people have told us in the past. We have used the vision and objectives to guide and help assess the options for development in the area and help select the preferred options.

Vision:

We are working with the local community, landowners, and developers to transform Canada Water into a town centre as set out in the Canada Water Area Action Plan. Our aim is to make best use of the great opportunity to create a new destination around the Canada Water basin which combines shopping, civic, education and leisure, business and residential uses to create a new heart for Rotherhithe.

We want to strengthen Canada Water's role as a shopping destination, expanding the amount of retail space by around 35,000sqm and providing a much more diverse range of shops than at present, including a new department store and independent shops. The action area's core will provide at least 2,500 high quality new homes, which will be accommodated in generally mixed use development. The action area will provide at least 875*** affordable housing units. Office development will provide much needed space for local occupiers and, together with retail development, will generate around 2,000 new jobs.

Existing facilities in the town centre are currently separated and poorly linked, being built originally to serve car-borne visitors. Development in the town centre will contribute towards creating an open environment with a high street feel, and high quality public realm and open spaces. We want to make better use of car parking, ensuring that it is shared between town centre uses. The centre must reach out to the wider Rotherhithe area, ensuring that it is accessible, particularly on foot, by bicycle and by public transport. In addition we will work with Transport for London to improve the road network around Lower Road.

There could be tall buildings on some sites in the core area where this helps stimulate regeneration and creates a distinctive place. Outside the town centre and core area of the AAP, development will be less dense and should reflect the leafy and suburban character of much of the area.

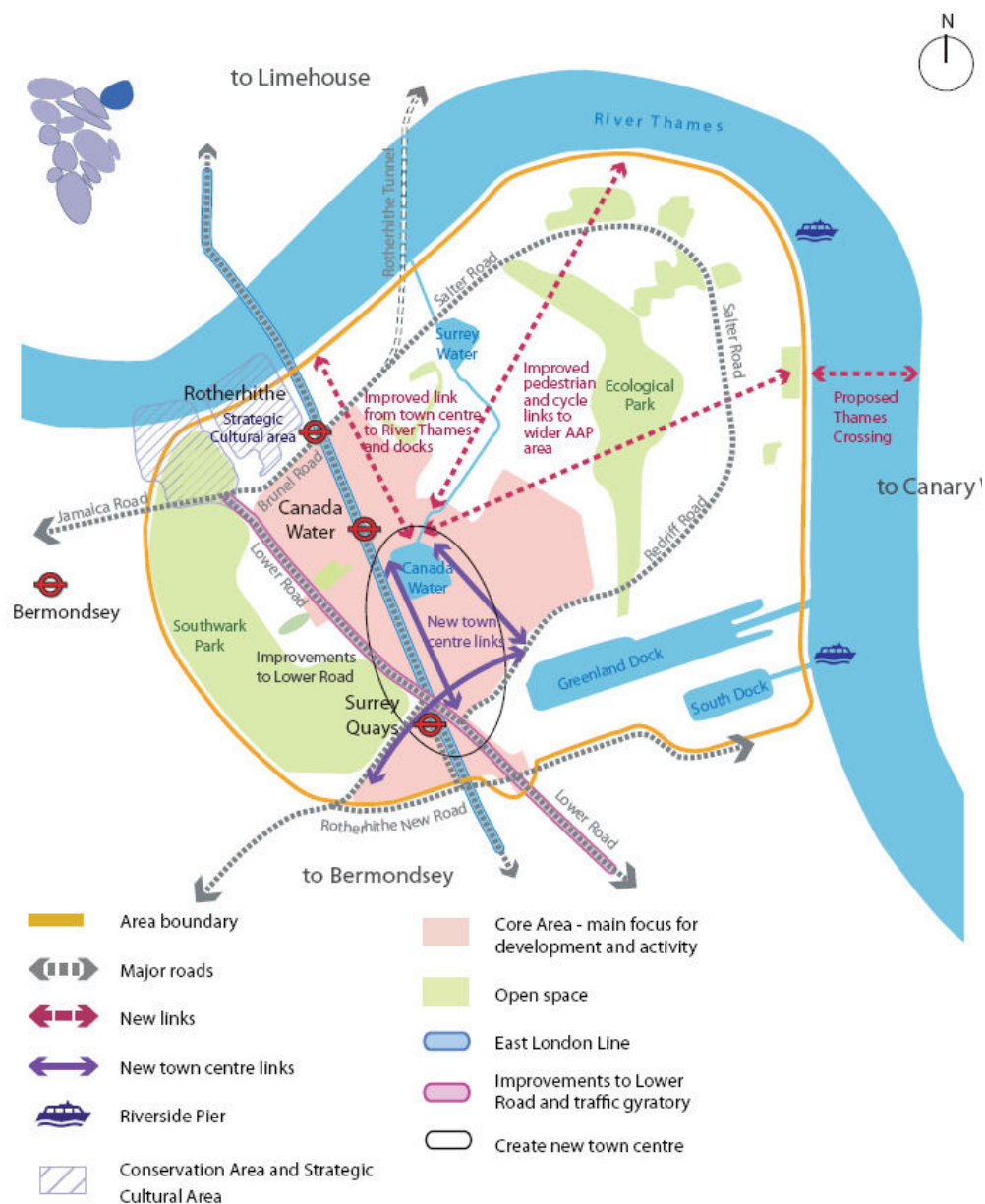
Rotherhithe should be a desirable place to live, particularly for families, and promote healthy lifestyles. To help achieve this, we will consider building a new secondary school provision to meet the forecast need for places. ~~complement existing schools in the area~~. Across the AAP area, development will contribute to achieving a high quality green infrastructure network, which, together with the docks and the River Thames, can help make Rotherhithe known as an attractive destination to visit, relax in and have fun. Development will meet the highest possible environmental

standards to help tackle climate change, improve air quality and reduce pollution, waste and risk of flooding.

We are working with Lewisham Council to make sure we have a joined up approach to future development and improvements to Rotherhithe.

3.1.2 Our vision for the area is expressed spatially on the key diagram. The key diagram is a graphical representation of the main elements of the vision, such as improvements to transport infrastructure and the creation of a new town centre, to be delivered in the area.

Figure 4: Canada Water AAP key diagram



3.2 The themes and objectives (how we will achieve our vision)

- 3.2.1 To help achieve our vision, we have set out strategic objectives for the AAP. The objectives relate directly to the vision and have been shaped in the light of consultation that has been carried out both during the AAP preparation process and before. They have also been designed to help deliver key elements of other strategies and policies, including our Council Plan, Fairer Future principles Sustainable Community Strategy and the core strategy. The objectives have been tested using our sustainability appraisal to make sure that they are working together to create a sustainable place.
- 3.2.2 In addition to establishing a clear direction for future development, the objectives have also been used to create more detailed day-to-day policies for the AAP and make sure that these are focused on our key aims. In part 4 of the AAP, we show how the objectives relate directly to the AAP policies.
- 3.2.3 We have grouped the objectives and the policies that follow from them into the following themes
- Theme 1: Shopping: A genuine town centre and neighbourhood hub
 - Theme 2: Transport: Improved connections
 - Theme 3: Leisure: A great place to visit, to relax in and have fun
 - Theme 4: Places: Better and safer streets, squares and parks
 - Theme 5: Housing: Providing more and better homes
 - Theme 6: Community: Enhanced social and economic opportunities

Theme 1: Shopping: A genuine town centre and neighbourhood hubs.

- S1: To create an accessible, distinctive and vibrant town centre at Canada Water which is well connected into the surrounding street network. This will enhance the setting of Canada Water basin and create a range of shops, restaurants, community and leisure facilities within mixed use developments.
- S2 To ensure that people who live and work on the wider peninsula have access to local facilities to meet their day-to-day needs.

Theme 2: Transport: Improved connections.

- T1 To use a range of measures, including public transport improvements, green travel plans, road improvements and restrictions on car parking to ease the impact of new development on the transport network and services.
- T2 To make the area more accessible, particularly by sustainable transport including walking, cycling and public transport.
- T3 To use car parking in the town centre more efficiently by ensuring that shops and leisure facilities share parking facilities.

Theme 3: Leisure: A great place to visit, to relax in and have fun

- L1 To promote healthy lifestyles and make the area known for its excellent sports, leisure and entertainment facilities.
- L2 To promote arts, culture and tourism.

Theme 4: Places: Better and safer streets, squares and parks

- P1 To ensure the design, scale and location of new buildings help create streets and neighbourhoods which have a varied character. There should be no gated communities and the area's green spaces and heritage should be enhanced, especially the River Thames, the docks and the parks to create a distinctive sense of place.
- P2 To create an attractive, safe, and secure public realm.
- P3 To link the docks and parks in a network of open spaces which have a variety of functions, including recreation and children's play, sports facilities and nature conservation.
- P4 To make the River Thames and its river front more accessible.
- P5 To reduce the impact of development on the environment and on health and help tackle climate change, air quality, pollution, waste and flood risk.

Theme 5: Housing: Providing more and better homes

- H1 To create a mixed community by providing more housing choices and better homes of a high quality. There should be more affordable housing and different housing sizes including larger homes for families.
- H2 To focus higher densities in the action area core where there are town centre activities and good access to public transport.

Theme 6: Community: Enhanced social and economic opportunities

- C1 To provide more and improved educational, health and community facilities which meet the needs of the growing population.
- C2 To provide more local employment opportunities.

Theme 7: Delivering the AAP

- D1: To continue to work with key stakeholders including the local community, landowners, Lewisham Council and TfL to deliver the vision and objectives of the AAP.
- D2: To ensure that physical and social infrastructure needed to support growth at Canada Water is provided in a timely manner.
- D3: To monitor and review the delivery of AAP policies annually to inform phasing of future development and delivery of infrastructure.

PART 4 THE POLICIES

4.1 Introduction

- 4.1.1 In this section we set out our strategy for achieving our vision, themes and objectives. We start each policy by setting out which of the objectives it is intended to help us achieve.

4.2 Shopping: A genuine town centre and local facilities

- 4.2.1 We will improve Canada Water town centre, encouraging investment to provide a wider range of shops and services, as well as places to eat, drink and relax. It is also important that local residents have access to day-to-day convenience shops and facilities across the AAP area. This section explains our approach to shopping and the town centre.

Objectives

- S1: To create an accessible, distinctive and vibrant town centre at Canada Water which is well connected into the surrounding street network. This will enhance the setting of Canada Water basin and create a range of shops, restaurants, community and leisure facilities within mixed use developments.
- S2 To ensure that people who live and work on the wider peninsula have access to local facilities to meet their day-to-day needs.

Policy 1: Shopping in the town centre

Canada Water will move up our hierarchy of centres to become a major town centre.

We will work with landowners to improve and expand shopping floorspace by around 35,000sqm (net) through the promotion of new retail space on the following sites

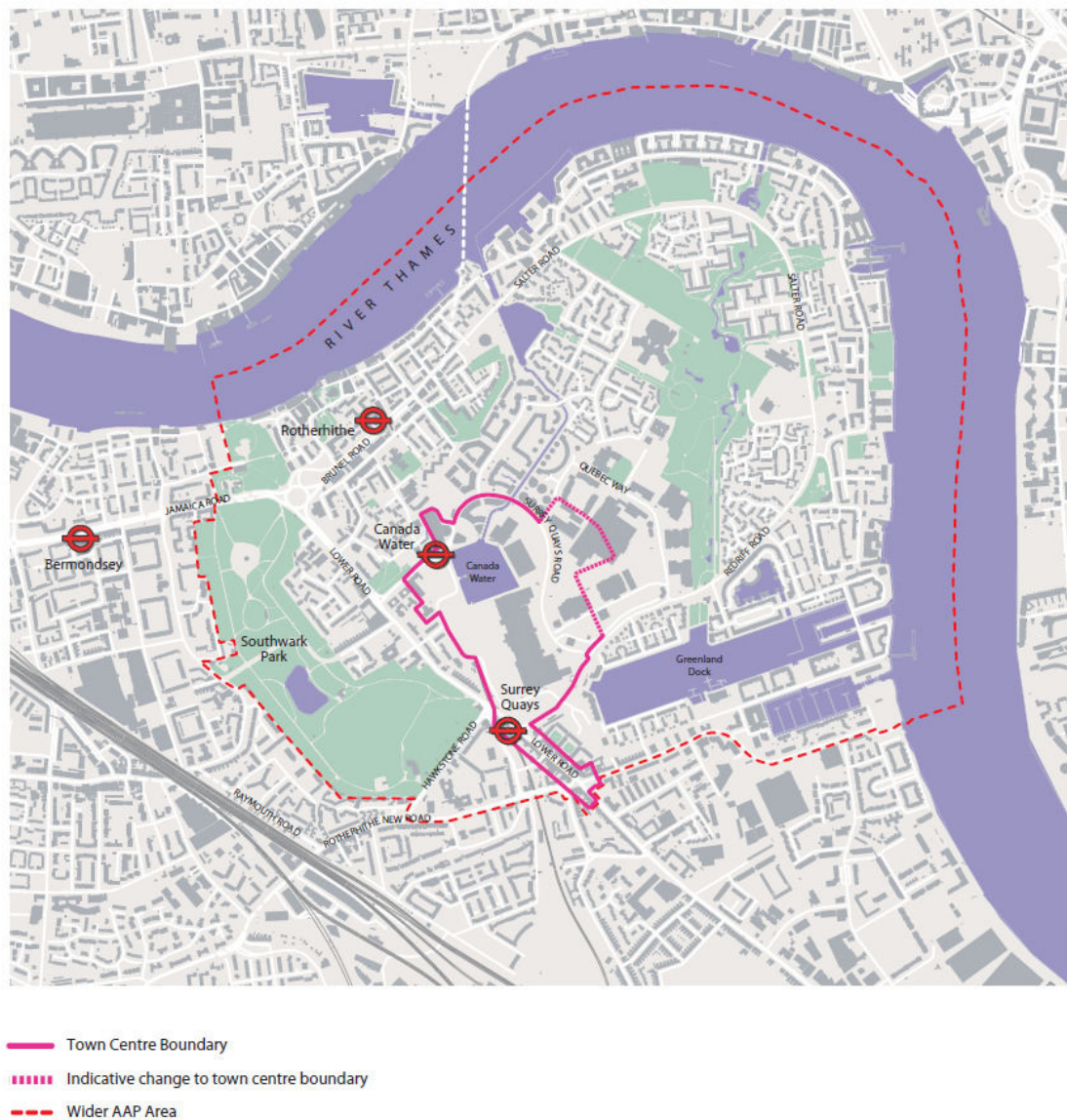
- Surrey Quays shopping centre and overflow car park
- Site A
- Site B
- The Decathlon site
- Surrey Quays Leisure Park
- Site E
- Harmsworth Quays

Large retail developments should provide a range of shop unit sizes including small shops suitable for independent operators. We will use planning conditions or planning obligations to ensure that a proportion of new shop units are made available as independent units.

To accommodate retail growth, improvements must be made to transport infrastructure, including the road network, pedestrian and cycling facilities and public transport.

4.2.2 The boundaries of the town centre are shown in Figure 5.

Figure 5: The boundaries of the town centre



We are doing this because

4.2.3 Our consultation suggests that many people are dissatisfied with the range of shops available in the shopping centre. In preparing our 2009 Southwark Retail Study, we commissioned two hundred interviews to be carried out in the shopping centre. When asked what they disliked about the shopping centre, 36% of people mentioned the limited range of shops, 27% said it had a poor range of foodstores and 19% said that department stores were poor. When asked what would persuade them to visit more often, 47% said larger retailers and 8% said a better range of independent and specialist shops. 32% said they would like to see a Marks and Spencer.

4.2.4 These views were also reflected in the response to consultation at issues and options and preferred options stages. At issues and options stage, 64% of

respondants favoured an expansion of existing retail facilities (option B, while 15% preferred the business-as-usual or small scale increase option.

- 4.2.5 The retail study also found that most people who live in Southwark do not shop for items like clothes, shoes, music and books in the borough. Only about 16% of the expenditure available for these kinds of goods (comparison goods) is spent in and around the borough. Over the coming years, increases in population and disposable income will increase available expenditure.
- 4.2.6 Our strategy is to “claw back” some of the expenditure which is currently spent outside the borough and take advantage of increases in available expenditure. The retail study suggests that around 30,000sqm of new floorspace for comparison goods could be provided at Canada Water without harming neighbouring centres in Southwark, Tower Hamlets or Lewisham.
- 4.2.7 We have also undertaken a feasibility study which indicates that there is physical capacity for around 35,000sqm (net) of new shopping space in the town centre. Although the majority of this would be comparison goods space, new units would also be provided for convenience goods (food and day-to-day things such as newsagents), services (banks etc) and cafes and restaurants.
- 4.2.7a The availability of Harmsworth Quays for development will enable the town centre to expand to the east. We are proposing to amend the town centre boundary to bring Site E and a part of Harmsworth Quays into the centre. The exact location of the boundary extension will depend on the amount and distribution of town centre uses.
- 4.2.8 Providing a substantial increase in the amount of shopping floorspace would mean that Canada Water becomes a major centre in our hierarchy of centres. This is consistent with policy 3 in our core strategy and Table A2.2 in the London Plan (2011). It would also benefit the local economy and has the potential to provide around 1,750 new jobs, making a significant contribution to the London Plan estimate that Canada Water can provide around 2,000 new jobs (Policy 2.13 and Table A1.2 of the London Plan (2011)).
- 4.2.9 In order to maximise diversity within the town centre we will make sure that some shops are made available to independent small and medium sized (SME) operators. This will apply to large retail developments which provide around 2,500sqm or more of additional retail space. This is consistent with the approach the Mayor is taking in policy 4.9 of the London Plan (2011).
- 4.2.10 Retail growth will require improvements to transport infrastructure. We will expect retail developments to mitigate there impact. We will play a lead role in coordinating the implementation of improvements, working closely with TfL and Lewisham (see policies 6-8).

Policy 2: Cafes and restaurants in the town centre

We will support provision of new cafes and restaurants through the redevelopment of the following sites

Site A

Site B

The shopping centre and overflow carpark

The Decathlon site
Surrey Quays Leisure Park
Site E
Harmsworth Quays

We are doing this because

- 4.2.11 Consultation at issues and options and preferred options stages found that many people would like to see more places to eat and drink in the area. We will use development opportunities to expand the choice available. These can also help boost the evening economy and generate jobs. It is important that these do not become too dominant and we would use policies in our forthcoming New Southwark Plan Development Management DPD to make sure that they do not harm the quality of life of existing or future residents.

Policy 3: Important shopping parades

We will maintain the status of Albion Street and Lower Road as “protected shopping frontages” which should provide a mix of uses. There should not be more than two units in hot food takeaway use (A5 Class Use) in either the Albion Street frontage or in any one of the six parades which comprise the Lower Road frontage.

We are doing this because

- 4.2.12 The shops on both Albion Street and Lower Road currently provide day-to-day convenience facilities for local people and passing trade.
- 4.2.13 Policy 1.9 of the Southwark Plan is intended to ensure that at least 50% of the shopping units in the frontages on Albion Street and Lower Road stay in retail (A1 Class Use) and we propose to maintain that.
- 4.2.14 During consultation many people raised concerns about the number of hotfood takeaways (A5 Class Use) on Lower Road and Albion Street. In both streets, there is a relatively high proportion of units in use as takeaways. In Albion Street there are two takeaway restaurants and in Lower Road there are more, including 5 units in the first section of the frontage between nos. 226 and 290 Lower Road. Cumulatively, hot food takeaways can have a negative impact on local residents and on the retail vitality of the parade. Some evidence suggests that hot food takeaways can encourage people to eat unhealthily, and this can be a particular problem with children. Childhood obesity has been identified as an issue in the AAP area and unhealthy takeaway food may add to this problem. Our policy would restrict further growth of hot food takeaways.

Policy 4: Small scale shops, restaurants and cafes outside the town centre

We will permit proposals for small scale shopping (to meet day-to-day convenience needs), cafes and restaurants.

Developments on the following sites will be expected to provide an A class use: Odessa Street Youth Club, ~~Docklands Settlement~~, St George’s Wharf, and the Surrey Docks Farm.

We are doing this because

- 4.2.15 In the wider AAP area, there are very few facilities available for day-to-day shopping. We will use development opportunities to provide more facilities, provided they are small in scale (below around 300 sqm).

Policy 5: Markets

We will support the provision of new markets, possibly at the new plaza outside Canada Water tube station, or on Albion Street.

We are doing this because

- 4.2.16 Markets can help enliven town centres, reinforce the identity of an area and help provide a more varied shopping experience. They can also have other benefits, such as giving more people access to fresh fruit and vegetables, supporting local producers, reducing air-freighting and creating a route into setting up small businesses.
- 4.2.17 A market could help bring life to the plaza which ~~is due to be~~ has been created outside the new library. A market, possibly with a Scandinavian theme could also help strengthen the vitality of shops on Albion Street. Markets are part of the overall retail economy of the area and we will consider how they work with other forms of retail to enhance the economy of the area rather than compete with it or detract from it. We aim to support market developments that demonstrate how they meet the needs of the current and future population of the area and also attract people to it.
- 4.2.18 This policy ~~will~~ complements the market strategy which ~~is~~ has been ~~we are~~ currently preparing. It received strong support during consultation and also scored well in our sustainability appraisal.

4.3 Transport: improved connections

- 4.3.1 We are aiming to make sure that the area is highly accessible, particularly by sustainable types of transport, such as walking cycling and public transport and to reduce the impact of new development on congestion and pollution. This section shows how we will achieve these aims.

Objectives

- T1 To use a range of measures, including public transport improvements, green travel plans, road improvements and a restriction on car parking to ease the impact of new development on the transport network and services.
- T2 To make the area more accessible, particularly by sustainable transport including walking, cycling and public transport.
- T3 To use car parking in the town centre more efficiently by ensuring that shops and leisure facilities share parking facilities.

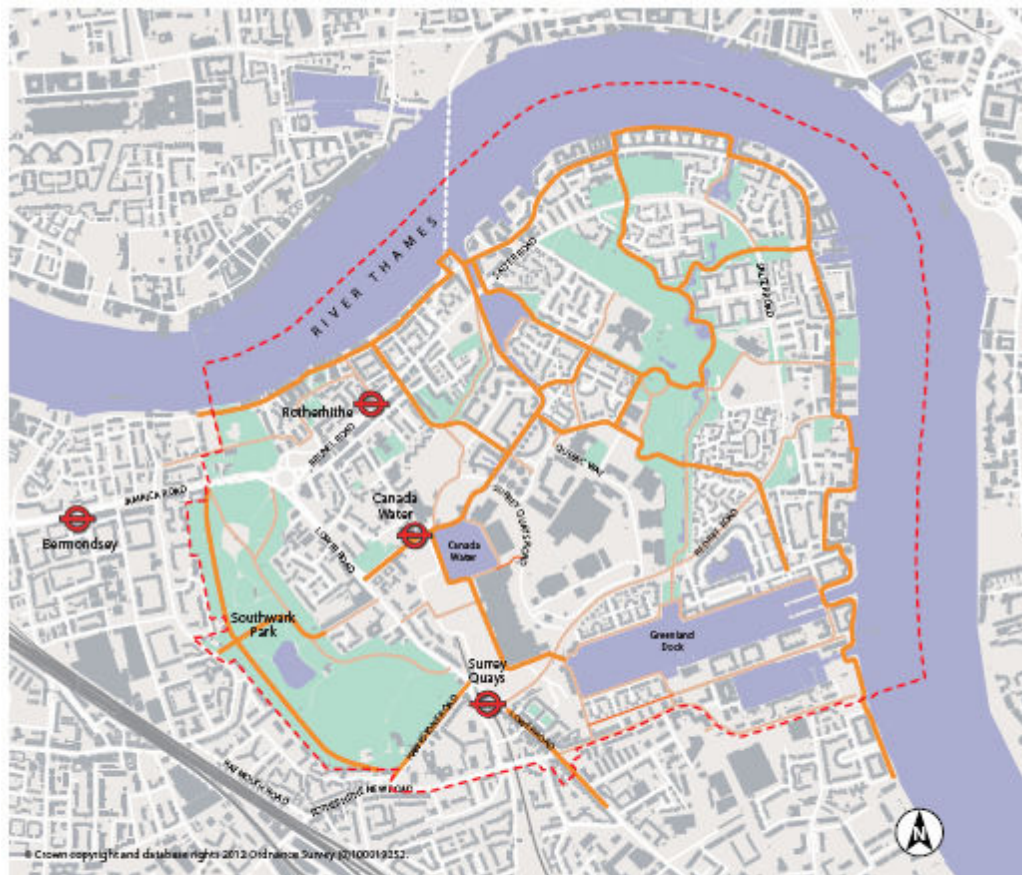
Policy 6: Walking and cycling

Improvements will be made to the network of pedestrian and cycle routes shown in Figure 7.

Development proposals should provide routes that are safe, direct and convenient for pedestrians and cyclists. They should incorporate the links shown in Figure 7, enhance access to the docks and the river and provide or reinstate the Thames Path.

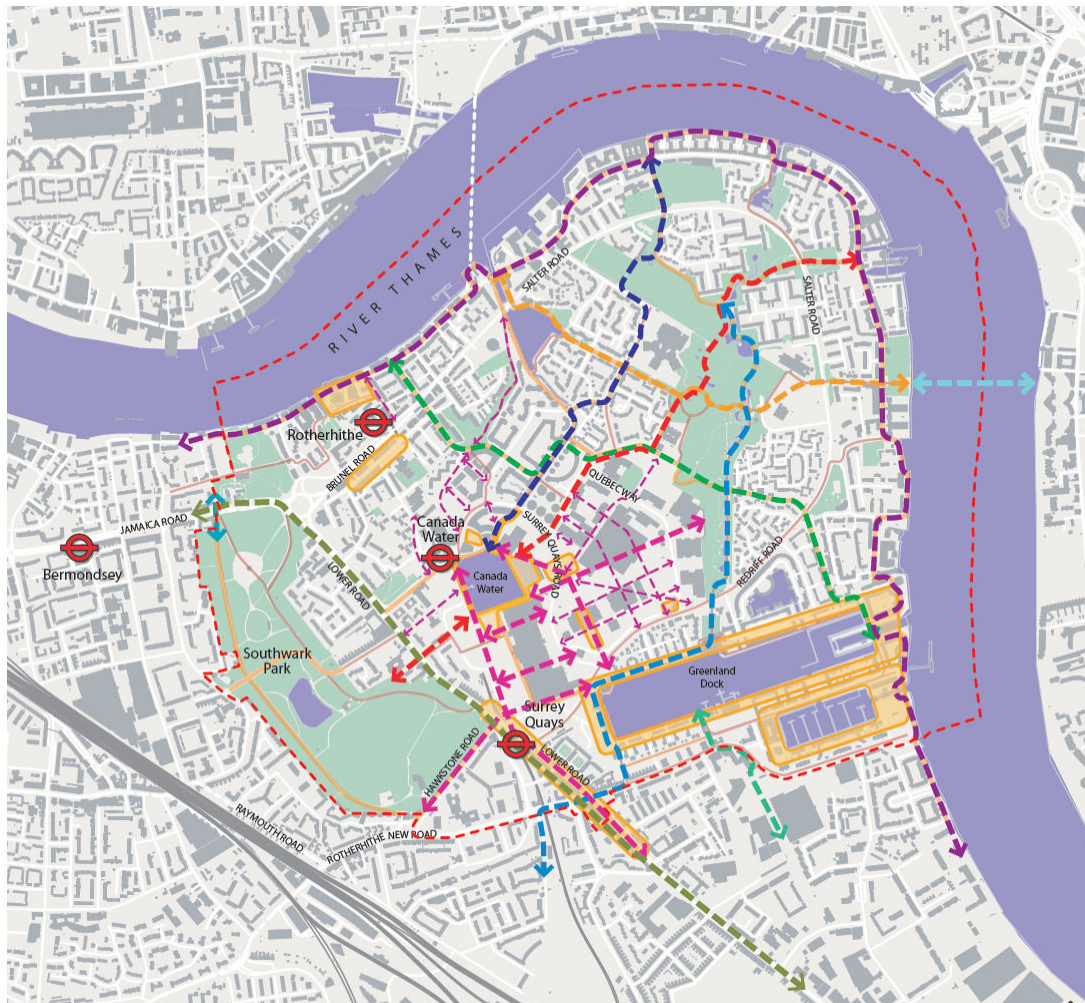
We will work with the Mayor to extend the Barclay's Cycle Hire scheme to Canada Water.

Figure 6: The current pedestrian and cycle network



- Main pedestrian routes
- Secondary pedestrian routes
- - - Wider AAP area

Figure 7: Indicative improvements to the pedestrian and cycle network



- Proposed Public Realm Improvements
- Primary pedestrian / cycle routes to be provided or improved
- Hilton Hotel to Southwark Park
- Durrands Wharf to Surrey Water
- Swan Road to Greenland Dock
- Globe Stairs to Canada Water
- Town centre routes
- Jamaica Road Crossing
- Proposed Thames Crossing
- Proposed TfL Cycle superhighway route
- Connect 2 Route
- Other pedestrian / cycle routes to be created / improved
- Existing main pedestrian routes
- Existing secondary pedestrian routes
- Wider AAP Area

We are doing this because

- 4.3.2 It is important that a safe, accessible, comfortable and attractive environment is provided for pedestrians (including those with physical and sensory disabilities) and cyclists in order to encourage people to walk and cycle, promote healthier lifestyles and physical and mental wellbeing.
- 4.3.3 Over the lifetime of the AAP there will be a substantial increase in people living and working in the area. Many more people will also be coming to shop and visit. To accommodate this growth and minimise impacts on the road

network, it will be essential to upgrade pedestrian and cycling routes which radiate out from the town centre.

- 4.3.4 Our strategy is based on the Rotherhithe Public Realm report carried out in 2007. We have costed proposals to implement our strategy and will fund improvements in several ways. These include allocating resources in our borough ~~Transport Plan (the Local Implementation Plan)~~, using the Cleaner, Greener, Safer programme and the community infrastructure levy, and ~~s106 contributions. Funding is also committed to implement proposals as part of~~ The Connect 2 scheme has recently been completed and has which will improved routes from Burgess Park, through Bermondsey to Rotherhithe. There are further details on implementation set out in section 6 on delivery of the AAP and appendices 6 and 7.
- 4.3.5 TfL has proposed that Cycle Superhighway number 4 (Woolwich to London Bridge) is created along Evelyn Street, Lower Road and Jamaica Road. It is expected that this will be introduced by April 2015 in the 2013/14 financial year at the earliest. CSH4 will follow the Lower Road Gyratory until the scheme to remove the gyratory is delivered. The Lower Road scheme will be designed to incorporate the CSH principles.
- 4.3.6 Sustrans have proposed a new bridge to connect Rotherhithe with Canary Wharf. A feasibility study has been carried out for this project which recommended Durrand's Wharf as the most suitable location. We will continue to work with neighbouring boroughs and TfL to support this project. Although it would significantly improve the accessibility of the Rotherhithe peninsula, delivery of the bridge is not critical to the implementation of other policies in the AAP.
- 4.3.7 The routes shown in Figures 7, 15 and ~~24-29 22-28~~ are indicative and show the main routes the Council wish to improve. The precise alignment of new routes and the improvements to take place will be considered at a more detailed level through the planning application and development management process and when projects come forward. As well as making improvements to routes, we will use our policies in our forthcoming New Southwark Plan Development Management DPD to make sure that adequate facilities, such as cycle parking and showers are planned into new developments.
- 4.3.8 Through core strategy policy 2 we will also require green travel plans to be submitted with all planning applications. Travel plans are designed to help boost cycling, walking and public transport. They include a range of measures from raising awareness of public transport options, providing parking spaces for car clubs, cycle routes etc, to funding provision of bus services. Our Sustainable Transport SPD provides more guidance on travel plans.

Policy 7: Public transport

We will work with Transport for London (TfL) to improve the frequency, quality and reliability of public transport, including river transport.

Development on the shopping centre site and overflow car park must re-provide integrated bus stop/standing space and taxi drop off areas, in locations which are safe and convenient for users.

We are doing this because

- 4.3.9 The AAP area is accessible by several types of transport and a number of improvements are planned. The Jubilee Line has recently been upgraded which has improved Jubilee line is due to be upgraded by the end of 2009, improving capacity by 33%. Phase 1 of the incorporation of the East London line into the London Overground ~~The East London line is currently closed. When it reopens in 2010, it will provide~~ access to 12 trains per hour running between West Croydon and Dalston. Phase 2, which due to be opened in 2012 2013, will provide a direct service to Peckham and Clapham Junction and provides access to 16 trains per hour through Surrey Quays station.
- 4.3.10 In preparing the AAP, we have created a multi-modal transport model to assess the impact of proposals on all types of transport, including public transport. Our modelling ~~has found~~ predicted that the incorporation of the East London line into the London Overground reopening of the East London line will ~~would~~ absorb many trips being made by tube and trips which are currently being made by tube. Consequently, although there is likely to be some growth in tube trips, we do not expect it to rise significantly as a result of growth in the area. In revising the AAP, we will re-run our testing to make sure that our strategy for improving transport in the area remains robust.
- 4.3.11 The incorporation of the East London line into the London Overground was predicted to ~~East London line will also~~ absorb many journeys ~~currently made by bus.~~ Bus use will rise however, particularly at weekends, when increases will be driven by an expansion of new shopping space. On Saturdays, we expect both inbound and outbound bus use to increase by around 38%. The largest contributor to this increase will be development on the shopping centre and overflow car park. We will work with TfL to assess and monitor the need for increased bus frequencies or new services. Where additional funding is needed to pump prime new bus services in order to mitigate site specific impacts we will negotiate s106 planning contributions with developers.
- 4.3.12 Generally Saturday levels of bus use will not exceed weekday levels. This means that there should be sufficient physical infrastructure (bus stops and standing areas etc) to cope with increased frequency of existing services or new services. Redevelopment of the shopping centre should re-provide bus and taxi facilities and use opportunities to improve them.

Policy 8: Vehicular traffic

Proposals must make sure that developments can be adequately and safely serviced and through a transport assessment, must demonstrate that they can mitigate their impact on the highway network.

We will work with TfL and Lewisham to make the following improvements to the road network to accommodate growth at Canada Water

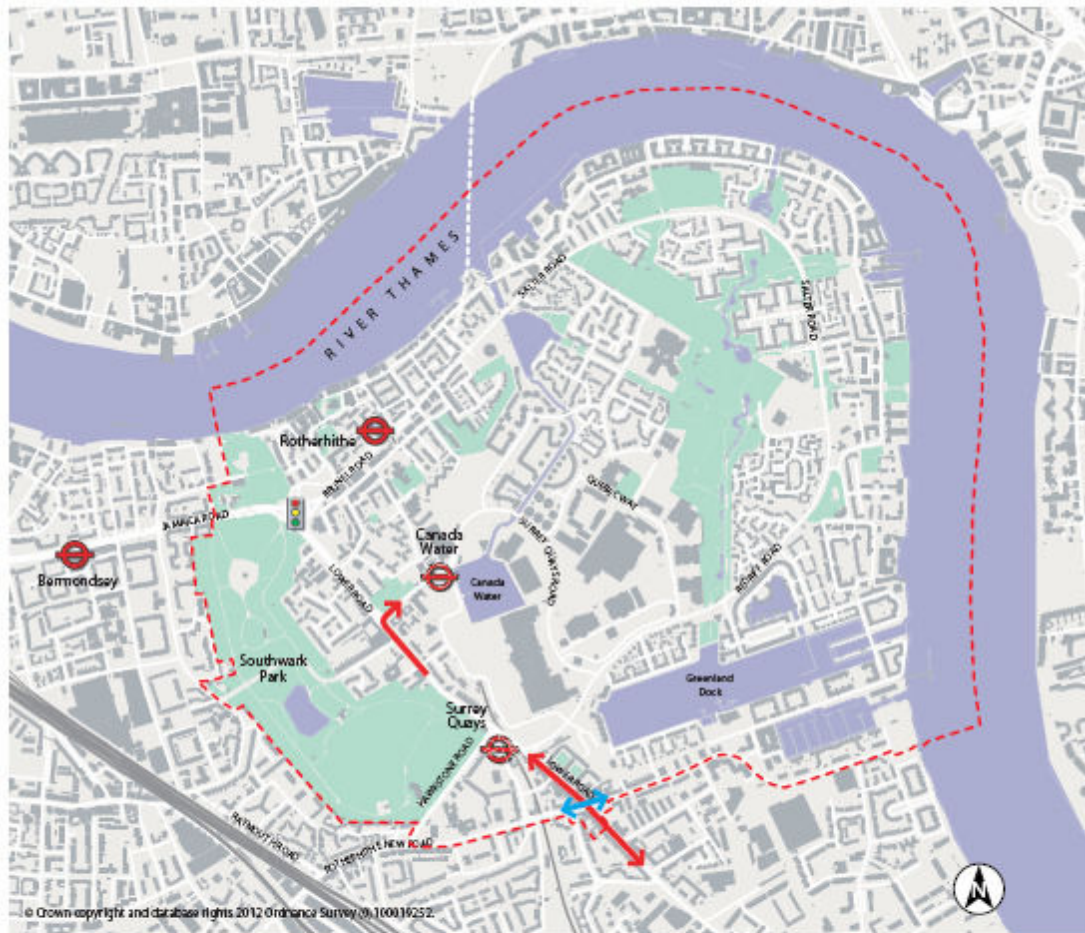
- Introduce a right turn into Surrey Quays Road for north-bound traffic on Lower Road.
- Reintroduce two-way traffic movement on Lower Road and enable a straight-across movement from Plough Way to Rotherhithe New Road.






Our objective will be to reduce traffic flows on Rotherhithe Old Road, simplify the network for all users, make the network more efficient, create a safer,

more attractive environment for pedestrians and cyclists and make sure that the reliability and frequency of buses is not affected.

As a part of the TfL plan to signalise the roundabout at the entrance to the Rotherhithe Tunnel, we will seek to ensure that an improved pedestrian crossing is provided between Southwark Park and King Stairs Gardens.

Figure 8: Improvements to the road network



-  Re-introduce 2 way movement for through-traffic in Lower Road
-  Allow right turn into Surrey Quays Road
-  Signalise Roundabout at entrance of Rotherhithe Tunnel
-  Allow traffic from Plough Way to cross Lower Road into Rotherhithe New Road
-  Wider AAP area

We are doing this because

4.3.13 Local people's experience of using the road network around Lower Road suggests that Lower Road is very congested during peak hours. Anecdotal evidence of this is backed up by traffic modelling we have carried out which demonstrates that because the Rotherhithe Tunnel is narrow, it slows down traffic, causing queuing on Lower Road and Jamaica Road in both the morning and evening peaks. This is made worse by congestion on Jamaica

Road, particularly in the morning, created by west-bound traffic heading into central London. This queuing in turn creates delays for local traffic.

- 4.3.14 The current gyratory arrangement around Lower Road, Rotherhithe Old Road, Bush Road and Rotherhithe new Road pre-dates the development of the Rotherhithe Peninsula by the LDDC. It creates complicated traffic movements for vehicles accessing and leaving the peninsula via Redriff Road and Plough Way and provides a poor environment for residents living around it and shoppers on Lower Road.
- 4.3.15 The proposals in the AAP will bring significant growth in numbers of homes and shopping facilities. In addition, through their core strategy, Lewisham have identified opportunities for growth on several large sites in the area, including Convoys Wharf, Canon and Marine Wharves, Oxtalls Road and Millwall Stadium.
- 4.3.16 Our testing of AAP proposals demonstrates that we need to make improvements to transport infrastructure. If we do nothing, modelling shows that traffic queues and delays around the gyratory and on Lower Road would be expected to worsen.
- 4.3.17 Using the model, we have prepared a comprehensive transport strategy for this area. Our proposals aim to simplify the gyratory system making it less complicated for all users. Our testing shows that reintroducing two-way traffic on Lower Road substantially reduces traffic flows on Rotherhithe Old Road which has the potential to significantly improve the environment for residents. While the proposed changes do not significantly increase the capacity of the network, revised signalling of key junctions enables traffic to move through the area more smoothly. It will also enable us to improve pedestrian crossings on Lower Road, reducing the barrier effect it currently creates between the shopping centre and Surrey Quays station, the Hawkstone Estate and Southwark Park. In revising the AAP, we will re-run our testing to make sure that our strategy for improving transport in the area remains robust.
- 4.3.18 As a first phase of the improvements, we will use funding available through our ~~Local Implementation~~ Transport Plan to enable a straight-across movement from Plough Way to Rotherhithe New Road. In the longer term, in order to accommodate increased movements on Plough Way generated by developments west of Lower Road, including Canon and Marine Wharves, we will need to widen Plough Way at the junction with Lower Road to create an additional left-hand turn lane. Using our compulsory purchase powers if necessary, we will seek to purchase a strip of land on the vacant site at 247-251 Lower Road to achieve this. We have included land acquisition costs in our estimate of the cost of the proposals. We will raise funds to implement the changes set out in this policy through a existing s106 planning obligations standard charge on new developments in the AAP area and, after our CIL has been adopted, through that mechanism. In addition, we plan to make Area Based Scheme (ABS) bid to TfL for funding (refer to section 6 on delivery of the AAP and appendices 6 and 7 for more details).
- 4.3.19 As well as proposals around the gyratory, TfL are planning to signalise the roundabout at the entrance to the Rotherhithe Tunnel in order to improve access to the tunnel for emergency vehicles. Associated improvements are also planned to Jamaica Road which will provide an opportunity to create a new pedestrian crossing between Southwark Park and King Stairs Gardens.

- 4.3.20 While we have prepared a high level transport strategy, individual developments will be expected to carry out transport assessments to demonstrate that they can mitigate their impact. Our multi-modal study is extensive in its coverage. As well as the AAP area, it extends into a wider area which includes neighbouring boroughs. As part of their TA, developments will be expected to use the multi-modal study to assess their transport impacts.
- 4.3.21 It is critical that developments show that adequate and safe servicing of sites can be achieved. A site servicing strategy should be provided as part of the transport assessment. Our Transport SPD provides more details on servicing strategies.
- 4.3.22 The action plan area is located in an Air Quality Management Area, indicating that air quality is below national standards. Saved policy 3.6 of the Southwark Plan states that planning permission will not be granted for development that reduces air quality. Our Sustainable Design and Construction SPD advises that major developments will be expected to show impacts on air quality through an air quality assessment and gives further guidance on the way such assessments should be carried out.

Policy 9: Parking for retail and leisure

Car parking provided for retail and leisure developments within the town centre must be made available to the general public as “town centre” car parking. Proposals should

- Maximise opportunities to ensure that parking spaces are used efficiently throughout the day and evening, taking into account availability of public parking elsewhere in the centre.
- Make sure that car parks are advertised by appropriate on-site signage. We may seek financial contributions towards provision of off-site signage.
- Provide pedestrian access to car parks in locations which are convenient for users of town centre facilities both on-site as well as on adjacent sites.
- Be accompanied by a car parking management strategy.

We are doing this because

- 4.3.23 There are currently around 2,230 car parking spaces in the town centre spread over the shopping centre and over-flow car parking sites, the Decathlon site and the Surrey Quays Leisure Park. There is evidence that these car parks are underused. For example, surveys undertaken on the Decathlon site suggest that on Saturday during peak periods, around 65% of spaces are in use. During the weekday peak, this falls to 30%. On the Leisure Park site, recent surveys indicated that that during peak periods on Saturday evening around 54% of spaces were in use. This fell to 45% during the Friday peak.
- 4.3.24 This also shows that existing car parks are not used very efficiently. The Leisure Park car park is busiest during the evening. In contrast, the Decathlon store car park tends to be busier during the daytime.

- 4.3.25 Through providing shared car parks which are publically accessible, we will be able to balance demands for car parking more effectively, ensuring that operators are able to meet peak demands, without resulting in underused car parks during off-peak times. This policy is consistent with policy 6.13 and the parking addendum to chapter 6 in the London Plan (2011) which state that where on-site parking is justified, there is a presumption that it will be publicly available.
- 4.3.26 Car parks should be advertised by appropriate signage to ensure town centre users are aware of them and to contribute towards their efficient use. In order to maximise their efficiency pedestrian access to them should be convenient for users of retail and leisure facilities both on-site and in adjacent parts of the town centre.
- 4.3.27 We will use parking standards in our forthcoming New Southwark Plan Development Management DPD and the London Plan to negotiate the number of parking spaces which are provided. In accordance with policy 6.13c of the London Plan 2011, where it can be convincingly demonstrated that there are identified issues of vitality and viability, in view of the need to regenerate the centre, we may take a more flexible approach to the provision of public car parking ensuring it serves the town centre as a whole. Provision of electrical charging points will be required in accordance with policy 6.13 of the London Plan. Planning proposals in the town centre should be accompanied by a strategy which shows how parking will be managed. In addition to addressing parking management issues, this should also address safety and security of users.

Policy 10: Parking for residential development in the Core Area

Residential parking within the Core Area should be limited to a maximum of 0.3 spaces per home. Car free developments will be ~~permitted~~ promoted (while still providing for disabled people and car clubs) where the site is located in a controlled parking zone (CPZ).

We will manage the impact of residential parking on sites in the Core Area by extending the current CPZ.

We are doing this because

- 4.3.28 Our objective is to encourage people in the area to use sustainable types of transport, such as walking, cycling and public transport. The ease with which someone can find a parking space adds to the convenience of car ownership and usage which in turn contributes to congestion, reduced air quality and noise pollution.
- 4.3.29 The core area has good access to public transport services and therefore a maximum standard which is below the borough-wide standard is appropriate. In order to avoid car-parking over-spilling into neighbouring streets, we would extend the current controlled parking zone and would not issue on-street parking permits to future residents. This would help ensure that it will be easier for existing residents to find a place to park on the street. We will consult separately on the future extension of the CPZ.

4.3.30 Consistent with the Southwark Plan and our forthcoming New Southwark Plan ~~development Management DPD~~, the car parking standards set out here will include spaces suitable for disabled users.

4.4 Leisure: a great place to visit, relax in and have fun

- 4.4.1 Canada Water has some great leisure facilities which make the area really distinctive. These include museums, the cinema and bowling, and sports and recreation facilities in the parks and docks. Our aim is to improve leisure facilities to provide a benefit for both existing and future residents and workers.

Objectives

- L1 To promote healthy lifestyles and make the area known for its excellent sports, leisure and entertainment facilities.
- L2 To promote arts, culture and tourism.

Policy 11: Leisure and entertainment

We will support provision of additional leisure and entertainment facilities focussed in the town centre.

Development on the Surrey Quays Leisure Park must not result in a loss of leisure and entertainment floorspace or the existing cinema, unless floorspace of at least the same size and which includes a cinema of a similar size to the existing is secured elsewhere in the town centre.

We are doing this because

- 4.4.2 Leisure and entertainment facilities are important to help create a thriving and vibrant town centre. Our consultation has demonstrated that the Odeon cinema on the Surrey Quays Leisure Park is popular and makes a very positive contribution to the range of facilities on offer. As the local population will be increasing, we will encourage provision of additional entertainment and leisure facilities and protect those, such as the cinema, that already exist.
- 4.4.3 This is consistent with our proposals to move Canada Water up the hierarchy of centres, making it more attractive to a larger catchment. Retaining existing facilities and supporting new facilities also scored positively in our Sustainability Appraisal of the AAP.
- 4.4.4 We will use policies in our forthcoming New Southwark Plan development Management DPD to make sure that new facilities do not have a negative impact on the amenities of nearby local residents.

Policy 12: Sports facilities

We will support improvements to sports facilities. As part of this, we will

- Refurbish the Seven Islands leisure centre and consider long term options for the provision of sports and leisure facilities.
- Improve sports facilities in Southwark Park.
- Make sure that new sports facilities provided in schools are made available to the community for use outside school hours.

We are doing this because

- 4.4.5 There are several sites on the peninsula which provide sports facilities. These include the Seven Islands Leisure Centre, the Surrey Docks Water Sports Centre, the athletics track and sports centre in Southwark Park, the facilities at Bacon's College, and the Living Well health club in the Hilton Hotel.
- 4.4.6 There have been several recent initiatives to improve sports facilities in the area. These include
- A £2.3m refurbishment of the Surrey Quays water sports centre
 - The installation of new sports pitches at Mellish Fields
- 4.4.7 We want to make further improvements to sports facilities
- The Seven Islands Leisure Centre provides a swimming pool as well as a gym and a sports hall. We will be developing plans to refurbish the centre and improve the dryside and wetside facilities. £8m has been committed through the council's 2011 capital refresh programme to complete this work. We will use this to extend the life of the Seven Islands by up to 10 years. In the long term however, there is an opportunity to provide a new leisure centre in the town centre.
 - Funding is being sought to refurbish the sports centre in Southwark Park.
 - The new secondary school which is planned for the neighbouring Bermondsey area ~~for the AAP area~~ would also have new sports facilities
- 4.4.8 There is also the potential to make better use of the docks for water-related sports activities, such as diving, as long as these do not impact on the openness of the docks.

Policy 13: Arts, culture and tourism

We will protect and strengthen arts, cultural and tourism facilities in the AAP area by

- Continuing to protect businesses and community uses in the strategic cultural area around St Mary's conservation area.
- Using opportunities to promote heritage-led regeneration.
- Providing performance and exhibition space in the new library.
- Supporting opportunities to reinforce historic links with Scandinavia and the Baltic region.
- Supporting the use of the docks for water related leisure and tourism activities which do not affect their openness and making improvements to public realm around the docks.
- Providing small scale local convenience shopping, facilities cafes and restaurants on proposals sites, which include St George's Wharf.
- Providing new hotel bed spaces in the town centre.

We are doing this because

- 4.4.9 The Rotherhithe peninsula has many arts, cultural and tourism attractions. These include the Brunel Engine House and area around St Mary's church, the Pumphouse museum, the Café Gallery in Southwark Park, Surrey Docks Farm and the docks.

- 4.4.10 Our approach is consistent with core strategy policy 10 which protects arts, tourism and cultural uses in the strategic cultural areas, and promotes new activities in the right locations. The area around St Mary's Church, has a number of arts, culture and tourism uses including, St Mary's Church itself, the Brunel Museum, the Mayflower Inn and Sands Film Studios is designated as a strategic cultural area.
- 4.4.11 There are a number of heritage assets which are significant to the local history of the docks and riverfront and which contribute to defining the character of the Rotherhithe area. There is the potential for new development to conserve or enhance heritage assets and their settings to reinforce the qualities that make the heritage asset significant and that contribute to defining the local character.
- 4.4.12 With a large portion of the Rotherhithe area now sitting on infill of former docks, linking canals and the Grand Surrey Canal, there is the potential that associated features survive as archaeological remains. The potential for survival of such features should be archaeologically investigated prior to the design of proposals. Proposals should seek to preserve such features and display them.
- 4.4.13 The area around St Mary's Church is a conservation area. The historic village which centres on the church and tightly packed streets of warehouses which front onto the river demonstrate the historical importance of London's relationship with the Thames. The Edward III's Rotherhithe conservation area focuses on the scheduled monument of the manor house of Edward III. Both conservation areas contain a number of key heritage assets of the action area enjoyed by people who live and work locally as well as visitors and new development must preserve or enhance their character and appearance. A draft conservation area character appraisal was recently published for the Edward III's conservation area and the council is preparing a conservation area character appraisal for the St Mary Rotherhithe conservation area.
- 4.4.14 The Surrey Docks also had strong trade links with Scandinavia and the Baltic region and the area still accommodates a thriving Scandinavian community. The Finnish and Norwegian churches on Albion Street and the Swedish Seaman's Church on Lower Road are evidence of continuing links with that region. Appropriate proposals which reinforce this element of the area's character will be supported.
- 4.4.15 South Dock Marina and Greenland Dock provide a great opportunity for leisure and tourism related activities and this policy would help them meet their potential.
- 4.4.16 Development on St George's Wharf will provide an opportunity to provide facilities for both local people and visitors and would also enable the council to fund much needed improvements to the docks and the amenities, including the shower and toilet block. Our proposals for St George's Wharf are set out in appendix 5 &.
- 4.4.17 Although there is a hotel in the AAP area (the Hilton) and a youth hostel, there is scope to provide new facilities. A study published by the GLA in 2006 estimated that Southwark needs to provide an additional 2,500 hotel beds by 2031 to meet growing needs in south London. Our evidence suggests that there may be a current demand for a hotel of between 120-150 bed spaces in

the town centre, but this may change as regeneration of the centre progresses.

- 4.4.18 This approach would compliment the policies in other parts of the AAP, particularly the aim of improving pedestrian and cycle links, enhancing access to the docks and river and using development opportunities to provide or reinstate the Thames Path.

4.5 Places: better and safer streets, squares and parks

- 4.5.1 A central part of our vision is to create a distinctive town centre which helps give the area a sense of place. We are also aiming to ensure that the areas network of parks is strengthened and that new development achieves high environmental standards.

Objectives

- P1 To ensure the design, scale and location of new buildings help create streets and neighbourhoods which have a varied character. There should be no gated communities and the area's green spaces and heritage should be enhanced, especially the River Thames, the docks and the parks to create a distinctive sense of place.
- P2 To create an attractive, safe, and secure public realm.
- P3 To link the docks and parks in a network of open spaces which have a variety of functions, including recreation and children's play, sports facilities and nature conservation.
- P4 To make the River Thames and its river front more accessible.
- P5 To reduce the impact of development on the environment and help tackle climate change, air quality, pollution and waste and flood risk.

Policy 14: Streets and public spaces

Development in the core area should create clearly defined streets and spaces which

- Make connections into the surrounding street network.
- Provide convenient, direct, safe, and attractive pedestrian and cycle links; Pedestrian and cycle routes should be at ground level (grade).
- Create practical and logical access routes for motor vehicles.
- Recognise the physical legacy of the docks as a key part of the character of the area.
- ~~Create strong physical and visual links between the Canada Water basin, the shopping centre and Lower Road.~~
- Strengthen pedestrian and cycle links from the town centre to open spaces including Greenland Dock, Russia Dock Woodland, Southwark Park, the Thames and Deal Porter's Walk.
- Provide high quality, safe and inclusive public realm.
- Incorporate carefully designed public spaces which provide comfortable environments for pedestrians and which are safe with logical paths for vehicles where necessary to avoid conflict with pedestrians and cyclists.
- Enhance the open space network through the introduction of new spaces that act as a focus for activity and draw people through the area.

Policy 15: Building blocks

All development on all sites in the core area should

- Make sure that new blocks have a fine grain, that is they should

- Present a choice of interesting routes through development; Pedestrians and cyclists should find them easy to move around
- Have an interesting and varied roofline
- Incorporate frequent shifts in architectural design
- Contain frequent entrances on to the street
- Use high quality, durable, robust and sustainable building materials that contribute to a sense of quality and create the impression that development is permanent and built to last.
- Use shifts in height, design and layouts to avoid creating a canyon effect in streets.
- Conserve or enhance heritage assets and their settings.
- Minimise the visual impact of car parking. Car parking should be located within buildings, basements, or where appropriate above new development. Multi storey car parking should be designed to incorporate ground level activities and should other uses, such as shops, should wrap around it.

Policy 16: Town centre development

Development in the town centre should

- Maximise opportunities to mix uses within blocks.
- Create strong circulatory routes which link the main retail and leisure uses. These routes should contribute to the creation of an open street environment, rather than a covered or mall style environment.
- Provide a new high street and maximise opportunities to reconfigure or redevelop the shopping centre in phases.
- Enhance the setting of the Canada Water basin and adjacent public spaces as the focal point of the town centre, by retaining its sense of openness, improving the adjacent public realm, activating frontages and removing blank facades. Active uses around the Canada Water basin should have generous floor to ceiling heights.
- Create strong physical and visual links between the Canada Water basin, the shopping centre and Lower Road.
- Enable the integration of sites to the east of Surrey Quays Road (Site E, Harmsworth Quays and the Surrey Quays Leisure Park) into the town centre by providing strong visual and physical connections which link them to the basin, shopping centre and tube station, introducing a new public space on Surrey Quays Road and in the longer term closing the southern end of Surrey Quays Road to through traffic. Maximise opportunities to redefine the character of the southern part of Surrey Quays Road as an integral part of the town centre, by providing strong pedestrian links between the shopping centre and Leisure Park, activating frontages on either side of the street and creating an environment which is comfortable for pedestrians and cyclists

A masterplan for the shopping centre and overflow car park will be required as part of a planning application for the first phase of development.

We are doing this because

- 4.5.2 We have shown how the principles we set out here should apply in. Figures 24-29 21-27.

- 4.5.3 Much of the development in the core area, particularly around the shopping centre, is fragmented and suffers from bland and uninteresting architecture. Block sizes are very large which makes movement for pedestrians difficult. Land uses in much of the core area tend to be separated. For example the shopping centre and Decathlon site are occupied only by shops, all leisure uses are located on the Leisure Park, while Harmsworth Quays and Quebec Industrial Estate provide industry and warehousing. Also, most sites were designed for car users and each has its own car park. As a result, there are often few people on the streets and the area can feel rather dead, particularly when shops are closed.
- 4.5.4 Our aim is to create an area which is much more distinctive and on a human scale. New development should create a hierarchy of streets and spaces which connect into the surrounding street network. They should be overlooked, feel comfortable to use and be easy to move around, particularly by pedestrians and cyclists.
- ~~4.5.5 We already protect much of the historic environment through conservation areas and archaeological priority zones. We would also seek to conserve and enhance the significance of all heritage assets, including scheduled monuments, historic parks and gardens, listed and also locally listed buildings, structures and their settings, in line with the protection set out in the Core strategy policies. The design of new development should consider the sensitivity of these heritage assets and their settings and ensure that their significance is conserved or enhanced. Where development may impact on archaeological remains of the former docks and associated features, applications should carry out archaeological assessments to ensure that these remains are preserved and where possible be made accessible for public display. The geoarchaeology of the Canada Water area is also of local significance and should be considered when preparing archaeological assessments.~~
- ~~4.5.6 In the early 20th century, the docks extended over 85% of the Rotherhithe peninsula. The legacy of the docks, including basins and dock walls, bridges, lifting equipment and dock offices, is still evident today. The design of new development and the public realm should address this historic asset which is an important part of the character of the area and which should help drive its regeneration~~
- 4.5.7 The Canada Water basin is a fantastic asset which is currently ignored by the fragmented nature of the development which has taken place around it. It should be at the heart of the town centre; ~~There~~ there is an opportunity to create a destination around the basin which combines civic, shopping and entertainment uses. Shop fronts around the basin should have sufficient height to create a sense of presence and help create a strong circulatory route which draws people around it.
- 4.5.7a There is the potential to create new public space to the east of the basin. This can also help create strong links through to sites to the east of Surrey Quays Road. The availability of Harmsworth Quays for development provides the opportunity to expand the town centre to the east. The criteria set out in policy 16 will help integrate sites to the east of Surrey Quays Road into the town centre.

- 4.5.7b Development on the shopping centre site can be intensified and a retail axis introduced between the basin and Lower Road. Lower Road is currently separated from the shopping centre by complicated routes and changes in ground levels. The introduction of a new high street creates an opportunity to integrate Lower Road and the shopping centre site much more effectively.
- 4.5.8 Development with a finer grain will help integrate key sites into the wider area. The use of articulation in the design of a street facade can humanise the street, enhance the design potential of the block and add to the visual interest of the public realm as a whole.
- 4.5.9 Blocks within the town centre should have a mix of uses to help give more life to the area and ensure that there are more people on the street during the day and in the evening. Development should aim to make the area around the shopping centre feel like a town centre which has an open, rather than a covered or mall style environment. In addition to making the area feel more distinctive, this will also help integrate key sites into the surrounding area.
- 4.5.9a In the early 20th century, the docks extended over 85% of the Rotherhithe peninsula. The legacy of the docks, including basins and dock walls, bridges, lifting equipment and dock offices, is still evident today. The design of new development and the public realm should address this historic asset which is an important part of the character of the area and which should help drive its regeneration. In line with the NPPF, development should conserve or enhance the significance of heritage assets and their settings. Where development may impact on archaeological remains of the former docks and associated features, applications should carry out archaeological assessments to ensure that these remains are preserved and where possible be made accessible for public display. The geoarchaeology of the Canada Water area is also of local significance and should be considered when preparing archaeological assessments.
- 4.5.10 A masterplan should be prepared to accompany the first phase of development on the shopping centre and overflow car park to avoid piecemeal development and ensure that future phases can be delivered according to the principles which are set out here and in proposals site CW AAP7.
- 4.5.11 The principles we set out here allow some flexibility in the way the new town centre could be laid out. While it could enable key sites to be developed independently of one another, we consider that if landowners work together, we can achieve a better solution which would unlock opportunities to make more substantial changes to the shopping centre. Policies 14, 15 and 16 provide a set of urban design principles which developments will be expected to address and do not prescribe a particular design and plans shown in Figures 7, 14, 15 and ~~24-29~~ ~~22-28~~ are indicative. The extent to which future development does maximise opportunities to redevelop or reconfigure the shopping centre, ~~or define the character of the southern part of Surrey Quays Road,~~ will be assessed in further detail through the planning application and development management process. In deciding applications in the AAP area, the Council will take into account feasibility and other relevant planning policies. It is recognised that the principles set

out in the policies may be delivered as part of a phased development of the Surrey Quays shopping centre or shopping centre car parks.

4.5.12 Generally these principles have been supported through consultation and scored well in our sustainability appraisal.

Policy 17: Building heights in the core area

Prevailing building heights

Prevailing building heights in the core area should be between 4 and 8 storeys. Heights will generally be at the lower end of the range on sites on the periphery of the core area. Developments should contain variations in height to add interest and variety to the development, help signify places which are more important and help them relate more effectively to surrounding development.

Tall buildings (above 30m in height)

Tall buildings will be appropriate in important locations in the town centre, where they reinforce the character and function of the centre. In particular, they will help to define the importance of the Canada Water basin and surrounding public spaces as the focal point within the town centre.

Within the area indicated on Figure 9, tall buildings which have around 20-25 storeys will be appropriate. Buildings which are significantly higher than 25 storeys must demonstrate that they contribute positively to London's skyline, when viewed locally and in more distant views and that they make exceptional contributions to the regeneration of the area.

All tall buildings over 30m must:

- Provide public space at ground level. Public space should be proportionate to the height of the building and the importance of the location in the town centre.
- Contribute to an environment which is easy to move around for pedestrians and cyclists.
- Provide town centre uses that reinforce the function of the town centre and help animate the space around the building.
- Address the hierarchy of spaces and streets in the area.
- Have due regard to the London View Management Framework (LVMF), including the strategic views of St Pauls Cathedral from Greenwich and Blackheath and river prospect views from London Bridge.
- Conserve or enhance the significance of heritage assets and their settings, including Southwark Park which is a historic registered park, St Mary's conservation area and King Edward III's conservation area.
- Demonstrate a considered relationship with other tall buildings and building heights in the immediate context in views, including views along the River Thames and in the background of views of Tower Bridge. The location, orientation and massing of tall buildings should be articulated to ensure that

cumulatively, tall buildings remain distinguishable as individual elements on the skyline.

- Be slender and elegant; the tops of buildings should be well articulated and recessive.
- Allow adequate sunlight and daylight into streets, public spaces and courtyards.
- Avoid harmful microclimate and shadowing effects or adverse affects on local amenity.
- Demonstrate an exemplary standard of design, provide high quality accommodation which significantly exceeds minimum space standards and promote housing choice by providing a mix of unit types.
- Incorporate communal facilities for residents of the development.

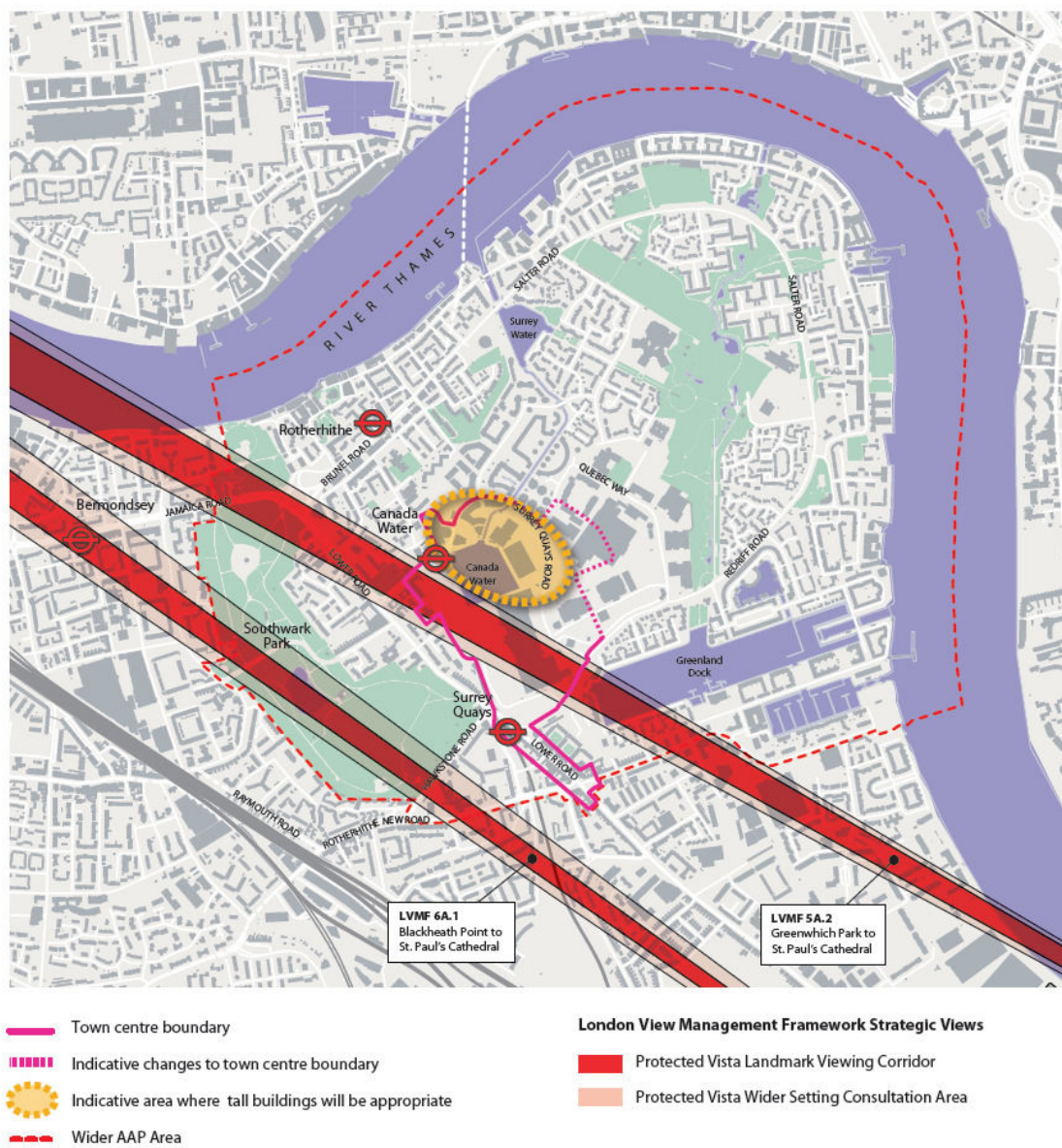
In addition to the above criteria, buildings which are significantly higher than 25 storeys must:

- Demonstrate that they contribute positively to London's skyline when viewed locally and in more distant views.
- Include a publically accessible area on upper floors where feasible.

Other special buildings

There are opportunities to provide special buildings on the south-west corner of the Surrey Quays Leisure Park and on the south-west corner of the shopping centre. These buildings (which need not be tall buildings over 30m) can mark key gateways into the town centre through unique design, provision of public space and town centre uses.

Figure 9: Tall buildings strategy



We are doing this because

4.5.12a The AAP vision is to create a strong and vibrant town centre at Canada Water. The townscape in many of the sites in the core area is very inconsistent, comprising large out-of-town style retail and industrial sheds. A more consistent townscape of an appropriate scale will help deliver the AAP vision. The range of heights (4-8 storeys) will help ensure the development on the periphery of the core area can be consistent with the lower scale of surrounding development, while heights at the upper end of the range can be used to help define more important streets and spaces. This approach is reflected in the Maple Quays development where prevailing heights vary between 8 storeys on Surrey Quays Road and the Plaza and 4 and 5 storeys adjacent to surrounding developments to the north.

4.5.12b While most buildings will be in the range described above, there is also the potential for tall buildings (of 30m and above - roughly 10 storeys) in the town centre. Designed well and in the right locations, they will support our

aim of regenerating the town centre. The benefits in providing tall buildings include:

- Public realm: Currently, the footprints of the existing large sheds make it difficult to move around the centre. With the exception of the plaza outside the library, the public realm is uninspiring and offers little to residents, visitors or shoppers. A key advantage of tall buildings is that they can utilise much smaller footprints, enabling the creation of more public realm and making it easier for pedestrians to move around.
- Town centre functions: The key to a vibrant and successful town centre is a range of shops, leisure opportunities and businesses which create a destination. Tall buildings should provide a range of uses to help animate the base of the building and contribute to the vibrancy of the centre.
- A townscape which is easy to understand: Tall buildings can help way-finding and help signal the importance of a destination.

4.5.12c It is important that proposals for tall buildings reflect each of these elements.

4.5.12d The basin and public spaces around it have the potential to be the focal point of the town centre and should also be the focal point for the tallest elements of development. The availability of Harmsworth Quays for development has created the opportunity for tall buildings to the east of the Canada Water basin. This area provides the potential for new town centre uses and also for new public spaces which can help deliver the AAP vision.

4.5.12e Special buildings can help mark gateways into the centre. Buildings in these locations need not be over 30m but should provide distinctive design, public space and active uses which helps identify the location as a point of transition.

4.5.12f While tall buildings may be appropriate in parts of the centre, there are other parts of the centre which are sensitive to tall buildings. There is a protected view of St Paul's Cathedral and Tower Bridge from Greenwich Park which means that buildings on the shopping centre site should not be more than 30m high (roughly 10 storeys) and that any tall buildings in the area should meet the requirements of the London Plan and London View Management Framework. It is also important that proposals do not create a canyon effect on either side of the protected viewing corridor.

4.5.12g Proposals for tall buildings should demonstrate that in accordance with the NPPF they will conserve or enhance the significance of historic environment and heritage assets and their settings and wider historic environment particularly when located in the immediate context of these assets. There are a number of heritage assets locally including Southwark Park which is a historic registered park and also St Mary's and King Edward III's conservation areas. Tall buildings may be visible from these areas and therefore impacts on these heritage assets and others which may be impacted on should be addressed by proposals.

- 4.5.12h There is a need to ensure that the relationship between tall buildings is considered to ensure they do not merge to form a wall of development. Individual buildings should be distinguishable and contribute positively to the local skyline. Tall buildings at Canada Water are visible in views along the river, including views from London and Tower Bridge. Buildings which are significantly taller than 25 storeys (the height of Ontario Point) will have a correspondingly greater impact on London's skyline.
- 4.5.12i As they will comprise "vertical communities", communal facilities should be provided for residents of the development, such as viewing platforms, winter gardens and flexible meeting spaces. Tall buildings should increase housing choice by providing a range of apartment types, including duplexes. Buildings which are very tall will have spectacular views and should provide a facility for the general public which takes advantage of views.
- 4.5.12j All proposals for tall buildings will need to comply with saved policy 3.20 of the Southwark Plan. AAP policy 17 also sets out more detailed criteria which are consistent with the tests set out in policy 3.20 of the Southwark Plan.

Policy 17: Building heights on sites in and adjacent to the core area

Prevailing building heights

Prevailing building heights on sites around the Canada Water basin should be between 5 and 8 storeys. Heights will generally be lower on sites on the periphery of the core area. Appropriate building heights are set out in Figure 9.

Developments should contain variations in height and make use of the full range of buildings heights to add interest and variety to the development, help signify places which are more important and help them relate more effectively to surrounding development.

Development around the Canada Water basin and the edge of Russia Dock Woodland should generally be around the lower end of the ranges.

Buildings which are taller than the prevailing heights (but below 30m in height) will only be allowed where they

- Help define a point of local significance
- Add interest to the skyline
- Relate well to surrounding development and conserve or enhance the significance of heritage assets and their settings.

Tall buildings

Tall buildings (which are over 30m in height) will be situated in important locations, as indicated in Figure 9. These comprise

- A district landmark tower up to 26 storeys in height on Site A
- A local landmark up to around 15 storeys located on the south west corner of the shopping centre site

The design of tall buildings needs careful consideration. This includes the need to conserve or enhance the significance of heritage assets and their settings. They should be elegant and slender and careful consideration should be given to the top of the building to ensure it adds interest to the skyline. Proposals should demonstrate that harmful effects on residents, pedestrians and cyclists, such as overshadowing and wind funnelling, will be mitigated.

Figure 9: Proposed building heights

We are doing this because

- 4.5.13 Our testing of building heights has suggested that the heights we set out in the policy provide the right balance protecting the character of the area and providing sufficient development potential to create a strong and vibrant town centre.
- 4.5.14 General heights on the shopping centre site and around Surrey Quays Road of between 5 and 8 storeys would help enable mixed use developments which will help support shops and businesses and create more life at different times of day. They also enable sufficient development to take place to make redevelopment of key sites in the town centre viable. With a tube station, an overground station and a bus station, the town centre area can support a higher amount of development.
- 4.5.15 The area which is to be redeveloped is large and building heights can be varied to ensure that important aspects of the area's character are protected. Building heights should not be overbearing on the docks and should be lower towards the northern and eastern fringes of the core area to provide a transition to lower density development in the suburban zone. By varying heights, we can also help create an area which is more interesting and distinctive.
- 4.5.16 These heights set out here are similar to those proposed in option B at issues and options stage. This option received more support than option A which suggested limiting building heights to 6 storeys.
- 4.5.17 Buildings which are taller than the prevailing heights (but below 30m) can help signify locally significant points, such as important road junctions, or as a focal point in an important view. To fulfil this function, they should be used very sparingly and generally only on a small part of a site.
- 4.5.18 There are also some benefits to having tall buildings (over 30m high). They can act as landmarks and would help make the area easier to navigate around by marking the town centre and key locations such as the new plaza and the tube stations. They can add variety to the character of an area and help make the skyline more interesting. However, parts of the core area are sensitive to tall buildings. There is a protected view of St Paul's Cathedral and Tower Bridge from Greenwich Park which means that buildings on the shopping centre site should not be more than 30m high (roughly 10 storeys) and that any tall buildings in the area should meet the requirements of the London Plan and London View Management Framework.

- 4.5.19 There are two existing towers on the Canada Estate. A tall building located on site A would appear as part of a small cluster. A tall building on the south west corner of the shopping centre, would create a landmark at Surrey Quays station and create a gateway into the town centre.
- 4.5.20 At issues and options stage we also considered the potential for a tall building on the southern corner of the Leisure Park site. We rejected this option however as we considered that when viewed from Greenland Dock, a tall building in that location would appear prominent and isolated from other buildings of similar height. In July 2011, the leaseholder of the site, Daily Mail & General Trust (DMGT), announced its intention to relocate its present printing operation to a greenfield site in Thurrock. Our 2011 local development scheme indicates that the need to make alterations to the AAP in the light of this will be kept under review. As part of this, we would review the building heights strategy to ensure the AAP recognises the opportunities provided by Harmsworth Quays.

Policy 18: Open spaces and biodiversity

The wider network

Our strategy is to protect and maintain and enhance a network of open spaces (shown indicatively on Figure 10), green corridors and habitat for wildlife. We will:

- Protect important open spaces as Metropolitan Open Land (MOL), Borough Open Land (BOL) and Other Open Space (OOS).
- Protect the former nursery as Metropolitan Open Land.
- Protect three additional spaces as Other Open Space: Cumberland Wharf, Surrey Docks Adventure Playground and Neptune Street Park.
- Maintain provision of public parks to a standard of at least 1.22ha per 1,000 population.
- Allocate the former nursery and St Pauls Sports Ground as an open spaces and bring them it back into active use.
- Protect and designate new Sites of Importance for Nature Conservation (SINCs) and ensure that development does not result in a loss of biodiversity.
- Expect new development to provide opportunities for food growing.

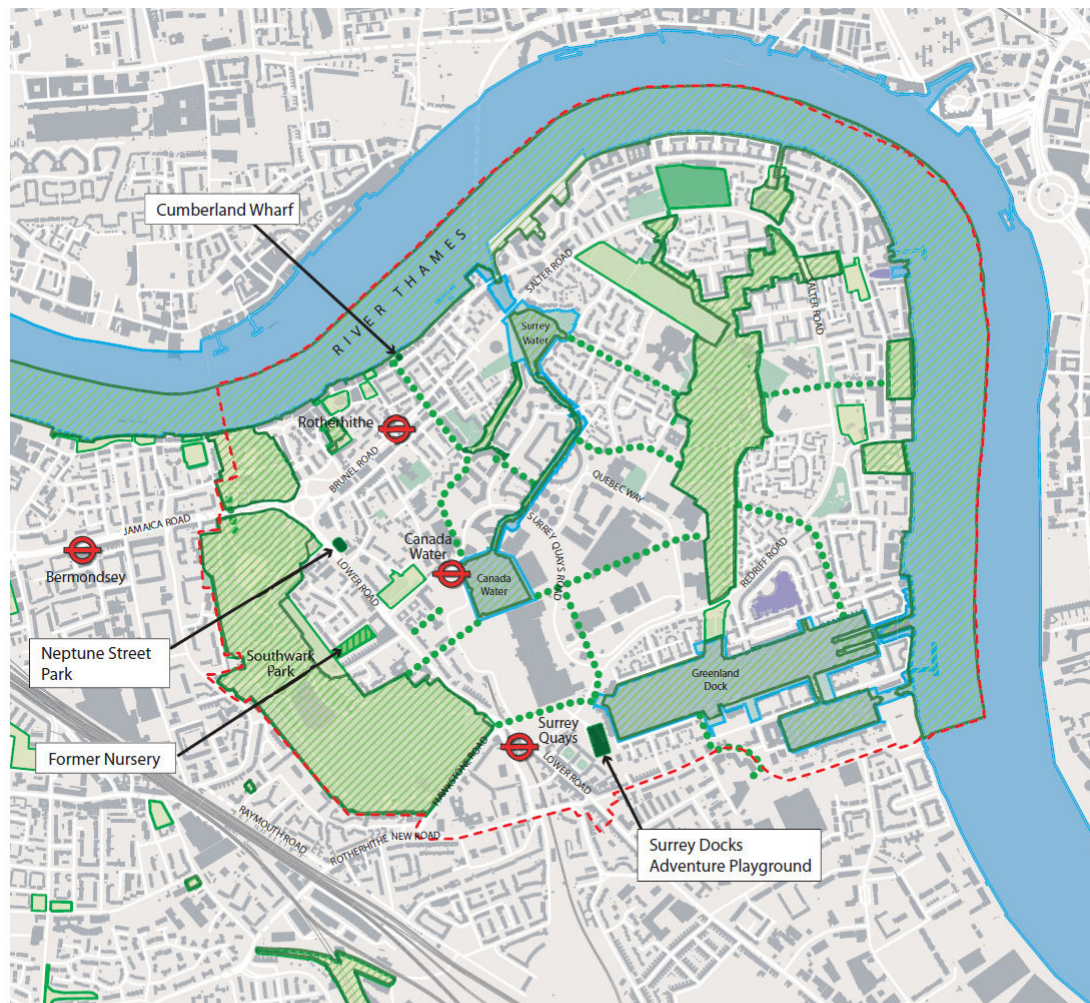
The Core Area

Development in the core area must:

- Provide high quality public open spaces. These should have variety of functions, which could include a market, children's play areas, performance space, ecological and learning areas, places to sit, relax and take part in recreational activities such as fishing.
- Provide safe, direct and attractive pedestrian and cycle routes to connect open spaces and help link space into the surrounding network.
- Improve the overall greenness of the area, through planting street trees, creating living roofs and walls and providing habitats for wildlife which increase biodiversity.

Detailed landscaping plans will be required as an integral part of development proposals.

Figure 10: The network of open spaces in the AAP area



- Existing open spaces protected in the Core Strategy
- Proposed "metropolitan open land"
- Proposed "other open space"
- St Paul's Sports Ground
- Key links between spaces
- Docks and water bodies protected as open spaces in the Core Strategy
- Wider AAP Area
- Sites of Importance for Nature Conservation (SINCs)

We are doing this because

4.5.21 The AAP area contains a variety of open spaces and green areas. These include Southwark Park and Russia Dock Woodlands, the remaining docks and many important smaller parks, public squares and playgrounds. ~~Many of these are protected in the core strategy either as Metropolitan Open Land, Borough Open Land or Other Open Space.~~

- 4.5.22 These areas provide a range of landscapes and leisure opportunities for both local people and people across Southwark and are part of the heritage of the area. We have prepared an Open Space Strategy (2013) for the borough. The strategy suggests that generally open space provision in the action area is good. There is 44ha of public park space which equates to 1.53ha per 1,000 people. This is much higher than the borough-wide average of 0.91ha per 1,000 people. Moreover, almost everyone in the action area lives within 400m of a park. By 2026, it is expected that public park provision would drop to 1.22 ha per 1,000 people (if no additional open space is provided). We surveyed existing open spaces in 2003 in preparing the Southwark Plan. We are currently updating this survey and preparing an open spaces strategy which will include a capital investment framework. Existing evidence highlights the lack of allotments within Canada Water and the importance attached to amenity green space. We will address these matters through our open spaces strategy and, as necessary, through future planning documents such as the Sites Allocation DPD.
- 4.5.23 ~~We have prepared an open spaces strategy sub-report for Canada Water which identifies existing provision of 75.7ha of open space in the AAP area. The sub-report shows that the current level of public park provision is 1.53ha per 1,000 population. There is very little deficiency to parks as almost the whole AAP area is within a 400 metre catchment area.~~
- 4.5.24 The residents' survey undertaken showed that people in the Canada Water sub area of the Open Space Strategy recorded one of the highest levels of satisfaction with open space in the borough of 87%. Most of the open spaces received a quality score of above 66% which is the minimum quality standard for achieving Green Flag status.
- 4.5.24a Many existing open spaces in the action area are protected in the core strategy either as Metropolitan Open Land (MOL), Borough Open Land (BOL) or Other Open Space (OOS). The Open Spaces Strategy recommends that Cumberland Wharf, Surrey Docks Adventure Playground and Neptune Street Park also meet our core strategy criteria for "other Open Space" designation. Designating them will give them extra protection from development. Together with Southwark Park, the former nursery is part of a clearly distinguishable break in the built environment and therefore we are proposing to extend the MOL designation of Southwark Park to cover the former nursery as well. These spaces are shown indicatively on Figure 10.
- 4.5.24b The Open Space Strategy sets a borough-wide target of maintaining at least 0.72ha of public park provision per 1,000 people (on the basis of 2026 population levels). The amount of public park space in the action area will be well above this level. Nevertheless, the population is expected to increase significantly and there are some large sites becoming available for development. A new pocket park will be provided on Site A and there is also potential to provide new green space on Harmsworth Quays. New open spaces in the town centre and core area will help support the growing population. They can help provide relief in a built-up environment, encourage physical activity, recreation and enjoyment. Contact with the natural environment has also been shown to improve mental wellbeing and reduce stress.

4.5.25 ~~The sub-report for Canada Water recommends a projected standard for provision of 1.22 ha per 1,000 population based on retaining the existing park provision and taking into account the increase in population to an estimated 36,000 people by 2026. The study recommended the designation of three additional open spaces~~

- ~~• Cumberland Wharf~~
- ~~• Surrey Docks Adventure Playground~~
- ~~• Neptune Street Park~~

~~These spaces are in council ownership and we will consider taking their designation forward through the site allocations DPD.~~

4.5.26 We will work with the community including 'Friends' groups, the GLA, Groundwork UK, developers and landowners to implement the strategy within the AAP area. Improvements will be part funded by existing s106 contributions and in the future the community infrastructure levy towards open space improvements. Our Section 106 Planning Obligations SPD sets out a borough-wide standard charge that we apply for open space contributions. This standard charge will be replaced by the community infrastructure levy. We are anticipating that CIL will come into effect at the end of 2013. ~~In the future we will tailor this charge to carry out improvements needed to help deliver the open spaces strategy.~~

4.5.27 There are a number of sites, including Russia Dock Woodlands which are protected as sites of importance for nature conservation (SINCs). These areas provide valuable habitat and opportunities for experiencing nature. These are important in helping local plant and animal species to survive. In addition to those designed in the Southwark Plan, we have designated new SINCs at Durrand's Wharf, King Stairs Gardens and Deal Porters Walk. These are shown indicatively on Figure 10.

4.5.28 ~~It is important to create new open spaces in the town centre and core area to help support the growing population. They can help provide relief in what is a built-up area, encourage physical activity, recreation and enjoyment. Contact with the natural environment has also been shown to improve mental wellbeing and reduce stress. We have recently committed funding to bringing the Former nursery into active use as an open space and will consider the most appropriate role for St Paul's Sports Ground through the preparation of the open spaces strategy.~~

4.5.28a There are no allotments in the action area. Requiring new development to provide food growing opportunities is consistent with our Open Space Strategy and will be important because most of the new homes provided, especially in the core area, will be flats without access to private gardens.

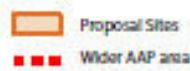
4.5.28b There are also many amenity areas around housing estates in the action area. These provide important spaces for informal recreation, including informal play and dog walking, close to where people live or work. Our Open Space Strategy indicates that there is often potential to introduce small scale improvements to housing amenity spaces to encourage a range of activities such as food growing, nature conservation and recreation.

- 4.5.29 Within the core area, new hard and soft spaces will be created. The original LDDC landscaping strategy envisaged a network of hard and soft spaces linked by roadside planting to create wildlife habitats. New development in the core area will be expected to strengthen links between spaces within the Canada Water and also improve the nature conservation value of sites through measures such as living roofs and walls, tree planting and landscaping. Improvements to the biodiversity of sites can be measured through a Code for Sustainable Homes or BREEAM assessment.
- 4.5.30 Greening the urban environment is also important in terms of mitigating climate change, improving air quality, providing shade and reducing the 'urban heat island' effect.

Policy 19: Children’s play space

Residential development should have access to sufficient play space for children and young people. Doorstep and local play facilities for children should be incorporated into developments in accordance with Figure 11. We will ~~require residential~~ use existing s106 planning obligations to improve play facilities, which include neighbourhood and youth facilities, which are not provided on site. In the future, after the community infrastructure levy is adopted, this will be used to help provide funding for play facilities.

Figure 11: Existing and Proposed play spaces in the AAP area



We are doing this because

4.5.31 We have carried out an assessment of the existing provision of children's play spaces and identified areas of deficiency. We will require children's play areas suitable for age ranges 0-5 (doorstep spaces) and 5-11 (local spaces) to be integrated into new development. In this way, about 0.5 ha should be provided on sites in and around the core area, which is the area with greatest deficiency.

4.5.32 All residents within the Core Area will be within easy walking distance of

- Small areas of play for younger children (maximum 100m walk)
- Local facilities (maximum 400m walk)
- Larger equipped areas of play for older children (maximum 800m walk)

4.5.33 These standards are consistent with the London Plan (2011) policy 3.6 and the Mayor's SPG on Providing for Children and Young People's Informal Play and Recreation. ~~Developments will be required to make a s106 contribution~~

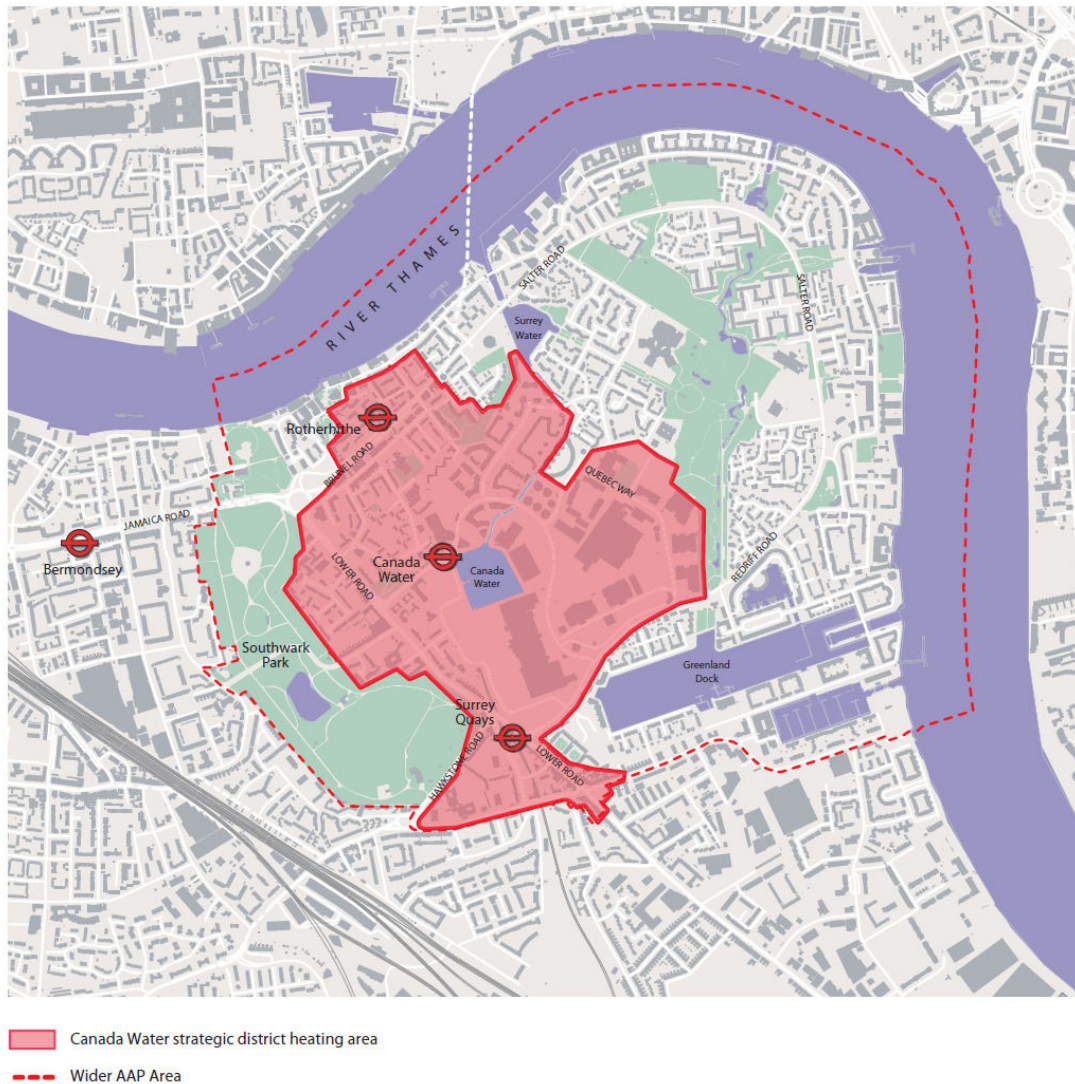
~~towards improvements to play spaces.~~ This will help improve facilities for older children, or existing facilities for younger children where these have not been provided on site. Our 106 Planning Obligations SPD sets out a standard charge that we apply for open space financial contributions. However, after our CIL is adopted, this would be used to help fund these improvements.

- 4.5.34 Adequate, safe and accessible play space will make an important contribution to the welfare of children and families. It will also have a favourable effect on children's health through raising their levels of physical activity; providing contact with other children, and helping to combat the early onset of conditions such as obesity, depression and diabetes.

Policy 20: Energy

Our strategy is to establish a district heating system to serve both new and existing development. To facilitate this, we will designate a strategic district heating area (SDHA) around the core of AAP area (see Figure 12). Development located in the SDHA should be future proofed and designed for connection to the district heating network. When the district heating network is established, major developments will be required to connect to the network.

Figure 12: Canada Water strategic district heating network



We are doing this because

4.5.35 Our Climate Change Energy and carbon reduction strategy aims to reduce carbon emissions by 80% by 2050. In accordance with our core strategy and the London Plan (2011) policy 5.2, all new development will be required to reduce carbon emissions through implementing the energy hierarchy, that is

- Reduce energy consumption through building design and efficiency measures
- Connect to local community heating or CHP networks where possible
- Use renewable technologies

4.5.36 Policy 13 in the core Strategy requires development to improve on the Building Regulations CO² reduction requirements by 44% and a reduction in CO² emissions by 20% using low and zero carbon technologies. These policies will apply across the AAP area. Our Climate Change strategy promotes the use of CHP and district heating networks as the main means of tackling CO² emissions from buildings. Apart from a reduction in CO² emissions, the benefits of creating a network include cheaper energy bills for homes connected to the network, and more cost-effective ways of meeting CO² emissions targets for developers. The government have announced that

by 2016, all new residential homes should be carbon zero, with commercial development following in 2019.

- 4.5.37 The Canada Water Energy Study has assessed the opportunities for the generation and supply of low carbon and renewable energy across the AAP area and identified a significant opportunity to establish a district heating network. There would be several options to achieve this. The first would be to establish an energy centre in the area and link infrastructure on individual sites to create a network. However, in terms of cost to amount of carbon saved, district heating which utilises waste heat from the South East London Combined Heat and Power (SELCHP) plant in Lewisham would be the most cost effective district heating option. Both options would provide a significant opportunity to incorporate housing on Southwark's estates within the network. The energy study estimates that 84% of predicted energy demand in 2030 will be generated by buildings already standing today.
- 4.5.38 We are currently negotiating with SELCHP to implement phase 1 of the network which will comprise a connection between SELCHP and several housing estates to the south and west of Southwark Park, including the Four Squares estate and the Silwood estate. A second phase could extend the network to the east into the core area (refer to Section 6: Delivering the AAP and Appendix 3 & 6 for more details).
- 4.5.39 When there is certainty around the establishment of a district heating network, we will use s106 obligations to require development to connect. Our Sustainable Design and Construction SPD provides more guidance on the design measures needed to ensure that buildings and energy systems are future-proofed. Outside the strategic district heating area, borough-wide policies in the core strategy and forthcoming New Southwark Plan ~~Development Management DPD~~ will apply.

4.6 Providing more and better homes

- 4.6.1 In this section, we set out our approach to providing a range of different types of housing all built to high standards to provide more and better homes. We are doing this by balancing housing needs, with making sure that developments are viable. We also have to take into account land for other types of development and the need to ensure that housing improves the local area so that developments contribute to strengthening the Canada Water town centre and wider AAP area.

Objectives

- H1 To create a mixed community by providing more housing choices and better homes of a high quality. There should be more affordable housing and different housing sizes including larger homes for families.
- H2 To focus higher densities in the action area core where there are town centre activities and good access to public transport.

Policy 21: New homes

Development in the core area will provide a minimum of 2,500 net new homes between 2011-2026. Outside the Core area, there is capacity for around 800 additional homes. Across the AAP area, most of these homes will be delivered on proposals sites.

We are doing this because

- 4.6.2 Our Strategic Housing Market Assessment and Housing Requirements Study highlight that we need to provide more housing to meet the needs of local people and those wanting to live in Southwark. However, we need to balance this against the need to provide space for other activities, such as shopping, leisure and offices.
- 4.6.3 We have designated Canada Water as a growth area and an action area in the core strategy. The Mayor has designated it as an area for intensification in the London Plan and set a housing target for the area. The core strategy sets a target of 2,500 net new homes in the Canada Water Action Area between 2011 and 2026. The London Plan (2011) sets the same target by 2031. We will continue working towards meeting our target for the shorter time period of 2011-2026 in line with our core strategy as we expect all our Canada Water proposals sites to be delivered within this timeframe.
- 4.6.4 We have identified sites in the core area where we estimate that around 3432 ~~2600~~ new homes could be built in the period between 2011 and by 2026. Of these ~~1628~~ 2266 already have planning permission, have been completed or are under construction. In the wider AAP area, there is capacity for approximately ~~800~~ 572 homes over the same period, of which ~~359~~ 407 have permission, have been completed or are under construction. Providing new homes in Canada Water is very important as they are providing around ~~13~~ 17% of the total housing target for Southwark in the core strategy.
- 4.6.5 We are building most of the new housing in the core area where there is good accessibility to improve the town centre and public transport facilities. By

maximising the number of homes which are provided in the core area, we can continue to protect our open spaces and the suburban character of the wider AAP area, while providing a continuous supply of housing.

- 4.6.6 We will use design standards, including minimum dwelling sizes, set out in policy 23 of the AAP, in our updated Residential Design Standards supplementary planning document (2011) and the in the core strategy and forthcoming borough-wide New Southwark Plan-Development Management DPD to ensure that new homes are of high quality.

Policy 22: Affordable homes

Development in the AAP area will provide a minimum of 875 new affordable homes between 2011-2026. Most of these new homes will be on the proposal sites.

In schemes of 10 or more homes, at least 35% of homes must be affordable. Of the affordable homes, 70% should be social rented and 30% should be intermediate.

Our preferred approach for the Hawkstone Estate is to refurbish homes in John Kennedy House and the low rise blocks to and bring them up to the Government's decent homes standards. ~~We are reviewing our strategy for the low rise blocks and a decision on whether to refurbish or redevelop will be made in the light of updated viability information.~~

We are doing this because

- 4.6.7 Our Strategic Housing Market Assessment and Housing Requirements Study indicate that we should provide as much affordable housing as is viable to meet the needs of local people and those wanting to live in Southwark. The studies also suggest that we can not meet all of the need for social rented or intermediate housing, because this would exceed our total supply of housing of all types.
- 4.6.8 Our core strategy states that at least 875 new affordable homes should be provided in the AAP area over the plan period. This is 35% of our target for Canada Water in the London Plan 2011 of 2,500 new homes. Of the target, ~~507~~ 571 affordable homes are on sites with planning permission have been completed or are under construction.
- 4.6.9 Requiring 35% of new homes to be affordable will contribute towards our objective of creating more mixed and balance community at Canada Water. There is a high proportion of existing homes in the area which are social rented, particularly in Rotherhithe ward. The target will provide increased housing choice, a wide range of housing types and will help unlock the development of sites which would not otherwise be viable.
- 4.6.10 Our affordable housing viability study suggests that requiring 35% of new homes to be affordable is deliverable and should not make development unviable. We have also tested this proportion in financial appraisals we have undertaken on other sites, including the shopping centre and overflow car park, and the findings reinforced the conclusions of the viability study.

4.6.11 Many of the homes on the peninsula are relatively new having been built in the last 20 years. We know however that some of the homes in the area are in a poorer condition. This includes some of the blocks on the Hawkstone Estate which do not meet decent homes standards. We have considered the feasibility of redeveloping John Kennedy House and the low-rise blocks on the Hawkstone Estate. At the point we carried out the study, refurbishment of these blocks was a more financially viable option. The Council's Cabinet made a decision in May 2011 to refurbish John Kennedy House ~~and to carry out further analysis and discussions on the best approach for the low rise blocks.~~ The Cabinet subsequently agreed in December 2011 to undertake a programme of enhanced refurbishment of the low rise blocks. Works at John Kennedy House started on site in January 2013 and it is projected that works to the low rise blocks will commence in summer 2013. A report will be taken to Cabinet by October 2011. The decision whether to refurbish or redevelop the low rise blocks, or whether to deliver a mixture of these two approaches, will depend on the viability and further analysis work currently being carried out.

Fact box: Affordable and private housing

There are two types of housing:

Private (or market) housing is available to either buy or rent privately on the open market

~~Affordable housing, as set out in London Plan policy (2011) policy 3.10, meets the needs of households whose incomes are not enough to allow them to buy or rent decent and appropriate housing in their borough as defined in the National Planning Policy Framework (NPPF March 2012) is provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.~~

There are different types of affordable housing, as defined in the glossary of the NPPF:

Social Rented Housing is owned by local authorities and private register providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime.

Intermediate housing is homes for sale or rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.

Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).

The NPPF replaced the updated Planning Policy Statement 3 which introduced affordable rent as a new type of affordable housing. In accordance with our Core Strategy and the saved Southwark Plan policies this AAP sets out policies for social rent and intermediate homes only. We are reviewing our approach to the affordable rent tenure through the preparation of our New Southwark Plan.

~~Social Rented Housing is housing that is available to rent either from the council, a housing association (known as registered providers or other affordable housing providers). Access to social housing is based on need.~~

~~Intermediate housing is housing at prices and rents above those of social rented but below private housing prices or rents. It can include part buy/part rent, key worker housing and intermediate rent housing.~~

~~Updated Planning Policy Statement 3: Housing (June 2011) introduces another type of affordable housing:~~

~~Affordable rented housing is rented housing let by registered providers of social housing to households who are eligible for social rented housing. It requires a rent of no more than 80 percent of the local market rent.~~

~~As part of our consultation on our revised Affordable Housing supplementary planning document we are looking at the implications for the new definition for Southwark.~~

Policy 23: Family homes

Developments must provide the following in schemes of 10 or more homes:

- a minimum of 60% of units with two or more bedrooms
- a maximum of 5% of units as studio flats
- a minimum of 20% of units with 3, 4 or 5 bedrooms with directly accessible amenity space in the core area
- a minimum of 30% of units with 3, 4 or 5 bedrooms with directly accessible amenity space in the suburban density zone

Other than studio flats which must be private, homes of all sizes should provide a mix of private, social and intermediate housing.

All developments must meet the minimum overall floor sizes set out in Table 1.

Across a scheme, the mix of unit types should cater for the full range of household sizes. We will assess this using the average dwelling sizes set out in Table 1.

Table 1: Minimum space standards for new development

Development type	Dwelling type (bedroom/persons)	Essential GIA (sq m)
Flats	Studios	36
	1b2p	50
	2b3p	61
	2b4p	70
	2b average	66
	3b4p	74

	3b5p	86
	3b6p	95
	3b average	85
	4b5p	90
	4b6p	99
	4+b average	95
2 storey houses	2b4p	83
	3b4p	87
	3b5p	96
	3b average	92
	4b5p	100
	4b6p	107
	4+b average	104
3 storey houses	3b5p	102
	4b5p	106
	4b6p	113
	4+b average	110
When designing homes for more than six persons developers should allow approximately 10 sq m per extra person.		

We are doing this because

- 4.6.12 Our Strategic Housing Market Assessment and Housing Requirements Study show that there is a need for more family housing in Southwark across all tenures. At the moment we do not have enough family housing to meet needs. The result is that families are either forced to live in overcrowded homes or unsuitable housing or they have to move out of the borough.
- 4.6.13 Throughout consultation, local people have consistently stated that providing larger homes should be a priority, and that the current Southwark Plan requirement of 10% family homes is too low.
- 4.6.14 Our approach in the core strategy and in this AAP is to provide a mix of housing sizes and types to meet the housing needs of different groups and to provide a range of housing with more family homes of 3 or more bedrooms for families of five or more people of all incomes. This will mean that households of different sizes will people have suitable housing and do not need to move out of Canada Water. Other than for studio units, for which there is no identified need in the affordable sector, we will encourage all tenures to provide a range of dwelling sizes, to maximise the diversity of housing choice. Maximising choice of housing is one of the key objectives of the London Plan (2011) and is consistent with Policy 3.8: Housing choice.
- 4.6.15 We will require a higher proportion of family homes in the suburban density zone, as this would be consistent with the suburban character of the area. In this area, there is scope to provide more outside amenity space, which is particularly important for families. Family housing must provide a minimum of 10sqm of directly accessible private amenity to ensure that children have somewhere to play. Guidance on the provision of amenity space is set out in our Residential Design Standards supplementary planning document. New housing developments must also provide additional communal play areas for children, as required by the Mayor's supplementary planning guidance on Providing for Children and Young People's Play and Informal Recreation and policy 19 of the AAP. In the core area densities will be higher and

developments will have to be imaginative about the way private outdoor space is provided. Rather than having gardens, some family homes would have access to balconies, patios or roof terraces instead. We have tested this policy in the feasibility study we have carried out on the shopping centre and overflow car park to ensure it is deliverable.

- 4.6.16 The policy will help achieve our objective of ensuring that the area is attractive for families. It will also complement the investment we are making in schools, leisure facilities and the library.
- 4.6.17 We want all new development to be high quality with good living conditions. Sufficient space is needed by everyone in the home to have space to play, work and study, and for privacy and quiet. Requiring minimum floor areas will help to achieve this by making sure that an adequate amount of space is provided to create pleasant and healthy living environments for different sizes of households. This is also a priority for the Mayor, who has set out minimum floor areas for housing in Policy 3.5 of the London Plan 2011. We will expect new development to meet these space standards, as set out in Table 1. These are minimum standards which developers are encouraged to exceed. They are based on the number of people expected to live in a house. This means developers should state the number of occupiers a home is designed to accommodate.
- 4.6.18 To ensure we get a mix of dwelling types and sizes for the full range of household sizes, we have set out average minimum floor areas.

Policy 24: Density of developments

We have designated a core area on the proposals map. Development within the core area should be the urban density range of 200-700 habitable rooms per hectare. The only exceptions to this should be when development has an exemplary design standard.

With the exception of one area, the remaining part of the AAP area is located within the suburban density zone. Development within this zone should be between 200 and 350 habitable rooms per hectare.

The core area and suburban density zone are shown on Figure 2.

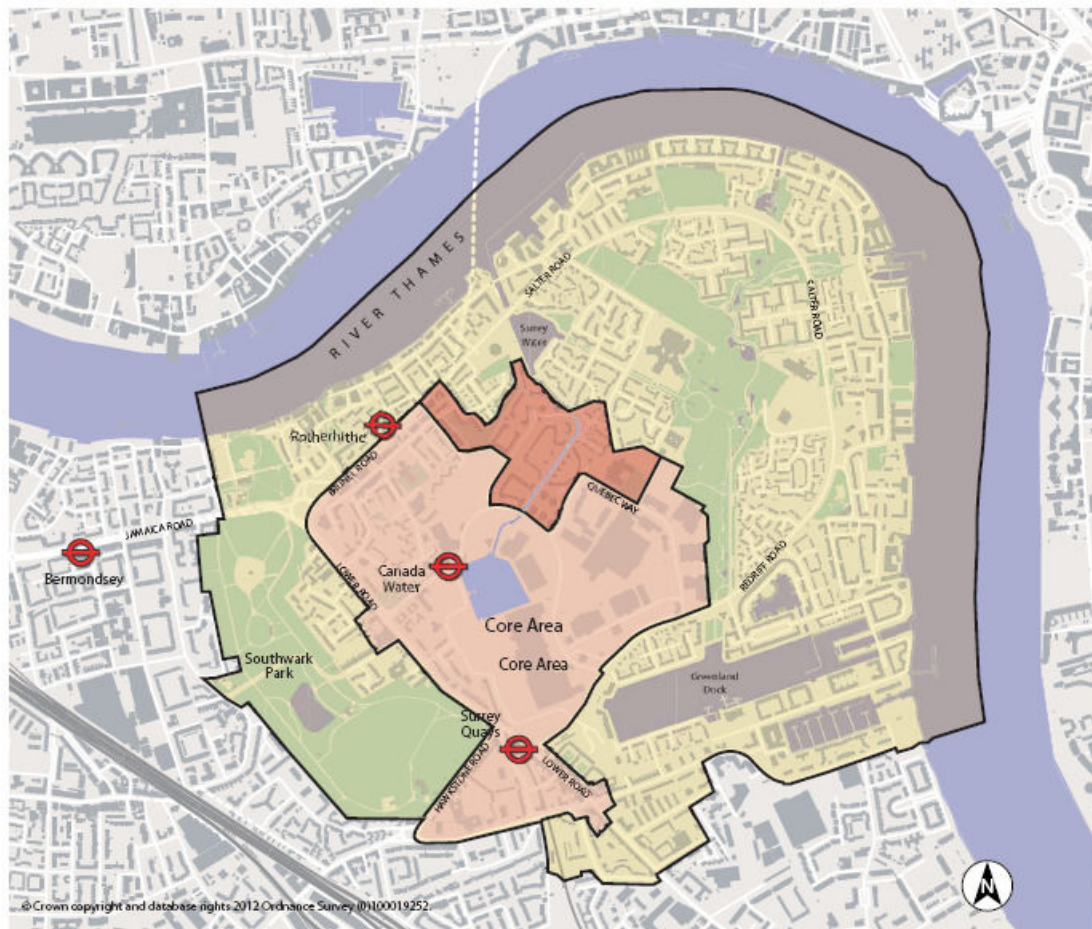
We are doing this because

- 4.6.19 The character of the AAP area varies greatly. In Surrey Docks ward, around ~~32~~³⁰% of homes are houses and ~~68~~⁷²% are flats. Whilst there appears to be a high proportion of flats, these are mainly located in a narrow strip along the river. The majority of the peninsula is residential in character, with 2-3 storey developments (see ~~Figure 16~~) off small residential streets, cul-de-sacs, wide verges and generous setbacks.
- 4.6.20 In contrast, residential densities are higher around the area to the north of Canada water tube station and south of Southwark Park.
- 4.6.21 National and London Plan policies require developments to make the most efficient use of land, whilst respecting the character of areas. Our approach in the core strategy is to focus higher densities in town centre areas and areas

with good public transport services. In the core strategy, we have designated much of the AAP area as a suburban density zone, which is consistent with the approach the Mayor is taking in policy 3.4 of the London Plan (2011). This has been strongly supported through consultation on the AAP.

- 4.6.22 Within the core area we will allow higher densities. This is consistent with our vision to create a genuine town centre in the heart of the core area. The core area is the most suitable area for higher density development due to its character, greater public transport accessibility and the key opportunities and capacity for growth within the core area proposals sites. Higher residential densities can be achieved through better urban design and architecture, which will in turn also bring more people to live in the area. More people will help bring more life to the town centre and will support shops, services and leisure facilities. The core area also has good access to public transport services, giving people the opportunity to travel by sustainable types of transport rather than cars.
- 4.6.23 The focus of development within the AAP will be a core area around Canada Water (Figure 2). This area is most suitable for more development and change due to its
- **Character**
The character of the area designated as the core is very different to the surrounding area. The difference in scale, grain and land use between the core area and the wider area is very marked. The core area includes a range of town centre uses as well as larger and taller flatted developments, whereas the wider area is predominately residential, with more open space and smaller scale housing including terraced and semi-detached houses and houses with gardens.
 - **Public transport accessibility**
The core area has higher levels of public transport accessibility with excellent links by the underground, overground and the bus network. Improvements to public transport will help to further increase the public transport accessibility.
 - **Opportunity and capacity for growth**
There are concentrations of large development opportunities with the capacity to contribute significantly to the regeneration of Canada Water within the core area.

Figure 13: Canada Water core area and urban and suburban density zones



- Core area
- Suburban Density Zone
- Urban Density Zone

4.6.24 This approach also complements our building heights policy, which focuses taller buildings in the town centre and close to the stations. Moving away from this core, building heights and densities should diminish. By maximising densities in the core area, we can reduce the number of homes which are provided in the suburban area to help protect its character.

4.6.25 The density ranges we set out in the policy are consistent with our core strategy. Section 2.2 of our Residential Design Standards supplementary planning document sets out the criteria for exemplary design. We may review this in our New Southwark Plan Development Management DPD.

Fact Box: Density

Density is the measure of the amount (intensity) of development. Both residential and mixed use residential development should be within our density ranges. Our Residential Design Standards supplementary planning document sets out how we calculate density. We may review and update this through our forthcoming New Southwark Plan development management development plan document.

4.7 Enhanced social and economic opportunities

- 4.7.1 It is important that the social and community infrastructure such as new jobs, schools, health and other community facilities is put in place to benefit local people and support the growing population.

Objectives

- C1 To provide more and enhanced educational, health and community facilities which meet the needs of the growing population.
- C2 To provide more local employment opportunities.

Policy 25: Jobs and business space

We will promote a business cluster in the core area, primarily focused around Harmsworth Quays print works, through requiring the provision of around 12,000sqm of new office and light industrial space (Use Class B1) to meet local office needs and additional space where there is demand from specific end users. Key sites on which business space will be provided are CW AAP7 (Surrey Quays shopping centre and overflow car park, Decathlon site) and CW AAP24 (Harmsworth Quays, Mulberry Business Park, Site E, Surrey Quays Leisure Park). in new development on the following sites:

- ~~Surrey Quays shopping centre and overflow car park~~
- ~~Mulberry Business Park~~
- ~~Site E~~
- ~~Surrey Quays Leisure Park~~
- ~~Site B~~

New business space must be designed flexibly to accommodate a range of unit sizes to help meet the needs of the local office market and SME businesses.

In large developments, consideration should be given to phasing the delivery of business space to allow for future growth in demand.

We are doing this because

- 4.7.2 Our 2009 Employment Land Review forecasts the need to provide between 25,000sqm and 30,000sqm of new office space in Southwark by 2026 to meet the needs of the local office market which is located outside of the SE1 area of the borough. A proportion of this new office space can be provided at Canada Water, ~~through the redevelopment of existing sites and we have estimated approximately 12,000 sqm could be accommodated on the proposal sites.~~ With good access to the tube station and buses and good accessibility to supporting shops and services within the town centre, Canada Water is an attractive location to provide new business space. It should also benefit from growth at Canary Wharf and London Bridge where development is expected to generate 135,000 new jobs in the period leading up to 2031. This will stimulate growth in the local economy as small and medium sized enterprises which play a vital role in providing goods and services to the major business hubs.

- 4.7.3 ~~Our strategy proposes the formation of a business cluster in the core area, located around the Harmsworth Quays print works. In July 2011, the leaseholder of the site, Daily Mail & General Trust (DMGT), announced its intention to relocate its present printing operation to a greenfield site in Thurroek. We have reviewed the type, quantum and distribution of new business floorspace which is appropriate for Canada Water. Our Non-Residential Uses Study 2012 estimates that there is identified demand for at least 5,300sqm, based on current market share. However, as is noted above, we anticipate that the impact of regeneration and the potential to provide complimentary uses, such as retail, hotels and higher education will substantially increase the attractiveness of business space in the area, providing scope for significantly more space. Demand could also be boosted by the requirements of particular end users, such as King's College. Our 2011 local development scheme indicates that the need to make alterations to the AAP in the light of this will be kept under review. As part of a review, we would reassess the type, quantum and distribution of new business floorspace which is proposed in the area, to ensure it remains part of a coherent strategy.~~
- 4.7.3a It is likely that demand for business space will be grow over the life of the plan. In large developments, consideration should be given to delivering business space in phases to allow for potential growth in demand. It is recognised that new Class B1 floorspace may not be delivered in every phase of development in the core area.
- 4.7.4 ~~Provision of business space has been~~ This AAP strategy was generally supported during consultation and scored well in the sustainability appraisal. It is also consistent with table A2.1 in the London Plan (2011) which recognises that some office provision could be promoted as part of wider residential or residential and retail/leisure mixed use development. Annex 1, Table A1.2 of the London Plan Policy (2011) estimates that Canada Water can provide around 2,000 new jobs. We estimate that provision of new B1 office space would make a net contribution of approximately 350 new jobs.
- 4.7.5 ~~Our research suggests that new space should be flexible to meet the demands of the local office market. Future occupiers would be likely to be public sector organisations or SMEs providing services to other local businesses, mainly in the information technology, creative industries, and professional services sectors. SMEs typically require facilities of between 200sqm to 500sqm, with public sector organisations requiring larger facilities up to 2000sqm. In order to ensure that business space can meet the needs of a wide range of occupiers, we would not encourage provision of live-work units. The 2012 study recommends that business space should be flexibly designed, ideally be provided in stand alone buildings and should be clustered to create a business community which can connect and share services. The minimum size of a cluster of employment spaces accommodating a range of start-up and small enterprises and providing a degree of flexibility for on-site growth, would be approximately 2,000 sq m although the scale varies across sectors. Typically such clusters provide fairly high density employment.~~
- 4.7.6 There is some business space in the core area which has not been designated on proposals sites. This includes the Dock Offices on Surrey Quays Road and the City Business Park on Albion Street. Business space

on these sites is protected by policy 10 in the core strategy and should be retained.

- 4.7.7 In accordance with core strategy policy 10 we will target training and employment opportunities which are created by new development towards local people and aim to maximise the proportion of goods and services procured locally and open up supply chain opportunities for local businesses. It is recognised that new Class B1 floorspace may not be delivered in every phase of development on the Surrey Quays shopping centre site and shopping centre car parks. In such circumstances planning applications should be accompanied with a masterplan and a reasoned explanation as to why Class B1 is not included in that particular phase and anticipating where it will be provided.

Policy 26: Schools

The anticipated demand for additional school places will be met by:

Primary

Keeping the need to expand existing schools primary schools under review and the potential provision of new schools.

Secondary

The provision of a new school in Bermondsey and exploring the possibility of expanding existing secondary schools.

All schools will be encouraged to promote and provide services for the community.

~~We will provide a new secondary school for Rotherhithe. Our preferred site is Rotherhithe primary school. A development on this site would involve the re-provision of the existing primary school as part of an 'all-through' school.~~

~~We may need to provide additional primary school places during the lifetime of the AAP. Albion is our preferred site for expansion. We will also continue to explore the potential to improve staff and teaching facilities at Albion Primary School in the short term.~~

We are doing this because

- 4.7.7.a Our school place planning which takes account of the increasing number of children as the overall population in the area increases, suggests that there may be a need for between 6.5 and 8 forms of entry of primary school places in the Bermondsey and Rotherhithe area by September 2016. We are exploring the possibility of expanding a number of schools in the Bermondsey and Rotherhithe area. These expansions have the potential to meet anticipated demand. They could also be supplemented by provision of new schools. A new primary school could form part of the site proposal for proposals site CW AAP 24, although this would depend on the level of demand generated by new housing and viability of development on that site. The longer term need for additional primary school places in the Bermondsey and Rotherhithe areas will be kept under review.

4.7.7.b Secondary school place planning is carried out at borough level. A new school which would provide 4FE has been approved to open in September 2013 in Bermondsey. There may also be the potential to expand existing secondary schools to provide additional places.

~~4.7.8— We are aiming to transform teaching and learning by investing in education through the borough-wide Southwark schools for the future (SSF) initiative. This includes building a new secondary school in Rotherhithe to meet the growing population in the north of Southwark. This is to take account of the increasing number of children as the area becomes home to greater numbers of families with children. Our pupil place planning indicates that five forms of entry of new secondary school places will be needed within Southwark by 2019/20.~~

~~4.7.9— Our preferred site for the new secondary school is the Rotherhithe Primary School site. It is a site which meets minimum size requirements, has good transport links, has good access to other amenities such as open space and leisure facilities and is in council ownership. If the new school is built on our preferred site, it will also allow us to rebuild Rotherhithe primary school. We will also explore ways of linking together the schools of Rotherhithe in a form of federation should the governors of the school wish it.~~

~~4.7.10— The Primary Capital Programme is central government's programme for funding for primary schools. Rotherhithe Primary School was identified as needing investment in the second phase. This school is single storey building with large areas of flat roof giving both high energy costs and high maintenance costs.~~

~~4.7.11— Albion primary school is currently performing well and the number of staff and pupils has risen in recent years. It has a very large site area relative to its size and in comparison to other schools in the area, but is in need of some additional teaching and staff space, including a better designed school hall. We are working with school governors and staff to explore the feasibility of options of providing additional teaching and staff space. As there is no public sector funding available for improvements, any scheme would need to provide some housing to make it self financing.~~

~~4.7.12— In the medium term, with the growth in the population around the core area, it is likely that additional primary school places will be required. Albion Primary school is currently single form of entry and would have the capacity to expand to two forms of entry.~~

Policy 27: Community facilities

Our strategy is to locate local facilities together so that the services required by the community including, housing services, services for young people, health centres, community space and facilities for the police are provided in accessible locations in a way in which different facilities can complement and support each other.

New community space will be provided on Site A, the Shopping Centre site, 24-28 Quebec Way, the Quebec Industrial Estate, Downtown and Docklands Settlement, but will only be required where there is a clear requirement and an identified body who will manage it on a viable basis.

Policy 28: Early years

Around 100 pre-school spaces will be provided to meet the demands of population growth in the core area. Our preferred sites for pre-school facilities are existing schools and parts of the core area which are outside the town centre including ~~Albion Primary School, Rotherhithe Primary School as well as the Quebec Industrial estate.~~

Policy 29: Health facilities

We will work with the primary care trust to meet the needs generated by the increased population by providing new health facilities in the core area. Any new facility will need to be highly accessible and close to public transport links. The preferred location for a new health facility is within the core area ~~the Surrey Quays Shopping Centre and overflow car park although the space may be provided elsewhere.~~

A new health centre of approximately 1,500sqm will also be built on the Downtown site.

We are doing this because

- 4.7.13 Community uses tend to work well when they are located close to one another. This creates opportunities to share spaces and facilities, makes them more convenient for the public to visit, and helps make them more viable.
- 4.7.14 An example of this approach is the new library at Canada Water which ~~will~~ provides exhibition and performance space and ~~will~~ focuses strongly on facilities for and participation by young people and families, providing a base for Southwark Young People's Forum.
- 4.7.15 Co-locating services for young people with education and other community uses reflects our Children and Young People's Plan which aims to bring services together to create a joined-up approach to meeting the needs of children and young people. It identifies significant opportunities to align planned capital investment, particularly in schools, to improve service delivery, achieve better value for money, and take advantage of major regeneration projects in Southwark.
- 4.7.16 Our core strategy policy 4 and Extended Schools programme require schools to be designed flexibly to enable use outside school hours by the wider community. Any new ~~secondary~~ school provision should be designed to provide a range of services for young people, including learning and health, as well as sports.
- 4.7.17 There is also an opportunity to improve youth facilities in the east of the peninsula by expanding facilities of the Docklands Settlement. This development is currently under construction. The new facility, ~~which would~~ will provide a range of community and business facilities would also accommodate the Odessa Street Youth Centre.
- 4.7.18 More new homes in the core area will create a need for around 100 additional spaces in pre-school facilities (approximately 1,000 sqm including outdoor space). Additional pre-school spaces could be provided in existing

~~Rotherhithe and Albion primary schools and on core area sites which are outside the town centre Quebec Industrial Estate, which is are allocated for a mixed of uses, which could including a community use.~~

- 4.7.19 Over the life of the AAP, there will be a need to improve health facilities and, expand them to meet the needs of the growing population living in the area and to deliver a model of healthcare which provides better access and which incorporates a wider range of primary and community health services. These facilities will enhance existing provision and reflects our aim in core strategy policy 4 of ensuring that new development increases local health facilities. We will follow London Plan Policy 3.2 and require health impact assessments to ensure major developments consider the impact of the development on health.
- 4.7.20 ~~We have given planning permission to a development which includes~~ We are currently considering a planning application which proposes a new health facility at the Downtown site. This replaces a much smaller facility. The PCT NHS Southwark have advised that the new centre will have capacity to support population growth over the first phase of the AAP.
- 4.7.21 ~~Health provision is not currently proposed in any of the planning applications in the core area. The Surrey Quays Shopping Centre and overflow car park site~~ The core area is our preferred site location for new health facilities. This is because the site the core area is close to public transport and is accessible from the wider AAP area. in a central location. ~~Whilst the site is close to other services such as the library it is not too close to the new facilities to be provided at the Downtown site. However, if opportunities elsewhere arise, these should be considered as possible alternatives for the provision of new health facilities. We will continue to liaise with NHS Southwark the PCT to share plans and make sure they are aware of proposed developments. Whilst the preferred location for new health facilities is CW AAP7 there would be no requirement to provide health facilities on that site if the need for additional facilities had already been met on an alternative site. It is recognised that new health facilities may not be delivered in every phase of development in the core area. It is recognised that new community space and health facilities may not be delivered in every phase of development at the Surrey Quays shopping centre. In such circumstances planning applications should be accompanied with a Masterplan and a reasoned explanation as to why community space and health facilities are not included in that particular phase and anticipating where they will be provided.~~

Policy 29a: Higher education and student housing

Proposals for provision of space used for higher education (D1 use class) will be supported.

Proposals for large student housing developments in the core area will be supported, provided that the development:

- Is part of a campus development which also provides a significant amount of teaching and/or research facilities and supporting infrastructure.
- Is part of a mixed and inclusive community.
- Includes a range of student housing types such as cluster flats, studio flats and accommodation for couples and families, as well as homes for staff.

We are doing this because

- 4.7.22 New academic and research facilities could make a strong contribution to the mix of activities in the town centre. Such facilities would generate jobs, strengthen the day-time economy and support other town centre uses such as shops and offices. Relocating a faculty or providing a significant amount of academic space could also help boost the town centre's profile.
- 4.7.23 In line with Strategic Policy 8 of the Core Strategy, we recognise the need for student accommodation in London and Southwark. The core area in Canada Water is a suitable location for new student housing due to its proximity to public transport services and town centre uses. Our evidence shows that in 2010, the average size of the 52 student housing schemes which comprised London's development pipeline was 313 bedrooms. To maximise their regeneration potential and to avoid creating an area which is dominated by student housing, student housing developments which are larger than 300 bedrooms will be expected to be provided as part of a campus development which also provides a range of higher education facilities which contribute to the town centre and help deliver the AAP vision.
- 4.7.24 The criteria we set out in this policy will apply in addition to those set out in Core Strategy policy 8. In accordance with Core Strategy policy 8, student housing developments should not prejudice the supply of land for general needs homes or harm the amenities of surrounding residents and occupiers. They should also be part of a neighbourhood which has a mix of housing types which includes general needs housing and should contribute to increasing the range of housing choices available, including affordable housing, in line with Core Strategy policy 8.

PART 5 PLACES AND SITES IN CANADA WATER

5.1 Introduction

- 5.1.1 This section sets out policies for Albion Street, Lower Road and individual sites in both core and wider AAP areas. Individual proposals sites are set out in appendix 5 & of the AAP.

5.2 Places



Policy 30: Albion Street

We will promote the regeneration of Albion Street through

- Improving pedestrian and cycle links between Albion Street and the town centre, St Mary's Conservation Area and Rotherhithe Station.
- Reinforcing the viability of the shopping parade by making sure that no more than two units are used as hot-food takeaways.
- Working with leaseholders to improve the appearance of shop fronts.
- Continuing to investigate the potential for a market on Albion Street through the Markets Strategy we are preparing.
- Seeking funding to provide public realm improvements.
- Working with local stakeholders to create a pocket park on St Olav's Square in front of the Norwegian Church.
- Using the library site as an opportunity to help improve the street.
- Working with governors and staff to explore the potential to provide mixed use development on a part of Albion Primary school.

Figure 14: Albion Street



-  Opportunity sites
-  Proposed public realm improvements

1. Improve pedestrian and cycle links between Albion Street and the town centre, St Mary's Conservation Area and Rotherhithe station
2. Reinforce the viability of the shopping parade by making sure that no more than 2 units are used as hot food takeaways
3. Continue to investigate the potential for a market on Albion Street through the Markets strategy we are preparing
4. Work with leaseholders to improve the appearance of shop fronts
5. Obtain funding to provide public realm improvements
6. Work with governors and staff to explore the potential to provide mixed use development on a part of Albion Primary School
7. Use the library site as an opportunity to help improve the street
8. Improve pedestrian and cycle links between Albion Street and the tube station via Renforth Street and the Canada Estate
9. Create a pocket park on St Olav's Square

We are doing this because

- 5.2.1 Albion Street was once a thriving, bustling retail street at the heart of the Rotherhithe docklands community. This role has been challenged however by the redevelopment of much of the docklands area and the creation of new shopping facilities at Canada Water.
- 5.2.2 Time and Talents and Canada Water Consultative Forum recently held a series of "cafe conversations" to discuss the future of Albion Street. These

acknowledged that much can be done to improve Albion Street. The main weaknesses of Albion Street included the fact that it is not easy to get there from either the town centre or from the River Thames to the north. There is also a perception that the retail environment is poor and that the shops lack diversity. Strengths which could play a part in regeneration included the presence of the Scandinavian churches and local primary school.

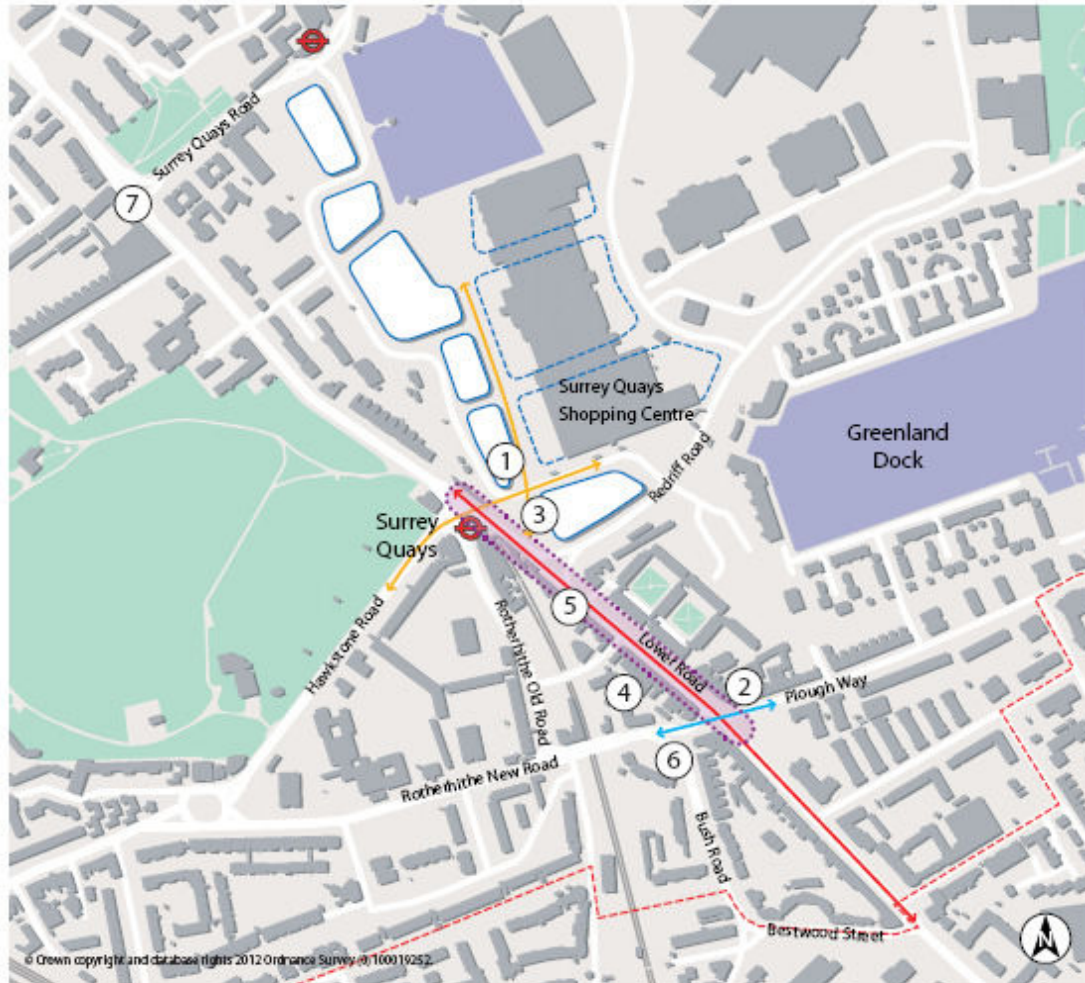
- 5.2.3 Rotherhithe station ~~will~~ reopened in 2010. To capitalise on the benefits the reopened station will bring, we are working with TfL to improve access from Albion Street to the station and also up to the river. Improvements have been made ~~Funding has been committed for improvements~~ to Railway Avenue, converting the approach to the station into shared pedestrian and vehicle use and improving lighting, and upgrading the pedestrian and cycle link between Albion Street and Brunel Street. New signage ~~would~~ has been provided to help raise awareness of shops on Albion Street.
- 5.2.4 The redevelopment of Site A ~~will~~ provides a new and well lit street linking Needleman Street and Swan Road, creating safer and more convenient links for pedestrians between Albion Street and Canada Water tube station and the town centre.
- 5.2.5 We are proposing a range of measures to help regenerate the shops on the street. ~~Funding is committed through the~~ The Improving Local Retail Environments (ILRE) programme to has helped improve shop fronts on the street and we will restrict growth of further takeaway units to help retain some diversity in the retail offer of the parade. At the eastern end of the parade, the Little Crown pub has been empty for some time. Planning permission was granted for a mixed use redevelopment of the site in 2005 and the owner has stated he intends to bring the site back into active use. In association with these improvements, we will ~~use s106~~ explore funding options including CIL funding to improve the public realm outside the shops.
- 5.2.6 The vitality of the parade could also be strengthened by providing a street market. During consultation at issues and options and preferred options stages there was strong support for this option along with the idea that it could be linked thematically with the Finnish and Norwegian churches on the street. Building on the successful Christmas market on Albion Street, its potential is also recognised in our ~~We are currently investigating this idea further through our~~ emerging Market Strategy which will be consulted on in 2010.
- 5.2.7 There are also opportunities to use the former library and primary school sites to help regenerate the street. The council is in the process of selling the former library and envisages redevelopment for a mixed use scheme. ~~The current Rotherhithe library will no longer be needed when the new library at Canada Water opens in 2011. The council has taken the decision to sell the site. The council has not yet taken a final decision on whether the existing building should be leased to another occupier or redeveloped.~~
- 5.2.8 There may be scope to redevelop Albion Primary School to provide new school facilities and housing fronting onto Albion Street (see section 3.6.2 on schools). In the longer term, an expanded school would help bring more life to Albion Street.

Policy 31: Lower Road

We will improve Lower Road through

- Creating a new high street linking the Canada Water Basin with Lower Road and strengthening existing retail provision in Lower Road.
- Undertaking public realm improvements on Lower Road to improve the retail environment.
- Improving pedestrian and cycle links between Hawkstone Road, Surrey Quays station and the shopping centre.
- Reinforcing the viability of the shopping parade by making sure that no more than two units in any one section of the frontage are used as hot food takeaways.
- Reintroducing two-way traffic movement on Lower Road to help make traffic movement more efficient and improve the environment around the gyratory.
- Enabling a straight through movement for vehicles between Plough Way and Rotherhithe New Road.

Figure 15: Lower Road



- | | |
|---|---|
| <ul style="list-style-type: none"> ■ ■ ■ Southwark boundary ■ ■ ■ Proposed public realm improvements □ Indicative development blocks □ Indicative opportunity to reconfigure shopping centre and leisure park | <ol style="list-style-type: none"> 1. Create a new High street which links with Lower Road 2. Undertake public realm improvements on Lower Road to create a better shopping environment 3. Improve pedestrian and cycle links between Hawkstone Road, Surrey Quays station and the shopping centre 4. Reinforce the viability of the shopping parade by ensuring that no more than 2 units in any one section of the frontage are used as hot food takeaway 5. Reintroduce two-way traffic movement on Lower Road to help make traffic movement more efficient and improve the environment around the gyratory. 6. Allow traffic from Plough Way to cross Lower Road into Rotherhithe New Road in both directions 7. Allow right turn into Surrey Quays Road |
|---|---|

We are doing this because

- 5.2.9 Lower Road currently provides day-to-day convenience facilities for local people and passing trade. The pedestrian environment is very poor. It is often difficult to cross Lower Road and links to the shopping centre are not very direct. It is a protected shopping frontage in the Southwark Plan, although a high proportion of the units are takeaways, including 5 units in the first part of the frontage between nos. 226 and 290 Lower Road. Cumulatively, hot food takeaways can create amenity problems for neighbouring occupiers and also reduce the vitality of the frontage.
- 5.2.10 In addition, Lower Road would also benefit from improvements to the road network (see Figure 8) and more convenient and direct links to the shopping centre (see

Figure 7).

5.3 Proposals sites

Policy 32: Proposals sites

Proposals sites have been designated on the Proposals Map. Planning permission will be granted for proposals in accordance with the Proposals Map and Schedule of Proposals Sites (appendix 5 8).

We are doing this because

- 5.3.1 We have designated proposals sites to help deliver the strategic objectives of the AAP. The sites have been identified through a review of planning proposals and enquires we have received as well as through consultation on the AAP. For each of the sites we have set out required uses, as well as other uses which would be acceptable, provided the required use is also delivered. In accordance with saved Southwark Plan policy SP20, the “uses required” must be included within any development. Planning permission may be granted for “other acceptable uses” provided that the development for the “uses required” is, has been, or is thereby secured.
- 5.3.2 For each of the sites, we have estimated capacities which are based on planning permissions where these exist, feasibility studies we have undertaken and density calculations. For non-residential uses, in some instances we have set out minimum floor areas which are required.
- 5.3.3 The estimates of residential capacity are approximate and should not be interpreted as targets to be achieved. The amount of development which is delivered on each of the sites will depend on the amount of non-residential space provided, the bedroom mix and compliance with other planning policies such as design policies. In deciding applications on the proposals sites, we will take into account policies in the AAP, our Core Strategy, forthcoming Development Management DPD and other documents in the local development framework.
- 5.3.4 For the larger sites, the policies also include plans which show how the principles set out in part 4 of the AAP apply to these sites. The precise location of new routes, buildings and public realm improvements will be considered at a more detailed level through the planning application and development management process.
- 5.3.5 In many cases the proposals sites replace those which were designated in the Southwark Plan. Details of the which of the Southwark Plan proposals sites have been deleted and replaced are set out in appendix 1 3 of the AAP.

PART 6 DELIVERING THE AAP

6.1 Introduction

6.1.1 This section explains our approach to the delivery and phasing of the development and the way that important infrastructure such as open spaces and certain community facilities will be provided.

6.2 Progressing committed developments

6.2.1 The transformational change of Canada Water which is our aim is already happening. A number of projects are underway or have recently been completed. These include

- Construction of ~~169~~ 232 new homes, including affordable homes, retail and office space in Montreal House and Toronto House. ~~is currently underway on Site B2~~
- ~~Completion in summer 2009 of a mixed use development incorporating 63 homes on site B1~~
- 668 new homes are being provided in Maple Quays (Site A). The final phase of the scheme is due to complete in summer 2013.
- ~~Planning permission has been granted for 668 homes on Site A~~
- Canada Water's new library which includes exhibition and performance space ~~is currently being constructed and is due to opened~~ in 2011 .
- The new plaza outside the library opened in 2012.
- ~~The~~ We have committed £2.3m to a complete refurbishment of the Surrey Docks watersports centre was completed in ~~and work is currently in progress. The centre is due to reopen in January 2010.~~
- New sports pitches and games courts have ~~recently~~ been completed at Bacon's College and Mellish Fields.
- ~~Construction of Phases 1 and 2 of the incorporation of the East London line into the London Overground East London line is~~ are complete. ~~in progress. When it reopens in 2010 it will~~ The London Overground provides direct links between West Croydon, and Dalston and Clapham Junction. ~~The Mayor has recently confirmed funding arrangements for Phase 2 of the line~~
- The Jubilee line has recently been ~~is currently being~~ upgraded. Improved signalisation ~~will~~ has increased capacity by 33%.

6.2.2. There are also several projects that are currently in preparation. These include

- Funding has been committed to refurbish the Seven islands Leisure Centre. Funding is currently being sought for the Refurbishment of Southwark Park Sports Centre. ~~Funding is currently being sought for the project~~
- A new school which would provide 4FE, has been approved to open in September 2013 in Bermondsey.
- ~~We are currently considering planning applications for schemes on the Decathlon site and Leisure Park site~~
- ~~Construction of the new plaza outside the library is due to take place in 2011~~

6.3 Working with partners

- 6.3.1 The process of bringing about regeneration at Canada Water has been and will continue to be very challenging and complex. The key sites are in different freehold ownerships, several occupiers have long leases and while there is potential to intensify development, significant public intervention is needed to upgrade infrastructure in the area.
- 6.3.2 To deliver the vision for Canada Water and implement the AAP, Southwark will play a coordinating role in providing a framework for development. We will take the lead role in ensuring that the necessary improvements are made to infrastructure, facilitating discussions between landowners and where necessary, using compulsory purchase powers to assemble sites and unlock potential for development. ~~In 2002 Southwark appointed British Land Canada Quays (BLCQ) as its development partner at Canada Water. Under the terms of the agreement with BLCQ, while the council controls the planning process, the development partner has taken on the financial risk and the responsibility for promoting comprehensive redevelopment in the core area. As is noted above, development on Sites A and B.~~
- 6.3.3 In 2002 Southwark appointed British Land Canada Quays (BLCQ) as its development partner at Canada Water. Under the terms of the agreement with BLCQ, while the council controls the planning process, the development partner has taken on the financial risk and the responsibility for promoting comprehensive redevelopment in the core area. As is noted above, development on Sites A and B is now almost complete. As is noted above, development is progressing on Sites A and B. A masterplan for comprehensive redevelopment was prepared in 2005 but was not adopted by the council as a planning document. The purpose of this AAP has been to review both the masterplan and previous designations in the Southwark Plan and provide a vehicle for further change and improvement.
- 6.3.4 Southwark itself has the freehold ownership of the shopping centre and Harmsworth Quays print works. In preparing the 2012 AAP we have had discussions with the leasehold owners of the shopping centre, Surrey Quays Ltd to ensure that the feasibility work we undertook was informed by their aspirations. Surrey Quays Ltd have now secured planning permission for a first phase of development on the shopping centre. freeholders and leaseholders of key sites, including Conrad Phoenix, Frogmore/Aviva, Daily Mail & General Trust (DMGT) and Surrey Quays Ltd. The feasibility work we have undertaken has been informed by the aspirations of landowners and at the same time has sought to identify opportunities and options which may help unlock development. These discussions will continue through the next phases of development.
- 6.3.5 In July 2011, Daily Mail and General Trust which operates from Harmsworth Quays announced its intention to relocate its present printing operation to a new site. We have therefore reviewed the AAP take account of opportunities generated by the availability of that site and to provide a framework to guide its redevelopment. We have engaged the key landowners, including Sellar Property Group, Frogmore/Aviva, King's College, Surrey Quays Ltd and DMGT in considering future options on Harmsworth Quays and the adjacent sites. Our 2011 local development scheme indicates that the need to make

alterations to the AAP to ensure that a more detailed framework is put in place to guide a redevelopment, will be kept under review.

- ~~6.3.6 A key objective of the AAP is the delivery of new homes. The majority of these will be built on sites that are owned by private developers where we do not have direct control. We will work in partnership with the Homes and Community Agency, registered social landlords and private developers, across the AAP area to bring forward new homes.~~
- 6.3.7 The support of the local community is critical to the success of the AAP. There is a thriving voluntary sector in Rotherhithe and strong community council. The Canada Water Consultative Forum was created to provide a forum for public discussion about the future development of the area. Groups including Friends of Southwark Park, Friends of Russia Dock Woodlands, BARGES, Living Streets, Southwark Cyclists and the many tenants and residents associations in the area have also made a huge contribution to the preparation of the AAP. We will continue to engage with the community to ensure that local people are actively involved in the development of their area.
- 6.3.8 Lower Road, although not part of the Transport for London Road Network is a strategic road and any changes to Lower Road require the agreement of TfL. The preferred options and draft AAP have been prepared following discussions involving TfL and Lewisham council and we will continue to meet regularly with them.

6.4 Infrastructure plan

- 6.4.1 Over the course of the next 15 years, we expect around 3,000 new homes to be built in Rotherhithe and the amount of shopping space to be significantly expanded. Existing infrastructure will need to be improved and new infrastructure provided to cope with the additional population.
- 6.4.2 We have divided the AAP delivery timescale into three phases of five years each. A schedule of new or improved infrastructure proposals, funding mechanisms and timing are set out in Table A6.1 in Appendix 3.6.

Transport

- 6.4.3 The AAP proposes several upgrades to the local road network, which includes the signalisation of the roundabout at the junction of Lower Road and Jamaica Road which would be funded by TfL, as well as a simplification of the Lower Road/Rotherhithe Old Road gyratory system. We have estimated the value of this project at about £9.75m. This includes the costs associated with purchasing a strip of land on the corner of Plough Way and Lower Road to increase capacity at the junction. We anticipate making an Area based Scheme (ABS) bid to TfL for a contribution to fund the project. The balance would be generated by community infrastructure levy and existing s106 funding. We have ~~£876,000~~ £1,458,687 funding available from schemes with planning permission in the area and ~~will~~ apply a standard s106 agreement charge based on trip generation rates to future development in the area. This charge will be replaced by the community infrastructure levy, once this has been brought into effect.

- 6.4.4 ~~S106 CIL~~ funding will also be sought to implement a programme of improvement to walking and cycling routes in the area. Some funding is also currently available from Walk London and is anticipated through the Connect 2 project. Connect 2 ~~has aims to~~ improved cycle and pedestrian links between Burgess Park, Bermondsey and Rotherhithe. Funded through a combination of National Lottery, TfL and existing s106 funding, the scheme ~~was recently is due to be completed by~~ in 2013 2011.

Leisure

- 6.4.5 The refurbishment of the Surrey Docks Watersports centre is now complete , and funding is being sought to refurbish Southwark Park Sports Centre. £8m has been committed through the council's 2011 capital refresh programme towards a refurbishment of the Seven Islands Leisure Centre. We will use this to extend the life of the Seven Islands by up to 10 years. In the long term however, there is an opportunity to provide a new leisure centre in the town centre.

Public realm

- 6.4.6 The new plaza ~~will~~ which was completed in 2012 has created a new civic space in the town centre. ~~The plaza is funded and due to complete in 2011.~~ It is anticipated that s106 planning obligations or, once it has been adopted, CIL, would fund other vital improvements in the town centre, including upgraded landscaping around the basin and improvements to Surrey Quays Road.

Open spaces

- 6.4.7 Funding has been allocated to landscape the Former nursery, transforming it into an actively used open space. New open space is also proposed as part of the planning application on Site A. ~~We have are currently prepareding~~ an open spaces strategy, which updates our 2004 open spaces audit ~~and which will be accompanied by a capital investment strategy.~~ This will provides a framework to manage and improve open spaces across the borough. Funding for ~~Once adopted, the strategy will be used to inform contributions to open space improvements will be generated through existing s106 planning obligations and in the future, the community infrastructure levy. Using our current charging system, we estimate that around £745,000 will be raised over the life of the plan through s106 to improve open spaces.~~

Energy and water

- 6.4.8 There is limited substation capacity to supply power to new development in the Core Area. EDF have estimated than an additional 13MVA power supply will be required to meet the needs of developments likely to come forward in the first phase. 4MVA are on order to supply the library and sites A and B and EDF have costed an option for supply of a further 9MVA. The point of connection to EDF's Energy Distribution Network will be the 11KV switchboard at the Verney Road main sub-station.
- 6.4.9 We have also assessed the most cost effective means of supplying low and zero carbon energy in the AAP area. Our Energy Study identified significant potential to establish a district heating network in the area, either through linking sites or connecting to SELCHP.

- 6.4.10 Southwark is currently in negotiations with Veolia who manage SELCHP to supply heat to 2,700 homes on Southwark estates to the south and west of Southwark Park. The new link could be extended into the core area via Lower Road. Anticipated costs of infrastructure are around £8.5m. We have estimated that sale of Renewables Obligation Certificates (ROCs) would provide a revenue of around £2m per year for Veolia which could fund all or part of that infrastructure. Post 2016, the Building Regulations will allow developments to contribute funding towards “allowable solutions” which reduce CO2 emissions elsewhere, instead of achieving carbon zero development on site. This is also likely to be a significant source of funding which could contribute towards setting up the network. Additional funding could be generated through s106 contributions in cases where developers are unable to meet energy targets on site.
- 6.4.11 Timing for this is critical as Veolia’s current contract expires in 2032 which would limit the payback period on their investment. There may also be opportunities to phase implementation of infrastructure with road network improvements. These opportunities will be kept under review.
- 6.4.12 Southwark will monitor phasing and implementation of development and continue to share plans with infrastructure providers. Developers will liaise with providers to ensure that any upgrades required to power, water and sewerage infrastructure are provided ahead of the occupation of development. With regard to water and sewerage infrastructure, the council will use planning conditions where appropriate to ensure that development does not commence until impact studies on the existing water supply and sewerage infrastructure have been approved by Southwark in conjunction with Thames Water. Where there is a capacity problem and no improvements are programmed developers should contact the utilities company to agree what improvements are required and how they will be funded.
- 6.4.13 In 2005, Thames Water recommended that surface water discharge should be restricted to greenfield rates. Southwark has carried out a strategic flood risk assessment of the borough. Much of the AAP area lies in flood zone 3a (high probability of flooding in the event of a breach of flood defences), although the large mixed use development sites in the core area lie predominantly in zones 1 (low probability) and 2 (medium probability). Core strategy policy 13 states that Southwark will allow development to occur in zones 2 and 3a, providing it is designed to be safe and resilient to flooding. It also requires development to reduce the risk of flooding by reducing surface water run-off and using sustainable urban drainage systems. Further guidance is set out in our Sustainable Design and Construction and Sustainability Assessments SPDs.

Community facilities

- 6.4.14 The new library ~~will~~ has helped provide a civic heart for the town centre. ~~It is currently under construction and is due to open in 2011. The library will~~ It provides performance and exhibition space and a venue for Southwark’s Youth Forum. This approach is consistent with our Children and Young People’s Plan which identifies significant opportunities to use capital investment in schools and other projects to improve services for young people. ~~New youth services would be provided on the Rotherhithe primary school site as part of the proposed redevelopment of that site.~~

- 6.4.15 In the east of the AAP area, Docklands Settlement is currently being redeveloped to provide a new community centre which provides a range of community and sports facilities including a multi-purpose sports hall, a gym, clubroom for shared use with Southwark Youth Services and general purpose space. ~~provides a youth club, activities for older people, dance sessions and sports classes. It also lets out space to other community groups and businesses. The charity is preparing plans to improve and expand facilities on site to better serve the needs of users and make the centre more accessible. It would also partner with the Odessa Street Youth Centre providing space for an enhanced centre. The charity is crossfunding the new facility by the provision of 28 new homes. proposes to cross-fund the project by on-site residential development. A good example of this approach is the Salmon Road youth centre on Old Jamaica Road in Bermondsey.~~
- 6.4.16 Good schools are an essential part of our vision for the area. Secondary school place planning is carried out at borough level. A new school which would provide 4FE, has been approved to open in September 2013 in Bermondsey. There may also be the potential to expand existing secondary schools to provide additional places. We have identified Rotherhithe Primary school as our preferred site upon which to deliver additional secondary school places. A development on that site would also allow us to invest in Rotherhithe Primary School.
- 6.4.17 We may also need to increase primary school capacity in the area. Our school place planning for primary school places suggests that there may be a need for between 6.5 and 8 forms of entry in the Bermondsey and Rotherhithe area by September 2016. We are exploring the possibility of expanding a number of schools in the Bermondsey and Rotherhithe area which have the potential to meet anticipated demand. New school places could be funded by a number of mechanisms which include the council's capital programme, the community infrastructure level and government funding. ~~Albion Primary School is currently a single form of entry school and would have capacity to expand to accommodate two forms of entry. This is not currently funded within Southwark's Primary Capital Programme and we expect the bulk of funding to be generated by s106 planning obligations in the AAP area. We will use the AAP monitoring framework to keep the need to expand primary provision under review.~~
- 6.4.18 NHS Southwark PCT are planning a new health centre on the Downtown site. This will be approximately 80% larger than the existing facility on the site and NHS Southwark the PCT expect that this will accommodate need for additional services generated over the first phase of the plan. In the mid-term, NHS Southwark the PCT have advised that a new site in the town centre will also be needed. There is physical capacity to provide a new site within a development on the shopping centre and overflow car park. While, funding arrangements for additional facilities are not currently in place, a significant sum of funding is expected to be generated from s106 planning obligations which existing s106 planning obligations and in the future CIL, could contribute.
- 6.4.19 The police have advised that they wish to provide a new Safer Neighbourhood Team base and front counter services at Canada Water, necessary to deliver a more effective locally based police service. This would make the existing police station surplus to requirements.

6.5 S106 Planning obligations

Policy 33: s106 Planning obligations and the community infrastructure levy

We will use s106 planning obligations to ensure the delivery of key infrastructure and to mitigate the impact of development. We will pool contributions towards infrastructure improvements that benefit all developments in the area, including improvements to the surface transport network, walking and cycling routes and facilities, implementation of an extension to the CPZ, public realm and open spaces.

We will set out standard s106 charges in a revision of our s106 Planning Obligations SPD, or through our community infrastructure levy (CIL). Improvements to the surface transport network will be our priority in negotiating planning obligations.

We will use funding generated by the community infrastructure levy (CIL) to help secure infrastructure improvements needed to deliver growth in the area. When CIL has been adopted, s106 planning obligations will be used to secure site specific mitigation, which is needed to make development acceptable in planning terms.

We are doing this because

- 6.5.1 With around 3,400 new homes and 35,000sqm of shopping space, the AAP area will experience significant growth over the life of the plan. In order to implement the AAP and accommodate this growth, it will also be necessary to make improvements to the surface transport network, pedestrian and cycle infrastructure, public open spaces, sports facilities, play spaces, and new or larger health facilities and new school places.
- 6.5.2 We will secure funding to help implement strategic infrastructure proposals, through s106 planning obligations or through our community infrastructure levy (CIL). Our current s106 Planning Obligations supplementary planning document provides a set of standard charges which we make on all new large developments. It includes standard charges for school places, health facilities, employment support and training, strategic transport infrastructure, open spaces, play facilities, sports facilities, community facilities and public realm. In addition to the list of standard charges, planning obligations may also be sought to address the provision of other social, environmental and physical infrastructure as set out in the SPD. We will apply these policies to developments in the AAP area. Where appropriate, charges for physical infrastructure will be tailored to ensure that all developments contribute to necessary costs. This includes
- Transport contributions to improve the local highway network around Lower Road
 - Improvements to walking and cycling facilities
 - Implementation of an extension to the CPZ at Canada water
 - Improvements to strategically important public realm areas
 - Upgrades to local open spaces

- Improvements to play facilities
- Bus service and infrastructure enhancements

6.5.3 We are prioritising improvements to the surface transport network because our evidence base demonstrates that improvements to the network are critical to helping accommodate growth at Canada Water. In addition to enabling more effective traffic management, these improvements will benefit pedestrian and cyclists, as well as public transport users. They will also help deliver more homes, including more affordable homes.

6.5.4 Standard charges are a simple mechanism that provide developers with the certainty they require regarding development costs. They also allow Southwark, as the organisation responsible for coordinating the development, to pool the contributions and use them to provide necessary strategic and local infrastructure at an appropriate stage in the development process. Charges will be negotiated on a standard rate per residential units or per square metre of commercial floorspace. There may be instances where rather than pay Southwark a contribution, the developer carries out the work as part of the development.

6.5.5 Consistent with national planning policies, all charges will be reasonable and will relate to the scale of development. In preparing the AAP, we have tested the charges we currently envisage to ensure that they do not make developments unviable. There is more information on the standard charges we have assumed in preparing the AAP in appendix 7.

6.5.6 We will set out the standard charges in a supplementary planning document or bring them forward through CIL. They will be designed with flexibility in mind and will be updated in line with inflation and the changing needs of the regeneration of the area. Our draft local development scheme indicates that the we will begin work on CIL during 2012 and aim to adopt a charging schedule in 2013.

6.5.7 6.5.7 We plan to bring our CIL into effect in late 2013. Once the CIL has been brought into effect we will only use s106 obligations to mitigate site specific impacts of development, such as an access road or public realm improvement, in accordance with the tests set out in the CIL Regulations 2010. There is more information on s106 planning obligations and the community infrastructure levy in appendix 4.

FACT BOX: Planning obligations

These are agreements made between a developer and the council to help mitigate the harm caused by a development. Planning obligations can be in the form of money provided to the council to fund things like open space improvements and community facilities, or a requirement for something to be provided in a scheme such as affordable housing or business space, an exhibition space, or streetscape improvements. By law, obligations must be related to mitigating the impacts that the development will have.

The law that allows planning obligations to be made is Section 106 of the Town and Country Planning Act, which is why they are sometimes called "section 106 agreements".

Community Infrastructure Levy

The Community Infrastructure Levy (CIL) will be a new charge on development which local planning authorities can choose to set and which is designed to help fund needed infrastructure identified in their plans. It will be paid primarily by owners or developers of land which is developed.

CIL should be used to fund the infrastructure needs of development. Development can be unlocked and made sustainable by the provision of very different types of infrastructure, such as transport, schools and health centres, flood defences, energy, telecoms and utilities, play areas, parks and other green spaces, many of which are already funded in part by the existing system of developer contributions.

6.6 Regularly reviewing progress

- 6.6.1 Once the AAP has been adopted it will be important to ensure that the policies outlined in this document are meeting their objectives, that targets are being achieved, and that the assumptions behind the policies are still relevant and valid. We will therefore follow the progress of the AAP by monitoring how well it is achieving its objectives.
- 6.6.2 We have set out a monitoring framework for the AAP (see appendix 2 5) which establishes out the indicators and targets that will be used to monitor its progress. Where possible these are the same as those already used within our Annual Authority's Monitoring Report (which we use to monitor the core strategy and other LDF documents) and Corporate Plan. However, there are also some more locally specific indicators and targets. The monitoring framework has also drawn upon the sustainability indicators and targets outlined in the sustainability appraisal scoping report.
- 6.6.3 Each year we will use this framework to monitor the AAP and the results will be reported in our Annual Authority's Monitoring Report. Where necessary, as a result of this monitoring process, actions will be taken to adjust or amend the AAP to ensure that the objectives outlined at the very start of this document are achieved.

6.7 Risk

- 6.7.1 The main risks to achieving the policies in the AAP are:
- Transport infrastructure
 - Phasing of development

Transport infrastructure

- 6.7.2 The AAP proposes a number of significant improvements to transport infrastructure. Key risks include the fact that agreement with TfL will be necessary to implement improvements to the road network and that funding will need to be found to deliver the improvements.
- 6.7.3 We have reduced these risks by developing the Rotherhithe multi-modal traffic model which has been validated by TfL. We have used this model to demonstrate that growth of the scale we indicate and delivery of the London Plan targets will require investment in the road network. Using the model we have prepared a strategy to improve the network. We have also used it to prepare a rational and fair approach to negotiating planning obligations to

help deliver improvements. In revising the AAP, we will re-run our testing to make sure that our strategy for improving transport in the area remains robust.

- 6.7.4 TfL are in agreement that investment in the network will be required to deliver growth. We meet regularly with TfL and we are confident that by using the model we will be able to agree improvements to the network.
- 6.7.5 ~~There is some flexibility over funding. While we are confident that the levels of s106 planning obligations are affordable, if this changes, we have indicated in policy 33 that we will prioritise s106 obligations that contribute towards highways improvements. Once our CIL has been brought into effect, this will provide greater certainty that sufficient funding will be generated as, unlike s106 planning obligations, CIL is a mandatory charge.~~
- ~~6.7.6 While we are currently projecting a small funding gap to deliver highways improvements, given that we are not anticipating making the improvements until AAP phase 2, there is time to identify additional funding. As the funding gap is relatively small, it may be possible to cover it using future LIP allocations.~~
- 6.7.7 If ultimately, funding is not available, this would impact on the scale of growth which is delivered. It is likely that redevelopment of the shopping centre and overflow car parked would be slowed until funding becomes available. Policy 1 indicates that a significant expansion of retail space is dependant on improving the network.

Phasing of development

- 6.7.8 The majority of development sites in the area are in private ownership or have complicated leasehold arrangements. The success of the AAP requires the private sector to commit to significant levels of investment. Some of the key sites in and around the core area have planning consent and applications are in preparation for others. There is some uncertainty over the intentions of the leaseholders of the shopping centre and overflow car park. However, we have tested proposals on this site and are confident that the amount of development and design principles we set out in the AAP are viable. The key sites in the core area could be developed independently. If one or more sites do not come forward for development, the phasing schedule we have set out in appendix 5 & will be slowed.
- 6.7.9 Phasing will also be impacted by delivery of schemes in Lewisham. It may be necessary in future years to adjust the phasing of new housing, to avoid bringing too many new homes onto the market in any one year.
- 6.7.10 The rate at which development occurs in both Canada Water and Lewisham will also have an impact on the phasing of infrastructure.
- 6.7.11 We meet regularly with Lewisham council to share information and resources. Through monitoring development, we anticipate being able adjust the delivery of infrastructure. This would apply particularly to transport improvements and also to the need to upgrade utilities infrastructure. We have stated in Section 6 that we will share information with utilities and other provides to help ensure that necessary infrastructure improvements are delivered at the right time.

PART 7 APPENDICES

7.1 Appendix 1: The characteristics of the AAP area

People

- 7.1.1 The AAP area mainly comprises two wards, Rotherhithe and Surrey Docks and at the time of the 2001 census had a population of around 23,000 people. Around 17% of the population is less than 19 years old, which is a lower proportion than in Southwark as a whole (23%). 56% of the population is above the age of 30, which is close to the Southwark average of 54%. There is a much higher proportion of people aged 20-29 (31%) living in these two wards compared to the rest of Southwark (22%).
- 7.1.2 The two wards have significantly higher number of people of white ethnic origin (78%) compared to the rest of Southwark (63%) and it also has fewer people of ethnic minorities living there (22%) when compared to Southwark as a whole (37%).
- 7.1.3 The religious beliefs of the people in these wards vary slightly from Southwark as a whole. There is a higher proportion of Christians in Surrey Docks and Rotherhithe (65%) than in the rest of Southwark (61%). The total non Christian population is lower in the two wards (7%) than the rest of Southwark (10%). The number of people that stated they have no religious beliefs or did not state any belief is similar in these wards in comparison to Southwark as a whole.

History

- 7.1.4 The name Rotherhithe is derived from a Saxon word meaning “mariners landing place” and has long been associated with the river Thames and the docks. It was originally a port, and in 1620, the Mayflower carrying the pilgrim fathers set sail for America from Rotherhithe.
- 7.1.5 Docks and shipyards began to appear in the area from the late 17th century. These were expanded and by the Second World War, 85% of the Rotherhithe peninsula, an area of 460 acres was covered by a system of docks and timber ponds. Much of the traffic in the docks was associated with timber from Scandinavia and the Baltic and foodstuffs from Canada. A distinctive working culture developed in the docks, with the deal porters – dockers who specialised in carrying huge loads of timber across their shoulders and wearing special headgear to protect themselves – being a characteristic sight.
- 7.1.6 The docks were badly bombed in the Second World War and finally closed in 1969. After lying derelict for a decade, the London Docklands Development Corporation was given responsibility for developing the area and around 90% of the docks were filled in. Since 1980, over 5,500 new homes have been built, along with the Surrey Quays shopping centre and leisure park and the Harmsworth Quays print works.

Town centre and shopping

- 7.1.7 Built in 1988, the Surrey Quays shopping centre contains around 29,000sqm of shopping floorspace. There is an additional 6000sqm of space in the

Decathlon retail sheds. Most of the units in the shopping centre are occupied by multiples such as Evans, New Look, River Island and Burton Menswear. There are few retail and financial service units such as travel agents, dry cleaners, opticians, banks and building societies and property services. Food retailing is dominated by a large Tesco foodstore, with little other provision in the centre.

7.1.8 Between them, the shopping centre, Decathlon store and Leisure Park, contain around 2,000 car parking spaces. Most visitors to the shopping centre live relatively locally and a high proportion visit by car. Physically, the area around the shopping centre feels like an out-of-centre destination, rather than a more traditional town centre.

7.1.9 The main shopping parades in the area are on Lower Road and Albion Street. These provide for some day-to-day convenience needs, but feel rather run-down. The eastern part of the Rotherhithe peninsula around Surrey Docks ward has relatively few shops. Most of the shops in this area are located around Rotherhithe Street and pre-date the 1980s and 1990s development.

Transport

7.1.10 The AAP area has three stations, as well as a bus station and is served by a number of bus routes. Access to public transport is high around the town centre, but drops off quickly, particularly towards Surrey Docks ward.

7.1.11 Some improvements to public transport are currently being carried out. The East London line is being converted into part of the overground network. Phase 1 which opened in 2010 will provide access to Croydon and Dalston, while phase 2 will connect Surrey Quays to Peckham and Clapham Junction as part of London's orbital route. These improvements will ensure trains pass Surrey Quays approximately every 5 minutes. The Jubilee line is currently being re-signalled which will increase capacity by around 33% and cut journey times by 22%.

7.1.12 The network of roads in the area is shown on Figure 8. Lower Road is a strategic road linking south-east London with central and east London via Jamaica road and the Rotherhithe tunnel. Lower Road is currently very congested during the morning and evening peaks

Arts, culture, tourism

7.1.13 The Rotherhithe peninsula has a number of arts, cultural and tourism attractions. These include the Brunel Engine House Museum, St Mary's church, the Mayflower Inn, the Pumphouse museum, the Odeon cinema, the Café Gallery in Southwark Park, the cinema, Surrey Docks Farm, the Thames Path and of course the docks.

7.1.14 The existing library on Albion Street is due to be replaced by a new library at Canada Water. This will also provide performance and exhibition space and a venue for Southwark's Youth Forum.

Places

7.1.15 The urban structure of the AAP area was designed mainly with car borne trips in mind. The main loop of Brunel Road, Salter Road and Redriff Road feeds

small residential blocks and cul-de-sacs. The structure of the area around the shopping centre is fragmented and is characterised by large sites occupied by single-storey shed-style developments and surface car parking. Building heights and residential densities are generally higher around the periphery of the AAP area and lower in the centre of the area (see Figure 16). Much of the area around Surrey Docks ward in particular has a leafy suburban feel.

7.1.16 The area has several large open spaces, including Southwark Park, Russia Dock Woodlands and the docks. These have a variety of functions, including sport and recreation, play and nature conservation. Southwark Park is a historic park. These open spaces are linked by several green pedestrian and cycle links.

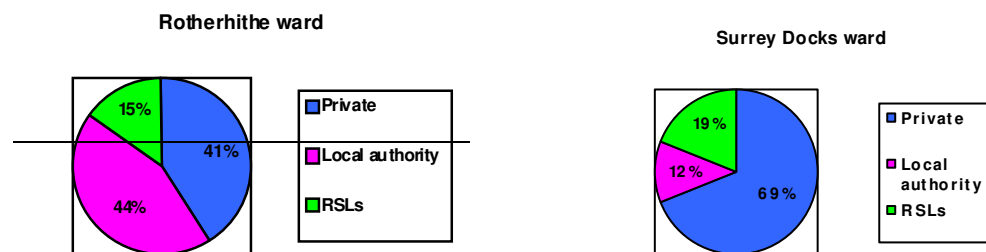
Figure 16: Existing building heights

[insert amended image]

Homes

7.1.17 There are around 11,000 homes in the two wards which comprise the majority of the AAP. Surrey Docks ward has a more suburban character: around 32% of homes are houses and 67% have 3 or more bedrooms. In Rotherhithe ward, 21% of homes are houses and 68% have 3 or more bedrooms.

7.1.18 Both wards have a mix of housing tenures: Rotherhithe ward has a high proportion of affordable homes and 44% are owned by the council. In Surrey Docks ward, around 31% of homes are affordable.



7.1.19 Whilst there is a high amount of affordable housing located in the two wards within Canada Water, there continues to be an identified need for more affordable housing in Southwark.

7.1.20 In April 2009, the average price of a home in Surrey Docks and Rotherhithe wards was £316,000 and £306,000 respectively. This compares to the Southwark average of £321,199 and the London average of £299,613. Currently, the price of an average property is around 8 times the average earnings of someone working full-time in the Southwark (Annual Survey of Hours and Earning (National Statistics) and HM Land Registry).

Children and Young people

7.1.21 As is noted above, the proportion of young people in the AAP area is lower than in Southwark as a whole. The level of education, skills and training deprivation varies within the AAP area, there is more deprivation in Rotherhithe ward than Surrey Docks.

7.1.22 The percentage of pupils achieving 5 or more A*-C grades and GCSE level or equivalent in 2008 was 79.3% in Surrey Docks ward. This was considerably higher than the Southwark average of 56.2% and higher than the average across England which was 65.3%. This information is not yet available for Rotherhithe ward.

7.1.23 The percentage of pupils achieving level 4 or above at key stage 2 (age 11) was 77% for both English and maths in Surrey Docks ward and 75% for English and 73% for maths in Rotherhithe ward, which is fairly similar to the averages achieved across Southwark. Both wards are below the national averages in both English (80%) and maths (77%).

7.1.24 There are seven primary schools in AAP area, the majority of which have been rated either good or outstanding by Ofsted. Bacon's College is the only secondary school in Rotherhithe and the school performs well, achieving significantly higher than average GCSE results when compared to results for the borough and higher results than the UK average. There is a need to provide an additional secondary school in the area to meet the needs of the growing population.

Health

7.1.25 Health and disability deprivation varies across the AAP area. The least deprived areas are in Surrey Docks ward, nearest to the river, whereas the most deprived areas are in the Rotherhithe ward. People living in Rotherhithe report higher levels of long term limiting illness and lower levels of self-reported 'good' health than those living in Surrey Docks ward and across Southwark as a whole.

7.1.26 Life expectancy for men living in Rotherhithe is almost five years shorter than that for England. Mortality from all causes is significantly higher in Rotherhithe compared with Surrey Docks and England as a whole (for all ages, as well as under 75 year olds) and Rotherhithe had significantly higher rates of cancers (all types) compared with Surrey Docks and England.

7.1.27 There is a higher level of overweight children in the area compared to the rest of the borough. In 2009/10, Rotherhithe community council area had the highest percentage of overweight children in the borough (Body Mass Index 25-29.9). The area rates 6th out of 8 community council areas in Southwark in terms of the percentage level of obese children (BMI greater than 30). Adult obesity rates are comparable in Rotherhithe and Surrey Docks, at around 20% in both wards compared to 24% for England as a whole.

7.1.28 People living in Surrey Docks (aged 16+) are reported to have a higher level of eating healthily compared to those living in Rotherhithe and England as a whole. Healthy eating is defined as those who consume 5 or more portions of fruit and vegetables per day.

7.1.29 There are four GP surgeries in the study area these are the Surrey Docks Health Centre, Rotherhithe New Road, Park Medical Centre and Albion Street Health Centre. The nearest hospital is Guy's and St Thomas's in London Bridge.

Employment and enterprise

- 7.1.30 There are around 1,200 business based in the AAP area and these make up about 6% of the total number of businesses in Southwark. Around 97% of the businesses in the AAP area are small businesses and 70% employ less than 10 people. Approximately 50% of businesses in the AAP area are engaged business related activities such as real estate, advertising, architecture and IT.
- 7.1.31 With regard to employment, there are some differences between Rotherhithe and Surrey Docks wards. In Rotherhithe ward, around 40% of people in the AAP area are engaged in retail/wholesale work and 17% work in business related activities. By contrast in Surrey Docks ward business related activities are the largest employer.
- 7.1.32 The working age employment rate in Rotherhithe is higher than the average for Southwark and the UK. Of those people employed who live in the area, a higher proportion of people work in managerial and professional occupations in comparison with Southwark and the rest of the UK. (Census, 2001).
- 7.1.33 The number of people claiming benefits in the AAP area is lower than the average for Southwark although again there is a difference between the Surrey Docks and Rotherhithe wards. In Surrey Docks the number of benefit claimants is lower than the UK average whereas the total of benefits claimants in Rotherhithe ward is higher than the UK average. Of those claiming benefits, the highest proportion of claims are for job seekers allowance, incapacity and lone parents benefits. Both wards have a relatively high employment rate.

Faith premises

- 7.1.34 There are a number of faith centres in the AAP area. These include three Church of England churches: St Mary's, Holy Trinity Church, and St Katherine with St Barnabus; and three Roman Catholic churches: the Church of the Immaculate Conception, St Peter and the Guardian Angels and St Gertrude.
- 7.1.35 There are four Nordic Lutheran churches in Rotherhithe: St Olaf's is the Norwegian Church and Seaman's Mission; also in Albion Street is the Finnish Church in London. The Swedish Seaman's Mission is located on Lower Road and the Danish Seaman's Church is in Rope Street just south of Greenland Dock.

Drivers for change

- 7.1.36 South London has experienced considerable change over the last ten years. Much of the growth has been focused on the London South Central area where excellent access to the City and many sites with a very low density of development have provided opportunities for growth. Many large-scale mixed use developments have been built in this area and there are more in the pipeline, including the iconic London Bridge Tower and the extension to Tate Modern. This growth is now beginning to spread south and east. The regeneration of the Elephant and Castle is gathering pace, while to the east, in Bermondsey Spa, the gardens have recently been re-landscaped and there are currently some 600 homes either under construction or recently completed.

- ~~7.1.37 While the credit crunch may have an impact on development in the short term, we are confident that there are several key drivers which will stimulate further growth in the Canada Water area over the next 10-15 years. These include:~~
- ~~7.1.38 Public transport improvements – the upgrade of the Jubilee line and the conversion of the east London line to the overground network.~~
- ~~7.1.39 Growth in neighbouring areas: Canary Wharf is only one tube stop from Canada Water and is set to experience significant growth. An additional 110,000 new jobs and 10,000 new homes are planned for the Isle of Dogs by 2026. Looking west, London Bridge is expected to generate 30,000 new jobs in the same time period. As well as helping generate a need for more homes, business growth in surrounding areas will stimulate growth in the local economy and small and medium sized enterprises which play a vital role in providing goods and services to the major business hubs. Growth will also stimulate the need for new retail and leisure space.~~
- ~~7.1.40 Children's services – Good schools and leisure facilities are an essential driver in making an area attractive. Our pupil place planning indicates that five forms of entry of new secondary school places will be needed within Southwark by 2019/20. Our strategy to transform primary schools in greatest need of investment will see some local primary schools refurbished or rebuilt.~~

7.2 Appendix 2: SWOT analysis of the AAP area

Strengths	Weaknesses
<p>The area's historic links with the docks and the River Thames help give it a strong sense of identity.</p> <p>The suburban character of much of the AAP area makes it an attractive area to live and is prized by local people.</p> <p>With two stations and a bus station, the town centre has good access to public transport facilities.</p> <p>The area has excellent parks and green spaces. The docks and parks provide a valuable ecological resource.</p> <p>The Thames Path, St Mary's conservation area and other tourism facilities provide valuable resources for local people and visitors.</p> <p>The cinema and bingo hall are popular and contribute to the mix of uses in the centre.</p> <p>The area has good primary schools and the secondary school, Bacon's College, also performs well.</p>	<p>The architecture in much of the town centre is bland and lifeless. The shopping centre and Leisure Park turn their backs on one another.</p> <p>The range of shops in the town centre is very limited. Most people in Southwark do not shop for things like clothes, shoes, music, books and electronic equipment in Southwark.</p> <p>There are few places to eat or drink out in the AAP area.</p> <p>Lower Road is currently very congested during the am and pm peaks. It also forms a barrier for pedestrians and cyclists.</p> <p>Much of the AAP area has been designed for car borne users. This means that currently people need to rely on their car to get around, go shopping, take children to school etc.</p> <p>There are some good pedestrian and cycle routes in the area, for example along the Albion Channel, Dock Hill Avenue and Albatross Way. Often however it is difficult to find your way around the peninsula as a pedestrian or a cyclist.</p> <p>There are several pockets in the AAP area, particularly in Rotherhithe ward in which health and education deprivation levels are higher than the Southwark and UK average.</p>
Opportunities	Threats
<p>The conversion of the east London line to the overground network will create better links between north and east London, Croydon and Clapham Junction. The implementation of Crossrail would also improve accessibility.</p> <p>Growth in neighbouring areas: Around 140,000 new jobs are planned for the Isle of Dogs and London bridge by 2026. Business growth in surrounding areas can stimulate growth in the local economy and small and medium sized enterprises the need for new retail and leisure space.</p> <p>The Olympics may generate demand for tourism facilities and hotel accommodation.</p> <p>Our pupil place planning indicates that five forms of entry of new secondary school places will be needed within Southwark by 2019/20. There may also be a need to expand primary school places. This can help</p>	<p>Albion Street feels run down and a number of the shops are vacant. The job centre has already closed, Rotherhithe library will be moving to the town centre and the PCT have been considering leaving the health centre because of space constraints in the building. It is currently difficult to get to Albion Street from the town centre.</p> <p>The growth in retail space and homes could increase congestion, unless car parks are used more efficiently and improvements are made to Lower Road.</p> <p>Increasing levels of through traffic on Lower Road and the gyratory create a poor environment on Lower Road and around the Hawkstone Estate.</p> <p>Neighbouring centres including Stratford, Canary Wharf, Elephant and Castle and Lewisham are planning significant growth.</p>

<p>make the area more attractive for families.</p> <p>The library under construction at Canada Water will improve civic facilities in the town centre and help give the area a new heart.</p> <p>The Canada Water basin has the potential to be a fantastic destination at the heart of the town centre.</p> <p>The need for new retail space and capacity to “claw back” expenditure from other areas will help stimulate interest in transforming the town centre.</p> <p>The large surface car parks and shed style developments in the town centre have potential for redevelopment.</p> <p>Redevelopment of town centre sites creates the opportunity to plan the way energy is provided and cut CO2 emissions.</p> <p>With sports facilities in the docks, Southwark Park, the Seven Islands Leisure Centre and plans to give the new secondary school a sports focus will help promote and encourage further sports activities in the AAP area.</p> <p>River transport is a valuable resource which could be better used.</p>	<p>Unless investment is made at Canada water, facilities in the shopping centre are likely to decline in coming years.</p> <p>The new population will need access to community facilities such as schools and health.</p>
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7.3 Appendix 1 3: Relationship between the AAP, the core strategy, the Southwark Plan and Southwark supplementary planning documents

- 7.3.1 The main document which is currently used to guide development in Southwark is the Southwark Plan which was adopted in 2007.
- 7.3.2 In 2004 the Government made changes to the planning system and required all councils to produce a new set of planning documents, called the local development framework (LDF). The local development framework contains a number of different planning documents and is illustrated in Figure 3.
- 7.3.3 The local development framework will eventually replace the Southwark Plan. One of the most important documents in the local development framework is the core strategy, which sets out the overall vision and objectives for new development in Southwark. You can find out more information about the core strategy at www.southwark.gov.uk/corestrategy
- 7.3.4 The Canada Water AAP needs to be consistent with the core strategy and both documents are being prepared on the same timescale. The AAP needs to be read in conjunction with core strategy and Southwark Plan policies, which also apply to the AAP area. Where the AAP provides a detailed policy which applies only to the AAP area e.g. residential parking standards or the tall buildings policy, this will take precedence over the Southwark Plan policy.
- 7.3.5 The Canada Water AAP also needs to follow the National Planning Policy Framework ~~national planning guidance~~ and be consistent with the London Plan, which is the planning strategy for all of London. The relationship between the policies in the AAP and those in the core strategy, The Southwark Plan and the London Plan is shown in Table A3.1 below.
- 7.3.6 The AAP will also take into account our Council Plan and the Fairer Future principles ~~Southwark 2016, our Sustainable Community Strategy~~ and other council plans and strategies.

Table A3.1: Relationship between the Canada Water Area Action Plan and national, regional and local planning policies

Canada Water Area Action Plan Preferred Options	<u>National Planning Policy Framework</u>	London Plan policies	Core Strategy policies	Saved Southwark Plan policies
Vision	<u>Paragraph 17</u> <u>Development should be plan-led, should proactively drive and support sustainable economic development to deliver the homes, business space, infrastructure and thriving local places.</u>	2.5 Sub-regions 2.9 Inner London 2.13 Opportunity areas and intensification areas	Canada Water (and Rotherhithe) Action Area	
Policy 1: Shopping in the town centre	<u>Paragraph 23</u> <u>Local authorities should define a network and hierarchy of centres and town centre boundaries, should promote competitiveness, assess need and set out policies that make clear which uses will be permitted in the centres.</u>	2.15 Town Centres 4.7 Retail and town centre development 4.8 Supporting a successful and diverse retail sector	Strategic Policy 3 – Shopping, leisure and entertainment	Policy 1.7 Development within town and local centres Policy 1.8 Location of developments for retail and other town centre uses
Policy 2: Cafes and restaurants in the town centre		4.7 Retail and town centre development 4.8 Supporting a successful and diverse retail sector	Strategic Policy 3 – Shopping, leisure and entertainment	Policy 1.7 Development within town and local centres Policy 1.8 Location of developments for retail and other town centre uses
Policy 3: Important shopping parades		4.7 Retail and town centre development 4.8 Supporting a successful and diverse retail sector	Strategic Policy 3 – Shopping, leisure and entertainment	Policy 1.9 Change of use within protected shopping frontages
Policy 4: Small scale shops, restaurants and cafes outside the town centre		4.8 Supporting a successful and diverse retail sector 4.9 Small shops	Strategic Policy 3 – Shopping, leisure and entertainment	Policy 1.10 Small scale shops and services outside the town and local centres and protected shopping frontages

Policy 5: Markets		4.8 Supporting a successful and diverse retail sector	Strategic Policy 3 – Shopping, leisure and entertainment	
Policy 6: Walking and cycling	<u>Paragraph 35</u> <u>Developments should be located and designed where practical to give priority to pedestrian and cycle movements and create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.</u>	6.9 Cycling 6.10 Walking	Strategic Policy 2 – Sustainable transport	Policy 5.3 Walking and cycling
Policy 7: Public transport	<u>Paragraph 31</u> <u>Local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development.</u>	6.1 Strategic Approach 6.2 Providing public transport capacity and safeguarding land for transport 6.3 Assessing effects of development on transport capacity 6.4 Enhancing London's transport connectivity 6.5 Funding Crossrail and other strategically important transport infrastructure	Strategic Policy 2 – Sustainable transport	Policy 5.4 Public transport improvements
Policy 8: Vehicular traffic		6.7 Better streets and surface transport 6.11 Smoothing traffic flow and tackling congestion 6.12 Road network capacity	Strategic Policy 2 – Sustainable transport	Policy 5.2 Transport impacts
Policy 9: Parking for town centre uses	<u>Paragraph 39</u> <u>In setting local parking standards for residential and non-residential development, local planning authorities should take into account:</u>	6.13 Parking Parking addendum to Chapter 6	Strategic Policy 2 – Sustainable transport	Policy 5.6 Car parking Policy 5.7 Parking standards for disabled people and the mobility impaired Policy 5.8 Other parking

Policy 10: Parking for residential development in the core area	<u>accessibility, type, mix and use of development, availability of and opportunities for public transport, car ownership levels and the need to reduce the use of high emission vehicles</u>	6.13 Parking	Strategic Policy 2 – Sustainable transport	Policy 5.6 Car parking Policy 5.7 Parking standards for disabled people and the mobility impaired Policy 5.8 Other parking
Policy 11: Leisure and entertainment	Paragraphs 23 and 70 <u>Local authorities should promote competitive town centres and allocate suitable sites to meet the scale and type of leisure, tourism, cultural and community development.</u> <u>To deliver the social, recreational and cultural facilities and services the</u>	3.16 Protection and enhancement of social infrastructure 4.6 Support for and enhancement of arts, culture, sport and entertainment provision 4.7 Retail and town centre development	Strategic Policy 3 – Shopping, leisure and entertainment	Policy 2.1 Enhancement of community facilities Policy 2.2 Provision of new community facilities
Policy 12: Sports facilities	<u>community needs, planning authorities should plan positively for the provision and use of shared space, community facilities (such as local shops,</u>	2.4 The 2012 games and their legacy 3.19 Sports facilities	Strategic Policy 4 – Places to learn and enjoy	Policy 2.1 Enhancement of community facilities Policy 2.2 Provision of new community facilities
Policy 13: Arts, culture and tourism	<u>meeting places, sports venues, cultural buildings, public houses, places of worship) and other local services.</u>	4.5 London’s visitor infrastructure 4.6 Support for and enhancement of arts, culture, sport and entertainment provision 7.29 The River Thames	Strategic Policy 10 – Jobs and businesses	Policy 1.11 Arts, culture and tourism uses Policy 1.12 Hotels and Visitor accommodation Policy 3.29 development within the Thames Policy Area Policy 3.30 Protection of riverside facilities

<p>Policy 14: Streets and public spaces</p>	<p><u>Paragraph 58-60 and 126-128</u></p> <p><u>LPAs should establish a strong sense of place to create attractive and comfortable places to live, work and visit</u></p> <p><u>Design policies should avoid unnecessary prescription or detail and should seek to promote or reinforce local distinctiveness.</u></p> <p><u>Local Plan should set out a positive strategy for the conservation and enjoyment of the historic environment. They should take into account sustaining and enhancing the</u></p>	<p>5.3 Sustainable design and construction 5.10 Urban greening 7.1 Building London's Neighbourhoods and communities 7.2 An inclusive environment 7.3 Designing out crime 7.4 Local character 7.5 Public realm 7.8 heritage assets</p>	<p>Strategic Policy 12 – Design and conservation</p>	<p>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 3.16 Conservation areas Policy 3.17 Listed buildings Policy 3.18 Setting of listed buildings, conservation areas and world heritage sites Policy 3.19 Archaeology</p>
<p>Policy 15: Building blocks</p>	<p><u>significance of heritage assets and putting them to viable uses consistent with their conservation.</u></p>	<p>5.3 Sustainable design and construction 5.4 Retrofitting 5.11 Green roofs and development site environs 7.3 Designing out crime 7.4 Local character 7.6 Architecture 7.8 Heritage assets and archaeology 7.9 Heritage-led regeneration</p>	<p>Strategic Policy 12 – Design and conservation</p>	<p>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 3.16 Conservation areas Policy 3.17 Listed buildings Policy 3.18 Setting of listed buildings, conservation areas and world heritage sites Policy 3.19 Archaeology</p>
<p>Policy 16: Town centre developm ent</p>		<p>2.15 Town centres 4.7 Retail and town centre development 4.8 Supporting a successful and diverse retail</p>	<p>Strategic Policy 3 – Shopping, leisure and entertainment</p>	<p>Policy 1.7 Development within town and local centres Policy 1.8 Location of developments for retail and</p>

		sector 7.1 Building London's neighbourhoods and communities Policy 7.5 Public Realm		other town centre uses
Policy 17: Building heights in and adjacent to the core area		7.6 Architecture 7.7 Location and design of tall buildings 7.11 London View Management Framework 7.12 Implementing the London View Management Framework	Strategic Policy 12 – Design and conservation	Policy 3.20 Tall buildings Policy 3.31 Strategic views
Policy 18: Open spaces and biodiversity	<u>Paragraphs 73, 74 and 114</u> <u>Local authorities should set out a strategic approach for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure. Planning policies should be based on robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision. Authorities should protect existing open space, sports and recreational buildings and land, including playing fields from inappropriate development.</u>	7.16 Green Belt 7.17 Metropolitan Open Land 7.18 Protecting local open space and addressing local deficiency 7.19 Biodiversity and access to nature 7.21 Trees and woodlands	Strategic Policy 11 – Open spaces and wildlife	Policy 3.25 Metropolitan open land Policy 3.26 Borough open land Policy 3.27 Other open space Policy 3.28 Biodiversity

Policy 19: Children's play space		3.6 Children and young people's play and informal recreation facilities 7.17 Metropolitan Open Land 7.18 Protecting local open space and addressing local deficiency	Strategic Policy 11: Open Spaces and wildlife	Policy 4.2: Quality of Residential Accommodation Policy 3.27 Other open space
Policy 20: Energy	<u>Paragraphs 17, 95 and 98</u> <u>Local authorities should support the transition to a low carbon future, actively support energy efficiency improvements to existing buildings; and set any local requirement for a building's sustainability, recognise the responsibility on all communities to contribute to energy generation from renewable or low carbon sources.</u>	5.1 Climate change mitigation 5.2 Minimising Carbon Dioxide emissions 5.3 Sustainable design and construction 5.5 Decentralised energy networks 5.6 Decentralised energy in development proposals 5.7 Renewable energy 5.9 Overheating and cooling	Strategic Policy 13 – High environmental standards	Policy 3.4 Energy efficiency Policy 3.9 Water
Policy 21: New homes	<u>Paragraphs 47 and 50</u> <u>Local authorities should ensure that their plan meets the full, objectively assessed needs for market and affordable housing in the housing market.</u> <u>This includes identifying key sites, providing a housing trajectory, setting out an approach to density and identifying the size, type, tenure and range of housing that is required reflecting local demand.</u>	2.13 Opportunity areas and intensification areas 3.3 Increasing housing supply 3.4 Optimising housing potential 3.5 Quality and design of housing developments 3.7 Large residential developments 3.8 Housing choice	Strategic Policy 5 – Providing new homes Strategic Policy 6 – Homes for people on different incomes Strategic Policy 7 – Family homes Strategic Policy 8 – Student homes Strategic Policy 9 – Homes for gypsies and travellers	SP20 Development site uses Policy 3.11 Efficient use of land 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 4.6 Loss of residential accommodation Policy 4.7 Non-self contained housing for identified user

				groups
Policy 22: Affordable homes		3.3 Increasing housing supply 3.10 Definition of affordable housing 3.11 Affordable housing targets 3.12 Negotiating affordable housing on individual private residential and mixed use schemes 3.13 Affordable housing thresholds	Strategic Policy 6 – Homes for people on different incomes	Policy 4.4 Affordable housing Policy 4.5 Wheelchair affordable housing
Policy 23: Family homes		3.3 Increasing housing supply 3.8 Housing choice	Strategic Policy 7 – Family homes	Policy 4.2 Quality of residential accommodation Policy 4.3 Mix of dwellings
Policy 24: Density of developments		2.5 Sub-regions 2.13 Opportunity areas and intensification areas 3.4 Optimising housing potential	Strategic Policy 5 – Providing new homes	Policy 3.11 Efficient use of land Policy 4.2 Quality of residential accommodation
Policy 25: Jobs and business space	<u>Paragraphs 22 and 160</u> <u>Local authorities should set out a clear economic vision and strategy for their area, avoid long-term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose, have a clear understanding of business needs and work with partners to prepare and maintain a robust evidence base.</u>	2.5 Sub-regions 2.13 Opportunity areas and intensification areas 4.2 Offices 4.3 Mixed use development and offices 4.10 New and emerging economic sectors	Strategic Policy 10 – Jobs and businesses	Policy 1.1 Access to employment opportunities Policy 1.4 Employment sites
Policy 26:	<u>Paragraph 162</u>	3.18 Education	Strategic	Policy 2.3

Schools	<u>Local planning authorities should work with other authorities and providers to assess the quality and capacity of infrastructure for health, social care and education.</u>	facilities	Policy 4 – Places to learn and enjoy	Enhancement of educational establishments Policy 2.4 Educational deficiency
Policy 27: Community facilities		3.16 Protection and enhancement of social infrastructure 3.17 Health and social care facilities	Strategic Policy 4 – Places to learn and enjoy	Policy 2.1 Enhancement of community facilities Policy 2.2 Provision of new community facilities
Policy 28: Early years		3.16 Protection and enhancement of social infrastructure	Strategic Policy 4 – Places to learn and enjoy	Policy 2.1 Enhancement of community facilities Policy 2.2 Provision of new community facilities
Policy 29: Health facilities		3.17 Health and social care facilities	Strategic Policy 4 – Places to learn and enjoy	Policy 2.2 Provision of new community facilities
Policy 29a: Higher education and student housing		<u>Policy 3.18 Education facilities</u> <u>Policy 4.10 New and emerging economic sectors</u>	<u>Strategic Policy 4 – Places to learn and enjoy</u> <u>Strategic policy 3.8 Student homes</u>	Policy 2.3 Enhancement of educational establishments
Policy 30: Albion Street	<u>Paragraph 157 Local Plans should allocate sites to promote development and flexible use of land, bringing forward new land where necessary, and provide detail on form, scale, access and quantum of development where appropriate.</u>		Canada Water (and Rotherhithe) Action Area	No Southwark Plan policy
Policy 31: Lower Road			Canada Water (and Rotherhithe) Action Area	No Southwark Plan policy
Policy 32: Proposals sites				
CW AAP1		2.13 Opportunity areas and intensification areas	Canada Water (and Rotherhithe) Action Area	No Southwark Plan policy
CW AAP2		2.13 Opportunity areas and intensification areas	Canada Water (and Rotherhithe) Action Area	Replaces 7P
CW AAP3		2.13 Opportunity areas and intensification	Canada Water (and Rotherhithe)	No Southwark Plan policy

		areas	Action Area	
CW AAP4		2.13 Opportunity areas and intensification areas	Canada Water (and Rotherhithe) Action Area	Replaces 27P
CW AAP5		2.13 Opportunity areas and intensification areas	Canada Water (and Rotherhithe) Action Area	Replaces 28P
CW AAP6		2.13 Opportunity areas and intensification areas	Canada Water (and Rotherhithe) Action Area	Replaces 35P, 36P, 37P
CW AAP7		2.13 Opportunity areas and intensification areas	Canada Water (and Rotherhithe) Action Area	Replaces 31P
CW AAP8		2.13 Opportunity areas and intensification areas	Canada Water (and Rotherhithe) Action Area	Replaces 32P
CW AAP9		2.13 Opportunity areas and intensification areas	Canada Water (and Rotherhithe) Action Area	No Southwark Plan policy
CW AAP10		2.13 Opportunity areas and intensification areas	Canada Water (and Rotherhithe) Action Area	Replaces 34P
CW AAP11		2.13 Opportunity areas and intensification areas	Canada Water (and Rotherhithe) Action Area	Replaces 33P
CW AAP12		2.13 Opportunity areas and intensification areas	Canada Water (and Rotherhithe) Action Area	No Southwark Plan policy
CW AAP13		2.13 Opportunity areas and intensification areas	Canada Water (and Rotherhithe) Action Area	No Southwark Plan policy
CW AAP14		2.13 Opportunity areas and intensification areas	Canada Water (and Rotherhithe) Action Area	No Southwark Plan policy
CW AAP15		2.13 Opportunity areas and intensification areas	Canada Water (and Rotherhithe) Action Area	No Southwark Plan policy
CW AAP16		2.13 Opportunity areas and intensification areas	Canada Water (and Rotherhithe) Action Area	No Southwark Plan policy
CW AAP17		2.13 Opportunity areas and intensification areas	Canada Water (and Rotherhithe) Action Area	No Southwark Plan policy
CW AAP18		2.13 Opportunity areas and	Canada Water (and	No Southwark Plan policy

		intensification areas	Rotherhithe) Action Area	
CW AAP19		2.13 Opportunity areas and intensification areas	Canada Water (and Rotherhithe) Action Area	No Southwark Plan policy
CW AAP20		2.13 Opportunity areas and intensification areas	Canada Water (and Rotherhithe) Action Area	No Southwark Plan policy
CW AAP21		2.13 Opportunity areas and intensification areas	Canada Water (and Rotherhithe) Action Area	No Southwark Plan policy
CW AAP22		2.13 Opportunity areas and intensification areas	Canada Water (and Rotherhithe) Action Area	Replaces 48P
CW AAP23		2.13 Opportunity areas and intensification areas	Strategic Policy 14 – implementation and delivery	No Southwark Plan policy
<u>CW AAP24</u>		<u>2.13 Opportunity areas and intensification areas</u>	<u>Strategic Policy 14 – implementation and delivery</u>	
<u>CW AAP25</u>		<u>2.13 Opportunity areas and intensification areas</u>	<u>Strategic Policy 14 – implementation and delivery</u>	<u>No Southwark Plan policy</u>
Policy 33: Section 106 Planning Obligations and the community infrastructure levy	<u>Paragraph 204 Planning obligations should meet the following tests: 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.</u>	8.2 Planning obligations 8.3 Community infrastructure levy	Canada Water (and Rotherhithe) Action Area	Policy 2.5 Planning Obligations

NB: This table shows the relationship between the Canada Water Area Action Plan and regional and local planning policies however it is not intended to be exhaustive.

7.4 Appendix 4: Schedule of changes to the Proposals Map

Southwark Plan proposals sites to be deleted
29P
35P
36P
37P
Southwark Plan proposals sites to be amended
6P: Rename CW AAP1
7P: Amend boundary and rename CW AAP3
27P: Rename CW AAP5
28P: Rename CW AAP6
31P: Rename CW AAP 8
32P: Rename CW AAP9
33P: Amend boundary and rename CW AAP12
34P: Rename CW AAP11
48P: Rename CW AAP23
New proposals sites
CW AAP2
CW AAP4
CW AAP7
CW AAP 10
CW AAP13
CW AAP14
CW AAP15
CW AAP16
CW AAP17
CW AAP18
CW AAP19
CW AAP20
CW AAP21
CW AAP22
Energy
Canada Water strategic district heating area (SDHA)
Density
Core area boundary
Suburban area boundary

~~Figure 17: Southwark Plan proposals sites to be deleted~~

~~Figure 18: Southwark Plan proposals sites to be amended~~

~~Figure 19: New proposals sites~~

Figure 20: Energy

Canada Water strategic district heating area (SDHA)

Figure 21: Density

Core area boundary

Suburban area boundary

7.5 Appendix 2 5: Monitoring Framework

Shopping: A genuine town centre and neighbourhood hubs

Objectives	Policy	Targets	Indicators
<p>S1: To create an accessible, distinctive and vibrant town centre at Canada Water which is well connected into the surrounding street network. This will enhance the setting of Canada Water basin ; and create a range of shops, restaurants, community and leisure facilities within mixed use developments.</p> <p>S2: To ensure that people who live and work on the wider peninsula have access to local facilities to meet their day-to-day needs.</p>	<p>Policy 1: Shopping in the Town Centre</p> <p>Policy 2: Cafes and restaurants in the Town Centre</p> <p>Policy 3: Important Shopping Parades</p> <p>Policy 4: Small scale shops, restaurants and cafes outside the town centre</p> <p>Policy 5: Markets</p>	<p>All major development for shopping development to be in the town centre</p> <p>Provide around 35,000 sqm of new shopping floorspace in the core area</p> <p>Provide small scale units on designated sites outside the core area</p> <p>Increase number of small shopping units and units with independent occupiers in the town centre</p> <p>Restrict growth of units in hot food takeaway use on Albion Street and Lower Road</p>	<p>Annual Monitoring Report Indicators:</p> <ul style="list-style-type: none"> • 12B: Vacancy Rates for Retail • 16A: Office, Retail, Institution, leisure completions in town centres (NI BD4i) • 16B: Office, Retail, Institution, leisure completions (sqm of floorspace) (NI BD4ii) • 17: Completed small business units (less than 500 sqm) (SDO 1.4)

Transport: Improved connections

Strategic Objectives	Policy	Targets	Indicators
<p>T1: To use a range of measures, including public transport improvements, green travel plans, road improvements and a restrictions on car parking to ease the impact of new development on the transport network and services.</p> <p>T2: To make the area more accessible, particularly by sustainable transport including walking,</p>	<p>Policy 6: Walking and Cycling</p> <p>Policy 7: Public Transport</p> <p>Policy 8: Vehicular traffic</p> <p>Policy 9: Parking for Town Centre Uses</p> <p>Policy 10: Parking for Residential Development in the Core Area</p>	<p>Implement identified cycling and walking projects within AAP period</p> <p>Reintroduce two-way traffic on Lower Road in phase 2 of the AAP period</p> <p>All car parking for town centre uses to be provided as publically accessible parking</p>	<p>Annual Monitoring Report Indicators:</p> <ul style="list-style-type: none"> • 56A: % development that has been complying with AAP car parking standards • 57: Amount of development in CPZ restricted from on street parking • 58: Amount of approved development subject to a travel plan • 60: The number of people killed or

<p>cycling and public transport.</p> <p>T3: To use car parking in the town centre more efficiently by ensuring that shops and leisure facilities share parking facilities.</p>		<p>Residential parking in the core area to provide no more than 0.3 spaces per home</p> <p>Increase the proportion of those cycling from 3% to 4% by 2013/14 (target to be reviewed over the AAP period)</p> <p>Increase the walking mode share to a third (33%) by 2013/14 (target to be reviewed over the AAP period)</p>	<p>seriously injured in road traffic collisions (SDO 16.2)</p> <ul style="list-style-type: none"> • 61: Proportion of personal travel made on each mode of transport (Public transport, walking, cycling) (SDO 16.3) • 62: Proportion of personal travel made on each mode of transport (All people, people who are disabled, people aged over 65, women travelling at night) <p>New indicators:</p> <ul style="list-style-type: none"> • Completion of improvements to walking and cycling routes • Completion of improvements to road network • % of parking for town centre uses which is publically accessible
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Leisure: a great place to visit, to relax in and have fun

Strategic Objectives	Policy	Targets	Indicators
<p>L1: To promote healthy lifestyles and make the area known for its excellent sports, leisure and entertainment facilities.</p> <p>L2: To promote arts, culture and tourism.</p>	<p>Policy 11: Leisure and Entertainment</p> <p>Policy 12: Sports Facilities</p> <p>Policy 13: Arts, Culture and Tourism</p>	<p>No net loss of leisure floorspace in the town centre and preferably increase provision</p> <p>No net loss of arts, tourism and cultural uses in the Strategic Cultural Area</p> <p>Provide new hotel in the core area in the first 2 phases of the AAP period</p> <p>Refurbish facilities in Seven Islands Leisure Centre</p> <p>Refurbishment of Southwark Park Sports Centre during the first phase of the</p>	<p>Annual Monitoring Report Indicators:</p> <ul style="list-style-type: none"> • 16A: Office, Retail, Institution, leisure completions in town centres (NI BD4i) • 16B: Office, Retail, Institution, leisure completions borough wide (sqm of floorspace) (NI BD4ii) • 18: Arts and Cultural uses completed • 19: Hotel and hostel bed spaces completed

		plan period (2011-2015)	
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Places: Better and safer streets, squares and parks

Strategic Objectives	Policy	Targets	Indicators
<p>P1: To ensure the design, scale and location of new buildings help create streets and neighbourhoods which have a varied character. There should be no gated communities the area's green spaces and heritage should be enhanced, especially the River Thames, the docks and the parks to create a distinctive sense of place.</p> <p>P.3: To link the docks and parks in a network of open spaces which have a variety of functions, including recreation and children's play sports facilities and nature conservation.</p> <p>P4: To make the River Thames and its river front more accessible.</p> <p>P-4 5: To reduce the impact of development on the environment and help tackle climate change, air quality, pollution, waste and flood risk.</p>	<p>Policy 14: Streets and public spaces</p> <p>Policy 15: Building blocks</p> <p>Policy 16: Town centre development</p> <p>Policy 17: Building Heights on Sites in and Adjacent to the Core Area</p> <p>Policy 18: Open Space and Biodiversity</p> <p>Policy 29: Children's Play Space</p> <p>Policy 20: Energy</p>	<p>Complete improvements to strategic public realm areas</p> <p>Compliance with building heights policy</p> <p>Car parking in the town centre to be located in buildings, basements, or above development. Multi-storey car parks to be wrapped by other uses</p> <p>Former nursery and St Pauls to be brought into active use</p> <p>All development to be on previously developed land; no loss of protected open spaces</p> <p>Improve quality of open spaces</p> <p>No loss or damage of SINCs</p> <p>Improvement in priority habitats</p> <p>All new development to be within 100m of a doorstep playable space, 400m of a local playable space, 800m of a neighbourhood playable space, and 800m of a youth space</p> <p>All development in SDHA to be designed to connect to future district heating system</p>	<p>National Indicator:</p> <ul style="list-style-type: none"> E2: Change in areas of biodiversity importance <p>Sustainability Indicators:</p> <ul style="list-style-type: none"> SDO 13.2 Resident satisfaction with open space SDO 13.4 Change in the quality of open space (ha) SDO 13.5 Open space deficiency SDO 13.6 Deficiency in access to nature <p>Annual Monitoring Report Indicators:</p> <ul style="list-style-type: none"> 6: Change in amount of publicly accessible open space (SDO 13.1) 24: Amount of new development built on protected open space/ previously developed land (NI 170) 32: Habitats in borough 40: Change in area of development sites covered by vegetation 41: Amount of sites of importance for nature conservation lost to new development (SDO 13.3) 45: Change in priority habitats <p>New indicators:</p> <ul style="list-style-type: none"> Completion of improvements to strategic public

			<p>realm</p> <ul style="list-style-type: none"> • Percentage of approvals that accord with the building heights target • Provision of playable space in new development • % of development in SDHA designed to connect to district heating
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Homes: High quality homes

Strategic Objectives	Policy	Targets	Indicators
<p>H1: To create a mixed community by providing more housing choices and better homes of a high quality. There should be more affordable housing and different housing sizes including larger homes for families.</p> <p>H2: To focus higher densities in the action area core where there are town centre activities and good access to public transport.</p>	<p>Policy 21: New Homes</p> <p>Policy 22: Affordable Homes</p> <p>Policy 23: Family Homes</p> <p>Policy 24: Density</p>	<p>Complete a minimum of 2,500 homes on sites in the core area by 2026 (see housing trajectory)</p> <p>Provide around 800 in the wider AAP area (NB this is a capacity estimate rather than a target)</p> <p>Provide at least 875 affordable homes</p> <p>Ensure that 35% of homes are affordable</p> <p>Ensure that 20%/30% of homes have 3 or more bedrooms in the core/ wider area</p> <p>New development to be within density ranges set out in AAP</p>	<p>Annual Monitoring Report Indicators:</p> <ul style="list-style-type: none"> • 49: Housing supply (NI H1) • 49A: Total new homes gained over the previous 5 years (NI H2A) • 49B: Homes completed in reporting year (NI H2B) • 49C: Additional homes projected to be built between next year and 2016 (NI H2C) • 49D: Average number of homes needed each coming year until 2016 to meet housing target (NI H2D) • 50: Density of residential developments within areas • 51A: Amount of new dwellings which are: studios, 1 bedroom, 2 bedrooms, 3 bedroom, 4 or more bedrooms • 51B: Size of new dwellings by tenure • 53: Amount of completed affordable housing units (NI H5)

Community: Enhanced social and economic opportunities

Objectives	Policy	Targets	Indicators
<p>C1: To provide more and improved educational, health and community facilities which meet the needs of the growing population.</p> <p>C2+: To provide more local employment opportunities.</p>	<p>Policy 25: Jobs and Business Space</p> <p>Policy 26: Schools</p> <p>Policy 27: Community facilities</p> <p>Policy 28: Early years</p> <p>Policy 29: Health facilities</p> <p><u>Policy 29a: Higher Education and student housing</u></p>	<p>Provide 2000 additional jobs in the core area</p> <p>Provide approximately 12,000 sqm of business (B1) floorspace within the core area</p> <p>Provide flexible community space where there is a clear need and an identified management body</p> <p>Complete library to open by 2011</p> <p>Deliver new pupil places to meet identified demand. Shortfall in Year 7 boroughwide pupil places is anticipated by 2016</p> <p>Provide around 110 new early years places in the first 2 AAP phases to meet population growth in the core area</p> <p>Provide new health facilities at Downtown in first phase of AAP period</p> <p>Provide new health facilities in the core area within phases 1 or 2 or the AAP period</p>	<p>National Indicator:</p> <ul style="list-style-type: none"> Percentage of small businesses in an area showing employment growth (NI 172) <p>Sustainability Indicator:</p> <ul style="list-style-type: none"> SDO 1.3 Number and percentage of jobs in AAP area by sector <p>Annual Monitoring Indicators:</p> <ul style="list-style-type: none"> 5: Education uses completed 14B: B Use classes completed (NI BD1) 16A: Office, Retail, Institution, leisure completions in town centres (NI BD4i) 16B: Office, Retail, Institution, leisure completions (sqm of floorspace) (NI BD4ii) 17: Completed small business units (less than 500 sqm) (SDO 1.4) 20: Business Growth (SDO 1.2) (NI 171) <p>New indicator: Completed health facilities floorspace</p>

Delivering the AAP

Objectives	Policy	Targets	Indicators
D1: To continue to work with key stakeholders	Policy 33: s106 Planning Obligations and the community	Collect s106 contributions to fund delivery of	Annual Monitoring Indicator:

<p>including the local community, landowners, Lewisham Council and TfL to deliver the vision and objectives of the AAP.</p> <p>D2: To ensure that physical and social infrastructure needed to support growth at Canada Water is provided in a timely manner.</p> <p>D3: To monitor and review the delivery of AAP policies annually to inform phasing of future development and delivery of infrastructure.</p>	<p><u>infrastructure levy</u></p>	<p>improvements to the road network, walking and cycling facilities, an extension to the CPZ, strategic areas of public realm, open spaces, play facilities and other items in accordance with Southwark's s106 Planning Obligations SPD or its successor. <u>When CIL has been adopted, collect funding for infrastructure required to support growth through CIL rather than through s106 planning obligations.</u></p>	<ul style="list-style-type: none"> • 7: Funding gained from s106 planning obligations; <p>New indicator:</p> <ul style="list-style-type: none"> • Committed spending on infrastructure. We produce quarterly reports on s106 expenditure by ward and community council area which we publish on our website: http://www.southwark.gov.uk
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7.6 Appendix 3 6: Infrastructure projects

Table A6.1 below sets out a schedule of infrastructure projects in the AAP area, providing more detail to the information summarised in part 5.

Table A6.1

Project	Who is involved?	Funding	Timescales
Shopping: A genuine town centre and neighbourhood facilities			
Improvements to shop fronts on Albion Street	LB Southwark Council Leaseholders	Committed funding: £57,000 from ILRE programme	2011-15 2016-20 2021-26
Transport: improved connections			
Upgrade to the Jubilee line	Transport for London	Committed funding: £30bn from TfL to upgrade the Jubilee, Northern and Bakerloo lines.	Signalisation upgrade to be completed by 2009. 2011-15 2016-20 2021-26
East London Line Phases 1 and 2	LB Southwark Transport for London Department for Transport Network Rail and transport operators	Committed funding: £75m from TfL and DfT.	June 2010: Dalston to New Cross, Croydon and Crystal Palace; 2011: extension to Highbury and Islington; 2012: Completion of phase 2 to Clapham Junction 2011-15 2016-20 2021-26
Jamaica Road roundabout improvements signalisation (including new crossing between Southwark Park and King Stairs Gardens)	LB Southwark Transport for London	Anticipated funding: £3m from TfL	2011-15 2016-20 2021-26
Reintroduce two-way traffic movement on Lower Road and introduce right-turn into Surrey Quays Road	LB Southwark Transport for London	Project cost: £9m Anticipated s106 funding: £6.5m Existing s106 agreements: £1,458,697 Potential for future funding raised through CIL TfL ABS bid: £2.5m	Implementation on development of shopping centre site. 2011-15 2016-20 2021-26
Improvements to Surrey Quays Road	LB Southwark Developers	Project cost: tbc Anticipated s106 funding: £592,000 Existing s106 agreements: £672,000	Implementation on development of sites on either side of the road (Decathlon Site, Site E, Harmsworth Quays, Surrey Quays Leisure Park and Surrey Quays Shopping Centre on Decathlon site.

		<u>Anticipated s106 funding: works provided in-kind</u>	<u>2011-15</u> <u>2016-20</u> <u>2021-26</u>
CPZ extension	LB Southwark	Project cost: £240,000 <u>Existing s106 agreements: £160,000</u> <u>Anticipated s106 funding: £240,000</u>	Implementation to coincide with development of Decathlon and Leisure Park sites. <u>2011-15</u> <u>2016-20</u> <u>2021-26</u>
<u>Cycle Superhighway 4 (Woolwich to London Bridge)</u>	<u>TfL</u> <u>LB Southwark</u>	<u>Funding requirement met by TfL</u>	<u>To be implemented by April 2015.</u> <u>2011-15</u> <u>2016-20</u> <u>2021-26</u>
<u>Extend Barclay's Cycle Hire Scheme to Canada Water</u>	<u>TfL</u> <u>LB Southwark</u>	<u>Anticipated funding from TfL and s106 planning obligations on large schemes to mitigate site specific impacts</u>	<u>2011-15</u> <u>2016-20</u> <u>2021-26</u>
Improvements to cycling and walking facilities and routes	LB Southwark <u>Connect 2</u> Walk London TfL	Project cost: <u>£890k</u> <u>£1m</u> <u>Existing s106 agreements</u> <u>Potential for future funding raised through CIL</u> <u>Committed funding from TfL: £142,165; Cleaner, Greener, Safer: £7,500, Walk London: £20,000; Connect 2 (TfL, National Lottery & s106): £50,000</u> <u>Anticipated s106 funding: £1m</u>	<u>Implementation of improvements to Swan Road and Railway Avenue to follow reopening of Rotherhithe Station. Improvements to signage on Thames Path to be implemented in 2009-2010. Implementation of cycle station on development of Site A.</u> <u>2011-15</u> <u>2016-20</u> <u>2021-26</u>
Leisure: a great place to visit, relax and have fun			
Refurbishment of the Seven Islands Leisure Centre	LB Southwark <u>Fusion</u> <u>End Users</u>	Project cost: £8,000,000 Committed funding: LBS £8,000,000	Funding committed in the council's capital programme for the years <u>2014/2015 and 2015/16 and 2016/17.</u> <u>2011-15</u> <u>2016-20</u> <u>2021-26</u>
Refurbishment of sports facilities in Southwark Park	LB Southwark London Marathon charitable trust, Play Sport facilities fund, Southwark Olympic capital	Project cost: £3.5m	Funding is currently being sought for the project. <u>2011-15</u> <u>2016-20</u> <u>2021-26</u>

	legacy, Friends of Southwark Park <u>Fusion</u> <u>End Users</u>		
New sports facilities in schools	Rotherhithe Primary School LB Southwark	Building Schools for the Future (BSF) and the Primary Capital Programme	The new school is expected to open in 2013. 2011-15 2016-20 2021-26
Places: better and safer streets, squares and parks			
Plaza	LB Southwark, British Land Canada Quays	Project cost: £2m Anticipated s106 funding: £2m	Completion is expected in 2011. 2011-15 2016-20 2021-26
Eastern side of Canada Water basin	LB Southwark Council, <u>Sellar Property Group a Water)</u>	Anticipated s106 funding: works with value of £1.07m provided in-kind	Implementation on development of Decathlon site. 2011-15 2016-20 2021-26
Southern and western sides of Canada Water basin, new high street and open space	LB Southwark, <u>Surrey Quays Ltd</u> Tesco, Sgro, or new owner	Anticipated s106 funding: works provided in-kind	Implementation on development of shopping centre site. 2011-15 2016-20 2021-26
Open space on Site A	LB Southwark, Barratt Homes, British Land Canada Quays	Anticipated s106 funding: works with value of £235,000 provided in-kind	Implementation on development of Site A. 2011-15 2016-20 2021-26
Create a new open space on the Former nursery	LB Southwark	Project cost: <u>tbc</u> £72,000 Committed funding: £72,000 from Cleaner, Greener, Safer <u>CGS bid submitted</u> <u>Potential for future funding raised through CIL</u> <u>Other funding sources: tbc</u>	The site has been cleared and fencing on the Gomm Road boundary will shortly be <u>has been</u> replaced. <u>A further CGS bid has been made that will help to explore options for future use and prepare a masterplan.</u> Following this, consultation will take place on procuring an organisation to lease and manage the site. 2011-15 2016-20 2021-26
Improvements to open spaces and play facilities in accordance	LB Southwark, Friends of Southwark Park,	Anticipated s106 funding: £745,000	Open Spaces Strategy and Capital Investment Strategy to be adopted in 2010.

with Open Spaces Strategy and Capital Investment Strategy	Friends of Russia Dock Woodlands, Trust for Urban Ecology, BARGES	Existing s106 funding Future funding raised through CIL Other funding sources: tbc	2011-15 2016-20 2021-26
Environmental improvements to Albion Street	LB Southwark	Project cost: £97,000 Anticipated s106 funding: £88,000 Potential for future funding raised through CIL Other funding sources: tbc Committed funding from TfL: £9,000	Phase 1 to follow reopening of Rotherhithe station. 2011-15 2016-20 2021-26
Environmental improvements to docks	LB Southwark	Project cost: £580,000 Potential for future funding raised through CIL Other funding sources: tbc Anticipated s106 funding: £580,00	2011-15 2016-20 2021-26
Environmental improvements to St Mary's Conservation Area	LB Southwark	Project cost: £20,000 Committed funding: £20,000 from Cleaner, Greener, Safer	Improvements to St Mary's conservation area have been carried out in 2009 2011-15 2016-20 2021-26
Upgrade of power supply and possible increase in water/drainage capacity.	LB Southwark, EDF Thames Water	Funded by development.	2011-15 2016-20 2021-26
Establishment of district heating network	LB Southwark, Veolia	Project cost: £8.5m Anticipated funding: Sale of ROCs estimated at £2m pa, contributions from "allowable solutions", s106 funding in cases where developments are unable to meet targets on site.	Phase 1: Link from SELCHP to the following estates: Four Squares, Silwood, Abbeyfield, Tissington Court, Pedworth. Phase 2: Possible extension into the Core Area via Lower Road and Redriff Road. 2011-15 2016-20 2021-26

Community: enhanced social and economic opportunities			
New library at Canada Water	LB Southwark,	The project is fully funded and under construction.	Planning permission granted 2007. Construction started in 2009. The library is expected to open in 2011. 2011-15 2016-20 2021-26
Expansion of secondary school places	LB Southwark Free Schools Existing secondary schools	Department for Education LB Southwark Potential for future funding raised through CIL	New secondary places are identified as required after 2016 2011-15 2016-20 2021-26
Expansion of primary school places	LB Southwark	Department for Education LB Southwark Potential for future funding raised through CIL	New primary school places are identified as required by 2016 2011-15 2016-20 2021-26
New secondary school	Rotherhithe Primary School LB Southwark	Department for Education, subject to approval by Partnership for Schools and the Primary Capital Programme.	New secondary places are identified as required by 2016 2011-15 2016-20 2021-26
Short term improvements to Albion Primary School	Albion Primary School LB Southwark	The project would be part funded by development values generated from the sale of new homes.	LB Southwark and Albion Primary School have undertaken a feasibility study to assess the potential for development. Opportunities to improve the school will be kept under review and will be subject to the availability of funding from the Primary Capital Programme. 2011-15 2016-20 2021-26
Expand Albion Primary School to 2 forms of entry	Albion Primary School LB Southwark	Project cost: tbc Anticipated s106 funding: £5.2m Other funding sources: tbc	We will monitor and review the need to expand Albion primary school 2011-15 2016-20 2021-26
New Health Centre and community space at Downtown	LB Southwark NHS Southwark Primary Care Trust NHS Barratt Homes	Funding for the project has been committed	Implementation on development of Downtown site. 2011-15 2016-20 2021-26

New health facilities at Canada Water	LB Southwark NHS Southwark Primary Care Trust NHS Landowners	Funding from <u>NHS</u> Southwark <u>PCT</u> Anticipated s106 funding: £2.45m <u>Existing s106</u> <u>agreements</u> <u>Potential for future</u> <u>funding raised</u> <u>through CIL</u>	Implementation of development of shopping centre site <u>or alternative site in the core area.</u> 2011-15 2016-20 2021-26
Site A and Decathlon community uses	LB Southwark Barratt Homes Conrad Phoenix	Anticipated funding: s106. Spaces provided on-site by developers.	Implementation on development of Site A and Decathlon site. 2011-15 2016-20 2021-26

7.7 Appendix 4 7: Community infrastructure levy and s106 Planning obligations

7.7.1 The creation of a successful and sustainable town centre will depend not only on the provision of new homes, shops and offices, but also on the creation of shared infrastructure from which all future residents will benefit. We will use or raise funds through the community infrastructure levy (CIL) to help secure infrastructure improvements.

7.7.2 We will apply standard charges as set out in our s106 supplementary planning documents or through a CIL to developments in the AAP area. Where appropriate, charges for physical infrastructure will be tailored to ensure that all developments contribute to necessary costs. This includes

- Transport contributions to improve the local road network around Lower Road;
- Improvements to walking and cycling facilities;
- Implementation of an extension to the controlled parking zone at Canada Water;
- Improvements to strategically significant areas of public realm
- Upgrades to local open spaces;
- Improvements to play facilities.

Improvements to the road network

7.7.3 We have costed improvements to the road network needed to accommodate growth. We will apply a standard charge based on net additional vehicular trip generation rates in the morning peak as a percentage of overall trip generation and the cost of the scheme. We will be making an Area Based Scheme bid to TfL to part fund the scheme. We currently estimate that the charge will be around £520 per home, £10,900 per 100sqm of retail floorspace and £518 per 100sqm of office floorspace. There would not be a charge where development results in a net reduction of trips. We will monitor development and adjust this figure if the amount of development or its phasing changes and when cost assumptions have been refined.

7.7.4 We currently have around £876,000 which would be available for road network improvements from developments with planning permission (although not all have yet been implemented) and anticipate that approximately £6m would become available on proposals sites which do not have planning permission.

7.7.5 We also need to extend the controlled parking zone at Canada Water to accommodate the first phase of growth in the AAP period. We will seek contributions towards the implementation of the CPZ from developments in the core area.

Public realm and cycling and walking facilities

7.7.6 In the AAP we set out improvements that need to take place to a number of strategically important public realm areas. These areas include:

- The new plaza
- South, east and west sides of the Canada Water basin

- New open space on the shopping centre
- Surrey Quays Road
- Greenland and South Docks
- Albion Street

7.7.7 All developments in the area will benefit from improvements to these areas and should contribute either in-kind (through on-site works) or through planning obligations.

7.7.8 In order to accommodate growth, our strategy also involves making improvements to key pedestrian and cycle routes in the area, as set in Figure 7. These improvements have been costed and are set out in Table A7.1

7.7.9 There is currently around £5m of funding committed for improvements to public realm and cycling/walking routes and facilities. This comprises s106 funding from schemes which have been implemented, schemes which have planning consent but which have not yet been implemented, as well as funding from other sources. Applying a standard charge of £750 per home and £15 per sqm of commercial floorspace we anticipate that £970,000 would become available on proposals sites which do not have planning permission.

Table A7.1

Schedule	Cost	s106 funding from approved schemes	Projected s106 funding from future schemes	Other committed funding	Funding gap (positive figures indicate a funding gap)
Strategic public realm areas					
Plaza and north side of Canada Water basin	2,014,187	2,014,187			
Decathlon site public realm	910,000	910,000			
Site A public realm	2,200,000	2,200,000			
Albion channel footbridge	157,000	157,000			
Canada Water Basin south and west sides and new high street	In-kind provision		In-kind provision		
New open space on shopping centre	In-kind provision		In-kind provision		
Improvements to Surrey Quays Road	Tbc	672,000			
Albion Street	97,614				
Greenland Dock	412,322				
South Dock	171,920				
Totals	5,963,043	5,953,187	0	0	9,856
Cycling and walking improvements (priorities)					
Cycle station	50,000	50,000			
Mellish Fields Crossing (west)	117,201				
Mellish Fields Crossing (east)	58,410				
Stave Hill Ecology Park	69,782				
Entrance to Russia Dock Woodlands	137,094				

Russia Dock Woodlands (south)	138,498				
Swan Road/Albatross Way	In-kind provision	In-kind provision			
Canada Water to Southwark park	68,535				
Ship Inn	171,920				
Route from YHA to Jubilee Line	50,110				
Signage strategy and improvements on Thames Path	70,801			27,500	
Railway Avenue improvements	104,000			76,000	
Swan Road improvements	38,165				
s106 funding for public realm and walking/cycling improvements		955,250	510,000		
Totals (priorities)	1,074,516	1,005,250	510,000	103,500	-544,234
Totals (strategic public realm and walking and cycling priorities)	7,037,559	6,958,437	510,000	103,500	-534,378
Road network and highways					
Improvements to Lower Road gyratory and introduction of right turn into Surrey Quays Road	9,750,000	987,164	4,441,637	2,500,000 (anticipated area based scheme bid to TfL)	
Extrenson of CPZ	240,000	160,000	80,000		
s106 top-up LIP funding		1,119,332	932,871		
Totals	9,990,000	2,266,486	5,454,508	2,500,000	-230,994

7.8 Appendix 5 8: Schedule of proposals sites

Index of proposals sites

CW AAP 1:	St Pauls Sports Ground.....	129
CW AAP 2:	Land adjacent to Surrey Docks Stadium.....	129
CW AAP 3:	Downtown	130
CW AAP 4:	Albion Primary School.....	130
CW AAP 5:	Site A (Land north of Surrey Quays Road and Needleman Street).	131
CW AAP 6:	Site B (Land bounded by Surrey Quays Road, the Canada Water basin and Albion Channel)	132
CW AAP 7:	Decathlon site, Surrey Quays Leisure Park , Surrey Quays Shopping Centre and overflow car park	132
CW AAP 8:	Site E (Land at the corner of Surrey Quays Road and Quebec Way)	137
CW AAP 9:	Mulberry Business Park	138
CW AAP 10:	24-28 Quebec Way	139
CW AAP 11:	Quebec Industrial Estate	141
CW AAP 12:	Harmsworth Quays.....	143
CW AAP 13:	Former nursery.....	143
CW AAP 14:	Rotherhithe Police Station	144
CW AAP 15:	23 Rotherhithe Old Road.....	145
CW AAP 16:	41-55 Rotherhithe Old Road.....	145
CW AAP 17:	Rotherhithe Primary School.....	146
CW AAP 18:	247-251 Lower Road.....	146
CW AAP 19:	Tavern Quay (East and West)	147
CW AAP 20:	Surrey Docks Farm	147
CW AAP 21:	Docklands Settlement	148
CW AAP 22:	Odessa Street Youth Club.....	149
CW AAP 23:	St George's Wharf.....	149
CW AAP 24:	Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park.....	150
CW AAP 25:	Land on Roberts Close.....	155

CW AAP 1: St Pauls Sports Ground

Required land uses	Open space.
Other acceptable land uses	Community use (Class D).
Estimated capacity (approximate)	
Phasing and implementation	2011-15 2016-20 2021-26 See Section 6 on Delivering the AAP and Table A6.1 in appendix 3 6.
Site specific guidance	

We are doing this because

7.8.1 With the provision of new playing pitches at Mellish Fields, St Paul's Sports Ground which was managed by Bacon's College is no longer in use. We will explore options to bring St Paul's Sports Ground back into active use. ~~We will consider the most appropriate role for St Paul's Sports Ground through the preparation of the open spaces strategy and Capital Investment Strategy.~~

CW AAP 2: Land adjacent to Surrey Docks Stadium

Required land uses	Sports facilities and car parking ancillary to the use of the adjacent playing field.
Other acceptable land uses	Residential use (Class C3); retail use (Class A1).
Estimated capacity (approximate)	100 <u>80</u> residential homes; up to 500sqm of retail use.
Phasing and implementation	2011-15 2016-20 2021-26 The site is in private ownership, and has <u>A recent</u> planning permission for a residential-led mixed use scheme <u>has now lapsed</u> .
Site specific guidance	Use of the site should not compromise the future viability and use of the adjacent playing field which is MOL.

We are doing this because

7.8.2 The site has planning permission for a mixed use redevelopment. Facilities should be provided on site to enable use of the adjacent sports pitch which is MOL.

CW AAP 3: Downtown

Required land uses	Residential use (Class C3); Community use (Class D) (Health facilities and flexible community space)
Other acceptable land uses	
Estimated capacity (approximate)	212 residential homes; 1,500sqm health centre and flexible community space
Phasing and implementation	<p>2011-15 2016-20 2021-26</p> <p>A planning application is currently being considered for the site. Development would be implemented by site owners, Barratt Homes.</p>
Site specific guidance	

We are doing this because

7.8.3 Mixed use redevelopment would be appropriate on this site. There is an identified need for an enlarged health facility on the site. Flexible community space should also be provided which can be managed as part of the health facility. Development should not harm the openness or nature conservation value of Russia Dock Woodlands which is MOL and a Site of Importance for Nature Conservation.

CW AAP 4: Albion Primary School

Required land uses	Education use (Class D1).
Other acceptable land uses	Community use (Class D); residential use (Class C3).
Estimated capacity (approximate)	The amount of homes would depend on the amount of non-residential floorspace provided on the site.
Phasing and implementation	<p>2011-15 2016-20 2021-26</p> <p>See Section 6 on Delivering the AAP and Table A6.1 in appendix 3 6.</p>
Site specific	

guidance	
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We are doing this because

7.8.4 We are likely to need to expand primary school provision during the lifetime of the AAP. Albion primary school is close to the core area where growth will be greatest and occupies a very large site area relative to its size and in comparison to other schools in the area. It is currently single form of entry but has the capacity to expand to two forms of entry. ~~In the short term, improvements are needed to staff and teaching facilities. Some residential development would be appropriate to fund improvements, provided development would not result in a net loss of play space.~~

~~CW AAP 5: Site A (Land north of Surrey Quays Road and Needleman Street)~~

Required land uses	Residential use (Class C3); retail uses (Classes A1/ A2/A3); bicycle station; public open space.
Other acceptable land uses	Business use (Class B1); community use (Class D1); hotel (Class C1).
Estimated capacity (approximate)	668 residential homes; 800sqm of retail use; 400sqm of flexible community use.
Phasing and implementation	<p>2011-15 2016-20 2021-26</p> <p>Planning committee resolved to grant planning permission in December 2009 for a mixed use development on the site. Barratt Homes, the developer, expect construction to start in 2010.</p>

~~Figure 22: Site A (Land north of Surrey Quays Road and Needleman Street)~~

We are making this designation because

7.8.5 ~~Located close to the Canada Water tube and bus station, this site is suitable for a residential led mixed use development. A landmark tower could be provided (see Figure 9) next to the tube station. Building heights should be towards the lower end of the range on the northern western and north eastern parts of the site to help ensure a transition to existing development on adjacent sites to the north.~~

7.8.6 ~~The layout of blocks and routes should create connections into the surrounding street network. A pedestrian and cycle link which connects with Deal Porter's Walk should be provided through the site.~~

7.8.7 ~~Active uses should be provided at ground floor level fronting onto Surrey Quays Road to help animate Surrey Quays Road and its importance as a pedestrian route which feeds routes radiating out from the town centre.~~

7.7.8 In order to improve access for cyclists to the tube station, a cycle station should be provided on the site. A taxi drop-off facility should be provided to serve the development.

CW AAP 6: Site B (Land bounded by Surrey Quays Road, the Canada Water basin and Albion Channel)

Required land uses	Residential use (Class C3); retail uses (Classes A1/A3); business use (Class B1); community use (new library) (Class D1); public open space.
Other acceptable land uses	
Estimated capacity (approximate)	241 residential homes; 2,000sqm of community use (library); 250sqm of business space; 1,150sqm of retail use.
Phasing and implementation	<p>2011-15 2016-20 2021-26</p> <p>This site has detailed planning permission and the first phase of development (Site B1) was completed in summer 2009. Phase 2 (Site B2) is currently under construction. Construction of the new library started in June 2009. The library and adjacent plaza are due to be completed in 2011.</p>

Figure 23: Site B (Land bounded by Surrey Quays Road, the Canada Water basin and Albion Channel)

We are making this designation because

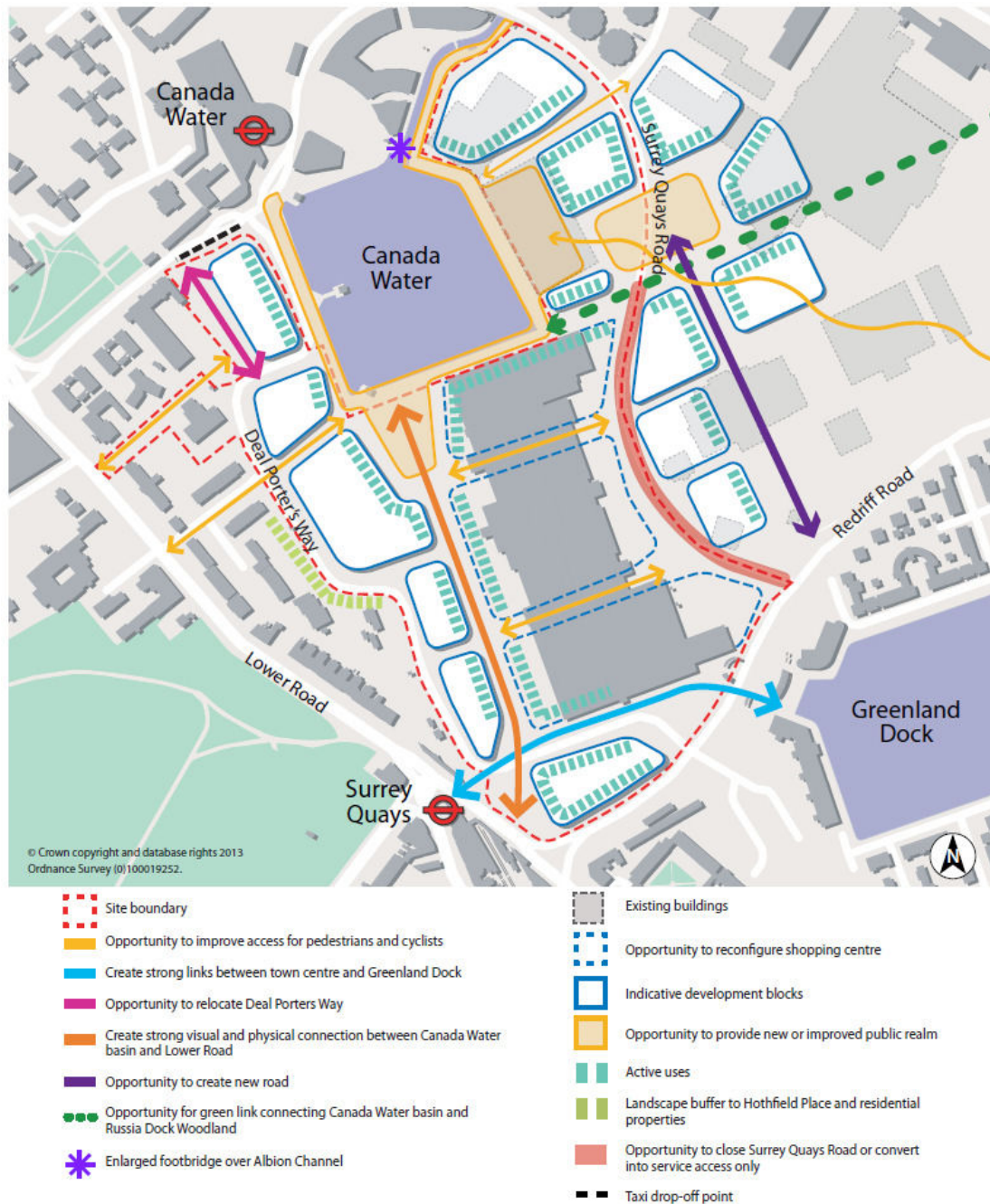
7.8.9 Located on the edge of the centre this site is suitable for a residential led-mixed use development, which provides a new civic plaza outside the proposed library. Active frontages should be provided at ground floor level to create more vitality in the plaza.

CW AAP 7: Decathlon site, Surrey Quays Leisure Park, Surrey Quays Shopping Centre and overflow car park

Required land uses	Up to 35,000sqm <u>33,000sqm</u> of retail uses (Classes A1, A2, A3, A4); a minimum of 5,000sqm of business use (Class B1); leisure uses (Class D2); residential use (Class C3); community use (Class D); public open space; town centre car parking.
Other acceptable land uses	Student accommodation (sui generis use); <u>business use (Class b1); hotel use (Class C1).</u>
Estimated capacity (approximate)	1,530 <u>1,400</u> residential homes (600 units on the shopping centre and overflow car park, 500 units on the Leisure Park and 430 <u>800</u> units on the Decathlon site); 35,000sqm <u>33,000sqm</u> of retail uses; 5,000sqm of business use; health facilities (which complement rather than replace

	existing facilities) and other community uses.
Phasing and implementation	<p data-bbox="421 264 512 349">2011-15 2016-20 2021-26</p> <p data-bbox="421 412 1342 544"><u>Planning consent for a mixed use scheme on the Decathlon site which provided a replacement store for Decathlon and 430 homes was granted in 2010. However, Sellar Property Group are preparing a new planning application for the site.</u></p> <p data-bbox="421 577 1273 645"><u>Planning permission was granted in 2012 for 10,564 sqm of retail space on the Surrey Quays Shopping Centre.</u></p> <p data-bbox="421 678 1318 810"><u>Conrad Phoenix (Canada Water) and CGNU Life Assurance are preparing detailed planning applications for the Decathlon site and Surrey Quays Leisure Park respectively. The council is in discussion with Tesco/Segro about development on the shopping centre site.</u></p>

Figure 24: Decathlon site (Site C), Surrey Quays Leisure Park, Surrey Quays Shopping Centre and overflow car park



We are making this designation because

7.8.10 Our objective is to use development opportunities provided by these sites to help create a genuine town centre at Canada Water. This site designation and accompanying plans show how the guidance set out in section 4 applies to these sites.

7.8.11 These sites comprise a large part of the town centre and have significant capacity for growth. The Canada Water basin and surrounding public spaces should be the focal point in the town centre. Development around the basin should provide a range of town centre uses including shops, cafes,

restaurants, and cultural or leisure uses. These should aim diversify the attraction of the centre, creating footfall and expanding its appeal to a range of age and social groups. Development should activate frontages onto the basin and provide uses and activities which bring life and animation to the spaces around it. In addition, a A new high street should connect the Canada Water basin with Lower Road and this should form the focus for provision of new shopping space. This would help integrate retail on the shopping centre site with Lower Road and provide improved connections to the stations. It would also enable a more effective use of the existing car parks and help give the shopping centre site a town centre character.

- 7.8.12 ~~The layout of development and distribution of uses on the Leisure Park site requires careful consideration, given the proximity of the neighbouring Harmsworth Quays print works and the noise generated by electrical plant and vehicular trips associated with the print works. Non-residential space should provide a buffer to Harmsworth Quays print works. This can help meet the need to provide leisure or retail use or the demand for business space and enable the creation of a high quality residential environment. Phasing will be critical to ensure that an effective barrier to noise is created prior to occupation of any residential dwellings. A noise assessment should be submitted as part of a planning application for noise sensitive development, such as residential.~~
- 7.8.13 ~~A non-residential buffer can also help to meet the need to provide leisure or retail use or the demand for business space and enable the creation of a high quality residential environment.~~
- 7.8.14 ~~Pedestrian and cycle links around the town centre are very poor. In particular routes from the town centre to Greenland Dock are indirect and unclear, while the shopping centre turns its back on the Leisure Park. The layout of the shopping centre and car parks also create a physical separation from Lower Road. Development should help create safe, direct and attractive routes through the centre for pedestrians and cyclists, to encourage more people to visit the centre on foot, by bike and on public transport. Development adjacent to Harmsworth Quays should enable future connections to the print works site, while providing an effective barrier to noise.~~
- 7.8.14a The availability of Harmsworth Quays for development creates the opportunity to expand the town centre to the east. It is important that development creates strong pedestrian and cycle linkages between sites on the eastern side of Surrey Quays Road and the shopping centre, the basin and Canada Water tube station. Pedestrian and cycle connections as well as visual links should help shoppers, visitors and residents filter through development to Harmsworth Quays and the Leisure Park and more residential neighbourhoods beyond.
- 7.8.15 As set out in policy 17, there is the potential for tall buildings. The justification for these should be built around their potential to intensify provision of town centre uses, their scope to provide public space and the role in creating a town centre which is easy to understand and move around. A range of building heights should be provided across the sites to create visual interest, help ensure a transition to surrounding sites and help create an area which is easy to find your way around. General benchmark heights on the shopping centre site and around Surrey Quays Road should be between 5 and 8 storeys. Building heights should be towards the lower end of the range on the

eastern side of the Leisure Park in order to provide a transition to lower density development in the suburban zone.

- 7.8.16 ~~A taller building would be appropriate on the south-west corner of the shopping centre. This part of the shopping centre site is less sensitive as it falls outside the strategic viewing corridor between Greenwich Park and St Pauls. It could help mark the tube station and would form part of a cluster of tall buildings with the 16 storey towers on the Hawkstone Estate.~~
- 7.8.17 The amounts of development we set out have been informed by feasibility testing to ensure that development can be implemented in a manner which is consistent with the design principles and building heights we set out in part 4 of the AAP.
- 7.8.18 The principles set out here are core principles which should be applied to any development scheme prepared for these sites. They aim to ensure that key features, such as pedestrian and cycle links and a range of building heights in accordance with policy 16 within limits, are incorporated. In this way they provide some flexibility and could be implemented in several ways. As policy 16 states, a masterplan will be required to accompany a planning application for the first phase of development on the shopping centre and overflow car park to ensure that improvements to the site are considered comprehensively and in a manner which is consistent with AAP policy. Planning permission has been granted for a refurbishment and expansion of the shopping centre and further development of the car parks could be broken into two or three sub phases.
- 7.8.18a While planning permission has also been granted for a redevelopment of the Decathlon site, Investec Bank and the Sellar Property Group have submitted an application for an alternative scheme. This would involve a phased redevelopment, consolidating Decathlon within a single store in a mixed use building, which then releases the remainder of the site for development. While the Decathlon site and shopping centre can be developed independently of one another, it is critical that any replacement car parking on either site is provided as town centre parking, available to all users of the town centre.
- 7.8.19 ~~Implementation of development on the three sites is complicated by the fact that they are in different freehold ownerships, and in addition, that existing leaseholders – Decathlon, the Odeon Cinema and leisure operators and Surrey Quays Shopping Centres Ltd – have long leases. Conrad Phoenix and CGNU Life Assurance are preparing plans for the Decathlon and Leisure Park sites respectively. We are in discussion with Surrey Quays Shopping Centre Ltd about the future of the shopping centre site.~~
- 7.8.20 ~~The proposals we set out here would allow the Decathlon site and Leisure Park site, for which planning applications are being prepared, to be developed independently of the shopping centre site, but acknowledge that over the period of the AAP alternative phasing schemes could come forward whilst being consistent with the principal objectives. We envisage that the development of the shopping centre site could take place within the second phase of AAP development. The development could be broken up into two or three distinct sub-phases, comprising redevelopment of the overflow car park, re-configuration at the frontage of the shopping centre, together with redevelopment of the adjacent car park and reconfiguration of the BHS store and improvements around the service yard.~~

7.8.21 We have carried out a financial appraisal of these the proposals set out here and are confident that they would be financially viable.

7.8.22 In preparing the AAP we have also looked at alternative implementation scenarios which could bring benefits to urban structure of the town centre. These options include shifting the alignment of Surrey Quays Road to the east to create more space to activate the rear of the shopping centre, as well as a more significant change of straightening Surrey Quays Road, rerouting traffic to the east of the current alignment. These options would be more complicated to deliver as they would involve several landowners and would require careful phasing to ensure continuity for existing businesses. However, they would potentially bring benefits by:

- Providing more retail and leisure uses on the western side of the Leisure Park site would create the critical mass to generate more footfall on Surrey Quays Road and unlock the opportunity to make a substantial reconfiguration or phased redevelopment of the shopping centre which would be closer to our objective of creating a town centre;
- There would be an opportunity to change the character of Surrey Quays Road, drawing it into the town centre and possibly creating a semi-pedestrianised environment with a bus/taxi drop off area.
- It would create a development site on the western corner of Harmsworth Quays.
- Enabling a reconfiguration or phased demolition of the shopping centre would allow mixed use blocks to be built which would make the area feel more lively at all times of day and safer.
- Much stronger links to Greenland Dock could be achieved.
- Sharing of car parks would be easier. New town centre car parks could be provided for all retail and leisure operators and facilitate a much more efficient use of parking spaces.

CW AAP 8: Site E (Land at the corner of Surrey Quays Road and Quebec Way)

Required land uses	Residential use (Class C3) a minimum of 3,000sqm of business use (Class B1)
Other acceptable land uses	Community use (Class D); hotel use (Class C1); retail use (A classes)
Estimated capacity (approximate)	140 residential homes; 3000sqm of business use.
Phasing and implementation	<p>2011-15 2016-20 2021-26</p> <p>The landowner, Conrad Phoenix (Canada Water), is preparing a detailed planning application for the site.</p>

Figure 25: ~~Site E (Land at the corner of Surrey Quays Road and Quebec Way)~~

We are making this designation because

- ~~7.8.23 Located on the edge of the centre this site is suitable for a residential led-mixed use development. The layout of development on the site and distribution of uses requires careful consideration, given the proximity of the neighbouring Harmsworth Quays print works and the noise generated by electrical plant and vehicular trips associated with the print works. Phasing will be critical to ensure that an effective barrier to noise is created prior to occupation of any residential dwellings. A noise assessment should be submitted as part of a planning application for noise sensitive development, such as residential.~~
- ~~7.8.24 New business space should be provided to create a non-residential buffer to Harmsworth Quays print works to both help meet demand for business space and enable the creation of a high quality residential environment.~~
- ~~7.8.25 New pedestrian and cycle links through the site should be provided to help make the area easier to move around. The landscaping on the north western boundary of the site were planned by the LDDC as part of the landscape strategy for the docklands area. This boundary should be softened in new development to help retain a sense of greenness which is a key part of the character of the area.~~

CW AAP 9: ~~Mulberry Business Park~~

Required land uses	Residential use (Class C3), a minimum of 3,000sqm of business use (Class B1).
Other acceptable land uses	Community use (Class D).
Estimated capacity (approximate)	250 residential homes; 3,000sqm of business use.
Phasing and implementation	<p>2011-15 2016-20 2021-26</p> <p>The buildings on this site have recently been demolished. The site is available for development and has detailed planning permission.</p>

Figure 26: ~~Mulberry Business Park~~

We are making this designation because

- ~~7.8.26 This site is now cleared and is suitable for a residential led-mixed use development. The layout of development on the site and distribution of uses~~

requires careful consideration, given the proximity of the neighbouring Harmsworth Quays print works and the noise generated by electrical plant and vehicular trips associated with the print works. New business space should be provided to create a non-residential buffer to Harmsworth Quays print works to both help meet demand for business space and enable the creation of a high quality residential environment. Phasing will be critical to ensure that an effective barrier to noise is created prior to occupation of any residential dwellings. A noise assessment should be submitted as part of a planning application for noise sensitive development, such as residential.

~~7.8.27 Building heights should be towards the lower end of the range on the eastern side of the site in order to provide a transition to lower density development in the suburban zone.~~

~~7.8.28 New pedestrian and cycle links through the site should be provided to help make the area easier to move around. The landscaping on the north western and north eastern boundaries of the site was planned by the LDDC as part of the landscape strategy for the docklands area. These boundaries should be softened in new development to help retain a sense of greenness which is a key part of the character of the area.~~

CW AAP 10: 24-28 Quebec Way

Required land uses	Residential use (Class 3C); a minimum of 500sqm of business use (Class B1) and/or community use (Class D).
Other acceptable land uses	Hotel use (Class C1).
Estimated capacity (approximate)	50 homes; 500 sqm of business use or community use.
Phasing and implementation	<p>2011-15 2016-20 2021-26</p> <p>Although no planning applications have been received for the site, it would be available for development, subject to satisfactorily relocating existing occupiers.</p>

Figure 27: 24-28 Quebec Way



We are making this designation because

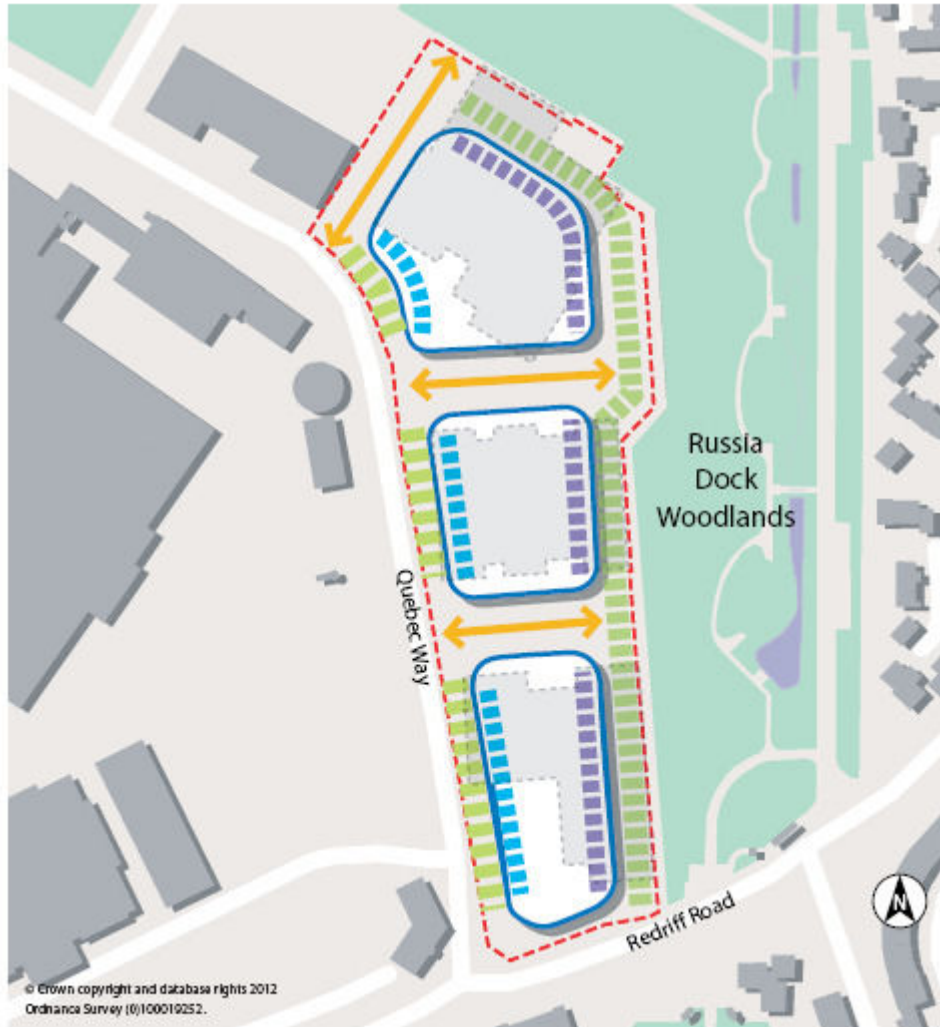
- 7.8.29 This site is suitable for a residential led-mixed use development. Some business or community use should be retained on this site as part of a business cluster and to help create some vitality in this part of Quebec Way.
- 7.8.30 This site has a medium public transport accessibility level (PTAL 2/3). Located to the east side of Quebec Way and close to Russia Dock Woodland, development on this site should have a more suburban character. Building should be lower at the rear of the site (the east side) to protect the sense of openness in Russia Dock Woodland and its nature conservation value.
- 7.8.31 The Quebec Way boundary should be softened in new development to help retain a sense of greenness which is a key part of the character of the area.

7.8.32 ~~In view of the proximity of the site to Harmsworth Quays print works, a noise assessment should be submitted as part of a planning application for noise sensitive development, such as residential.~~

CW AAP 11: Quebec Industrial Estate

Required land uses	Residential use (Class C3); a minimum of 1,000sqm of business use (Class B1) and or community use (Class D1/ <u>D2</u>) (providing that community space has an identified user)
Other acceptable land uses	Hotel use (Class C1); up to <u>500sqm</u> retail uses (Class A1, A2, A3, A4).
Estimated capacity (approximate)	250 366 residential homes; <u>535sqm</u> retail uses; <u>469sqm</u> children's day nursery; <u>476sqm</u> gym; <u>122sqm</u> community space. 1000sqm of non-residential use.
Phasing and implementation	<p>2011-15 2016-20 2021-26</p> <p><u>Planning permission has been granted for a mixed use scheme on the site. A planning application has been received for the site and the site is available for development, subject to satisfactorily relocating existing occupiers.</u></p>

Figure 28: Quebec Industrial Estate



-  Site Boundary
-  Opportunity to improve access for pedestrians and cyclists
-  Landscape buffer to Russia Dock Woodlands frontage
-  Landscaped edges
-  Building heights at lower end of range on Russia Dock Woodlands frontage
-  Building heights can be around upper end of range on Quebec Way frontage
-  Indicative development blocks
-  Existing buildings

We are making this designation because

7.8.33 This site is suitable for a residential led-mixed use development. Non-residential use could include either business use or some community facilities such as pre-school facilities. Our evidence base suggests that there will be a need for additional pre-school facilities to be provided in the area. Lower density development would enable the provision of some outdoor space for any pre-school facility, which is necessary for children above the age of 3. Proposals should identify how a community facility would be managed or used.

- 7.8.34 This site has a medium public transport accessibility level (predominately PTAL 4). Located to the east side of Quebec Way and adjacent to Russia Dock Woodland, development on this site should have a more suburban character. On the Russia Dock Woodlands frontage buildings should be at the lower end of the height range and a landscape buffer provided between buildings and the boundary in order to protect the sense of openness in Russia Dock Woodland and its nature conservation value.
- 7.8.35 The Quebec Way boundary should be softened in new development to help retain a sense of greenness which is a key part of the character of the area.
- 7.8.36 ~~In view of the proximity of the site to Harmsworth Quays print works, a noise assessment should be submitted as part of a planning application, to demonstrate that a good quality residential environment can be provided.~~
- 7.8.37 New pedestrian and cycle links through the site should be provided to help make the area easier to move around. As Russia Dock Woodland is a site of importance for nature conservation, new paths into it should be subject to an ecological assessment.

CW AAP 12: Harmsworth Quays

Required land uses	Business use (Class B).
Other acceptable land uses	Residential use (Class C3); retail use (Classes A1/A2/A3); community use (Class D); hotel use (Class C1).
Estimated capacity (approximate)	The amount of homes would depend on the amount of non-residential floorspace provided on the site.
Phasing and implementation	2011-15 2016-20 2021-26 The development of this site would be subject to the relocation of the printworks.
Site specific guidance	

We are doing this because

- 7.8.38 ~~In July 2011, Daily Mail and General Trust announced its intention to relocate its present printing operation to a new site. Our 2011 local development scheme indicates that the need to make alterations to the AAP to ensure that a more detailed framework is put in place to guide a redevelopment will be kept under review.~~

CW AAP 13: Former nursery

Required land uses	Open space.
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Other acceptable land uses	Community use (Class D).
Estimated capacity (approximate)	
Phasing and implementation	<p>2011-15 2016-20 2021-26</p> <p>See Section 6 on Delivering the AAP and Table A6.1 in appendix 3.6.</p>
Site specific guidance	

We are doing this because

7.8.39 The Former nursery has not been used for a number of years. We have allocated funding through the Cleaner Green Safer Programme to bring it back into active use as an open space.

CW AAP 14: Rotherhithe Police Station

Required land uses	Sui generis (police station).
Other acceptable land uses	Residential use (Class C3), retail uses (Classes A1/ A3); business use (Class B1), community use (Class D1).
Estimated capacity (approximate)	The amount of homes would depend on the amount of non-residential floorspace provided on the site.
Phasing and implementation	<p>2011-15 2016-20 2021-26</p> <p>Subject to providing replacement police facilities elsewhere in the AAP area.</p>
Site specific guidance	Police facilities should be retained on this unless appropriate replacement facilities can be provided elsewhere in the AAP area.

We are doing this because

7.8.40 The police have advised that they wish to provide a new Safer Neighbourhood Team base and front counter services at Canada Water, necessary to deliver a more effective locally based police service. This would make the existing police station surplus to requirements. The MPA are currently negotiating with Conrad Phoenix to occupy new space on the Decathlon site. Subject to relocating police facilities elsewhere at Canada

Water, the site would be appropriate for residential or mixed use development.

CW AAP 15: 23 Rotherhithe Old Road

Required land uses	Residential use (Class C3).
Other acceptable land uses	
Estimated capacity (approximate)	14 residential homes
Phasing and implementation	2011-15 2016-20 2021-26
Site specific guidance	The site is owned by an RSL which has been seeking to obtain planning permission for a residential development.

We are doing this because

7.8.41 The site is currently used as a car dealership. There is no planning requirement to retain the current use and it would be appropriate for residential development.

CW AAP 16: 41-55 Rotherhithe Old Road

Required land uses	Residential use (Class C3).
Other acceptable land uses	
Estimated capacity (approximate)	15 residential homes
Phasing and implementation	2011-15 2016-20 2021-26
Site specific guidance	The site is owned by an RSL which has been seeking to obtain planning permission for a residential development.

We are doing this because

7.8.42 The site is currently a vacant brown field site and it would be appropriate for residential development.

CW AAP 17: ~~Rotherhithe Primary School~~

Required land uses	Education use (Class D1).
Other acceptable land uses	Community use (Class D).
Estimated capacity (approximate)	
Phasing and implementation	2011-15 2016-20 2021-26 See Section 6 on Delivering the AAP and Table A6.1 in appendix 3 6.
Site specific guidance	

~~We are doing this because~~

~~7.8.43 We are aiming to transform teaching and learning by investing in education through the borough-wide Southwark schools for the future (SSF) initiative. Our pupil place planning indicates that five forms of entry of new secondary school places will be needed within Southwark by 2019/20. This is to take account of the increasing number of children as the area becomes home to greater numbers of families with children.~~

~~7.8.44 Our site selection study has identified Rotherhithe primary school as the most appropriate site. It is a site which meets minimum size requirements, has good transport links, has good access to other amenities such as open space and leisure facilities and is in council ownership.~~

CW AAP 18: 247-251 Lower Road

Required land uses	Residential use (Class C3); retail uses (Class A1/A2/A3) or Community use (Class D1); safeguarded land for road widening.
Other acceptable land uses	
Estimated capacity (approximate)	15 residential homes; 300sqm of non-residential use.
Phasing and implementation	2011-15 2016-20 2021-26

	The site is vacant and has planning permission for a mixed use development. Southwark will seek to purchase a strip of land on the northern return frontage to widen Plough Way.
Site specific guidance	A strip of land 3.5m in width should be safeguarded for road widening.

We are doing this because

7.8.45 The site is vacant and would be suitable for residential led mixed use development with a retail or community use at ground floor level. In order to accommodate growth in the area, there will be a need to widen Plough Way to create more capacity at the junction. A strip of land 3.5m in width should be safeguarded for this purpose.

CW AAP 19: Tavern Quay (East and West)

Required land uses	Residential use (Class C3); business use (Class B1).
Other acceptable land uses	Retail use (Classes A1/A3).
Estimated capacity (approximate)	112 residential homes; 1300sqm business use; 100sqm of retail use.
Phasing and implementation	<p>2011-15 2016-20 2021-26</p> <p>These two adjacent sites are in single (private) ownership. Planning permission has been granted for mixed use developments. Development on the west site has been implemented and partially constructed</p>
Site specific guidance	The residential capacity is based on the planning approvals for both the east and west sides of the site. Any joint application for the site which results in additional homes should also provide additional non-residential space.

We are doing this because

7.8.6 Tavern Quay has planning permission for residential led mixed use development. The site provided small business units, the majority of which were occupied, and has good access to the road network. Business space should therefore be retained on the site.

CW AAP 20: Surrey Docks Farm

Required land uses	Community use (Class D); retail use (Class A1/A3); open space and uses allowed within BOL designation.
Other acceptable land uses	Ancillary residential use (caretakers flat); business use (Class B)

Estimated capacity (approximate)	The amount of space to be provided should be determined through a planning when impact on BOL can be adequately assessed.
Phasing and implementation	<p>2011-15 2016-20 2021-26</p> <p>Surrey Docks Farm are preparing a planning application for the site and raising funds to implement development.</p>
Site specific guidance	Use of the site should not compromise its designation as Borough Open Land. The Thames Path should be permanently reinstated if the site is redeveloped.

We are doing this because

7.8.47 Surrey Docks Farm is Borough Open Land. The farm is preparing a planning application to replace facilities which recently burned down. Replacement buildings should be ancillary to the use of the farm. There is an opportunity to permanently reinstate the Thames Path if the eastern part of the site is redeveloped. Provision of a retail use or cafe fronting the Thames path could provide a welcome amenity for visitors.

CW AAP 21: Docklands Settlement

Required land uses	Community use (Class D); public open space; residential use (Class C3); retail uses (Classes A1/A3).
Other acceptable land uses	Business use (Class B1).
Estimated capacity (approximate)	28 residential homes; 300sqm of retail use; community use.
Phasing and implementation	<p>2011-15 2016-20 2021-26</p> <p><u>A mixed use scheme is under construction</u></p> <p>Docklands Settlement are preparing a mixed use scheme for the site.</p>
Site specific guidance	Development of this site is subject to appropriate replacement community facilities being reprovided on site.

We are doing this because

7.8.48 Docklands Settlement is currently being redeveloped to provide a new community centre which provides a range of community and sports facilities including a multi-purpose sports hall, a gym, clubroom for shared use with Southwark Youth Services and general purpose space. ~~Docklands Settlement currently provides a range of community uses. The charity is preparing plans~~

to improve and expand facilities on site to better serve the needs of users and make the centre more accessible. It would also partner with the Odessa Street Youth Centre providing space for an enhanced centre. Some residential development would be appropriate to cross fund development. Open space should be retained on site.

CW AAP 22: Odessa Street Youth Club

Required land uses	Residential use (Class C3); retail use (Class A1/A3).
Other acceptable land uses	Community use (Class D1).
Estimated capacity (approximate)	25 residential homes; 300sqm of retail use
Phasing and implementation	<p>2011-15 2016-20 2021-26</p> <p>The site is in council ownership. Docklands Settlement are preparing a scheme to re-house the youth club on that site.</p>
Site specific guidance	Development of this site is subject to appropriate replacement youth facilities being secured elsewhere to meet local needs.

We are doing this because

7.8.49 The site currently accommodates a youth centre. Docklands Settlement are proposing to rehouse the facility in an enhanced community use centre under construction on the Docklands Settlement site. Subject to satisfactorily relocating the youth centre, the site would be appropriate for residential-led mixed use development. A small scale cafe or shop would provide a useful local amenity and could help enliven this part of the Thames Path.

CW AAP 23: St George's Wharf

Required land uses	Boatyard uses associated with marina including the construction, repair and storage of boats, yacht chandlery, and toilet and shower facilities; retail uses (Classes A1 and A3).
Other acceptable land uses	Hotel (Class C1); residential use (Class C3).
Estimated capacity (approximate)	The amount of homes or hotel space provided would depend on the amount of non-residential floorspace maintained and provided on the site.
Phasing and implementation	<p>2011-15 2016-20 2021-26</p>

	The site is in council ownership.
Site specific guidance	Development should not compromise the operation of the boatyard.

We are doing this because

7.8.50 St George's Wharf is a working boatyard and car park which is adjacent to South Dock Marina, London's largest marina. Our aspiration is that development on St George's Wharf could be used to help generate more activity around South Dock. It would also provide funding to improve the docks and facilities, including the toilet and shower block. Consultation with local people has shown that there is a desire for more amenities in this area, including convenience shops, and cafes or restaurants.

7.8.51 Boatyards are protected in the London Plan and any development on the site should not compromise the operation on the boatyard. There is scope however for sensitive development on the adjacent car-park site. The mix of uses proposed for the site should complement the marina, and provide a service for visiting boats and tourists. A cafe or restaurant and some convenience shopping would benefit local people as well as visitors. Upper floors could be used for residential use or possibly a hotel. Promoting marina related tourism activities in this area would work well with river transport links into the centre of London.

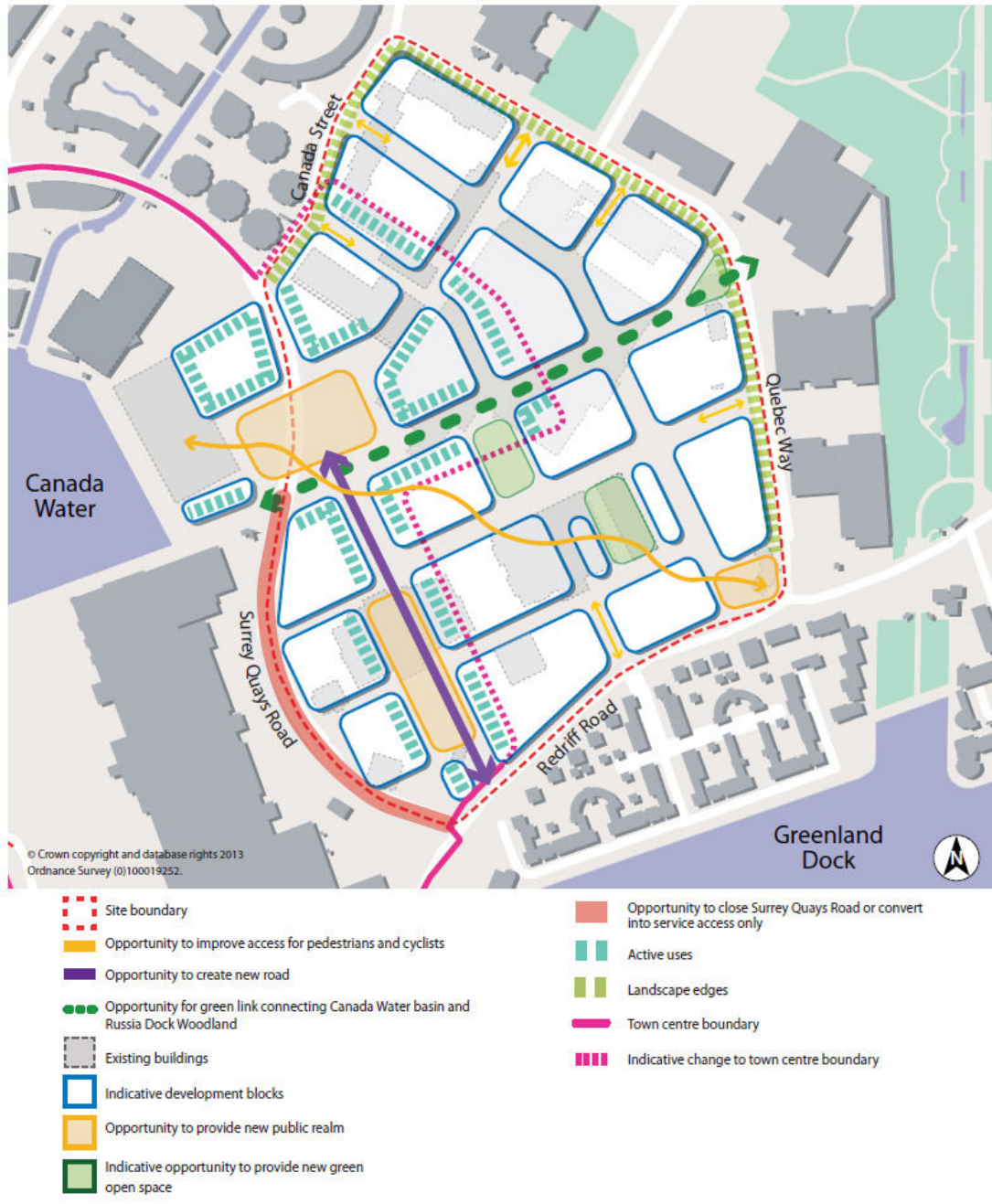
7.8.52 New facilities would need to be planned carefully to ensure that they are not too noisy or disruptive for local residents.

CW AAP 24: Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park

<u>Required land uses</u>	<p>➤ <u>A mix of employment generating uses such as business use (Class B1), retail use (Class A), community use (Class D), including education and health uses and hotel use (Class C1). Proposals should maximise the amount of employment which can be generated and the contribution to the regeneration of the town centre resulting from:</u></p> <ul style="list-style-type: none"> • <u>The economic benefit of proposals, including their potential to increase the turnover of the town centre and attract inward investment into other businesses.</u> • <u>Raising the public profile of Canada Water.</u> • <u>Diversifying the range of employment generating and town centre uses.</u> • <u>Increasing the number of visitors that would be attracted to the town centre at different times of day and its potential appeal to a wide range of age and social groups.</u> • <u>Positive impact on health and well-being.</u> • <u>The potential to promote walking, cycling and sustainable modes of transport and minimise car parking and impact on the highway network.</u> • <u>The creation of a town centre and urban environment providing a network of streets and open spaces.</u> • <u>Provision of employment generating uses which are compatible</u>
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	<p><u>with sensitive uses, such as residential use.</u></p> <p><u>In assessing the maximum amount of employment which can be generated and contribution to regeneration, we will take into account:</u></p> <ul style="list-style-type: none"> • <u>Demand for floorspace.</u> • <u>Phasing: the ability of the market to absorb new floorspace and also the potential for demand to change over time.</u> • <u>Financial viability.</u> <p>➤ <u>Public open space.</u></p>
<u>Other acceptable land uses</u>	<u>Residential use (Class C3); student housing (sui generis use).</u>
<u>Estimated capacity (approximate)</u>	<u>Around 240,000sqm of floorspace. The number of new homes would be dependant on the amount of non-residential floorspace which is provided.</u>
<u>Phasing and implementation</u>	<p><u>2011-15</u> <u>2016-20</u> <u>2021-26</u></p> <p><u>Site E: An application was submitted in December 2012 for outline planning permission for approximately 269 residential homes and 4,135sqm of non-residential uses.</u></p> <p><u>Mulberry Business Park: Planning permission granted in 2007 for 256 homes and 5,000sqm of business space has been implemented. However, King's College is preparing an alternative scheme for the site.</u></p> <p><u>Harmsworth Quays: the site will become available for development in 2014.</u></p> <p><u>Surrey Quays Leisure Park: Planning permission was granted in 2010 for approximately 509 homes, 2,500 sqm of office space, 2,695 sqm of retail space, 11,105 sqm of replacement leisure space and 4,250sqm of student housing.</u></p>

Figure 29: Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park



We are making this designation because

7.8.53 In August 2011 the Daily Mail announced it would be vacating Harmsworth Quays. The availability of Harmsworth Quays for development also helps unlock the development potential of adjacent sites. There are consented developments on Mulberry Business Park and Surrey Quays Leisure Park. Both permissions incorporated a non-residential buffer to shield future residents from noise generated at the printworks. These buffers will no longer be required when the printworks moves. However, it will be important that development across these sites is coordinated to ensure we get the right combination of land uses, a network of routes and a coherent urban design. To achieve this we have reviewed our policy for these sites and drawn them together into a single site allocation.

7.8.54 The AAP vision is transform Canada Water into a destination which combines shopping, civic, education, leisure, business and residential uses. Much of the current environment is designed for car-borne visitors. Our aspiration is to create an environment which feels like a town centre, through provision of high quality streets and spaces that are not dominated by car use or by car parking. The availability of Harmsworth Quays provides an opportunity to expand the town centre eastwards to incorporate uses and activities which will reinforce the town centre, create jobs and boost the local economy. Development on these sites will be expected to maximise the amount of employment which can potentially be generated and its contribution to the regeneration of the town centre.

7.8.55 Potential employment generating uses include:

- Business: In order to inform the site allocation we commissioned a study to assess the level of demand for non-residential uses. The 2012 Non-Residential Uses Study estimates that there is general demand for at least 5,300sqm based on current market share. However, we anticipate that the impact of regeneration and the potential to provide complimentary uses, such as retail, hotels and higher education will significantly increase the attractiveness of business space in the area, providing scope for significantly more space. The 2012 study also suggests that in addition to the general demand for business space from SME businesses, there may be particular end users, such as King's College (see below), which require significantly more space.
- Higher education: New academic and research facilities could make a strong contribution to the mix of activities in the town centre. Such facilities would generate jobs, strengthen the day-time economy and support other town centre uses such as shops and offices. Relocating a faculty or providing a significant amount of academic space could also help boost the town centre's profile and make the centre more attractive to other businesses. London Plan policy 4.10 states that the Mayor and boroughs should give strong support to London's higher and further education institutions which are important economic sectors in their own right with a key part to play in developing London's world city offer. We are aware that King's College is exploring options to expand its portfolio to meet its need for a range of spaces which include teaching and research space, offices and supporting infrastructure. King's College currently has an option to acquire Mulberry Business Park.
- Commercial leisure (cinema etc.): The existing cinema and leisure uses on the Surrey Quays Leisure Park should be re-provided in the town centre. In preparing the AAP, many people told us that there are few places to go out in the evening. Leisure facilities and new cafes and restaurants would help give a boost to the evening economy and provide other benefits, including new jobs.
- Retail: Given the amount of retail space on the shopping centre and around the Canada Water basin we do not envisage that this part of the town centre would become a shopping destination. However, there is scope to provide shops, cafes and restaurants. This will serve the local population and help enliven streets and public spaces. In accordance

with saved policies in the Southwark Plan, it is expected that a minimal parking provision would be provided catering for disabled shoppers only.

- Hotels: In view of good public transport accessibility and given Canada Water's proximity to central London and Docklands, our evidence base suggests that there could be demand for hotel space at Canada Water. Hotel use would complement other uses such as business use or higher education use.
- Health: The increase in population may result in the need for a new health facility on the site. We will work with NHS Southwark to keep the need for a facility under review. Any provision of new health uses will need to be accessible, close to public transport and designed to meet the needs of the local residents.
- Sports and leisure: We have funding committed in our capital programme to refurbish the Seven Islands Leisure Centre. We will use this to extend the life of the Seven Islands by up to 10 years. In the long term however, there is an opportunity to provide a new leisure centre in the town centre.
- Schools: We are likely to need to expand primary school provision over the life of the plan. A new primary school could form part of the site proposal, although this would depend on the level of demand generated by new housing and viability. We are considering other locations for the provision of new school places and will keep the need for a new primary school on the site under review.

7.8.56 Student homes can contribute to widening the mix and choice of homes in the area and would also be an acceptable use. However, the appropriate level of student housing will depend on the accompanying mix of uses. The number of student homes should not unbalance the mix of homes in the area. If a significant number of student homes are proposed, this should be justified by other benefits associated with university campus development.

7.8.57 New residential homes will also be an acceptable use. Proposals for new homes and student housing will need to demonstrate that the maximum potential for employment generating uses and contribution to the regeneration of Canada Water has been or will be secured. In assessing this, we will take into account factors which include demand for space and financial viability.

7.8.58 The distribution of uses across the site requires careful consideration. Non-residential uses should be located on the western side of the site, closest to the town centre and train/tube stations. Whereas the eastern side of the site, close to existing and proposed residential uses along Redriff Road and Quebec Way would be more appropriate for any residential housing provided.

7.8.59 Redevelopment provides the opportunity to create a street network which is easy to move around, particularly for pedestrians and cyclists. New streets should connect in to the surrounding network. As well as a link to Russia Dock Woodland, during consultation, support was also expressed for a straightforward connection linking Redriff Road and the residential

developments to the south and east of it with the tube station, through the Decathlon site. While this need not necessarily be aligned on a diagonal through the site, consideration should be given to linking spaces and using design measures, such as varied building heights to create a route which is easy to navigate.

- 7.8.60 Redevelopment also provides the opportunity to address the lack of connectivity between the shopping centre and leisure use on the Leisure Park. Our preferred option is to realign the southern part of Surrey Quays Road to the east of the existing alignment. This would have a number of advantages including:
- Providing an attractive and safer route with good natural surveillance, for pedestrian and cyclists between Canada Water Basin and Greenland Dock
 - Creating better connections between the leisure buildings and other parts of the town centre
 - Enabling the southern part of Surrey Quays Road to become a service access to the shopping centre and leisure buildings which in time could allow the shopping centre to expand into the rear of the existing service area.
- 7.8.61 Street widths, their functions and activities, building heights and landscaping should contribute to an environment which is easy to understand and navigate and which is overlooked and feels safe to move around. There should be a range of building heights to provide interest and help create a characterful, neighbourhood. The building heights strategy should relate to the hierarchy of streets and spaces.
- 7.8.62 The provision of new public spaces can contribute to the character of the town centre. Potential public spaces are outside the leisure buildings and also on Surrey Quays Road. Both spaces can be activated by town centre uses such as shops, business and leisure and can provide a breathing space in the urban environment.
- 7.8.63 Redevelopment provides the opportunity to connect sites into the local green infrastructure network. Although given the proximity of Russia Dock Woodland and Southwark Park it is not envisaged that a large open space would be provided, there is the potential to provide small open spaces which can help make attractive routes for pedestrians and also have a number of functions such as children's play, food growing, informal recreation and nature conservation. The LDDC landscaping strategy planned for green routes and landscaping to reinforce nature conservation and these have become an important part of Rotherhithe's character today. The landscape buffers which front on to Canada Street and Quebec Way are an example of the strategy. The majority of land within the sites is occupied by buildings and hard standing so there will be opportunities to improve overall greenness and biodiversity. During consultation the idea of a green link which connects Canada Water basin and Russia Dock Woodland was particularly well supported and would help integrate the site into the open spaces network.

CW AAP 25: Land on Roberts Close

<u>Required land uses</u>	<u>Residential use (Class 3C)</u>
<u>Other acceptable land uses</u>	<u>Business use (Class B1); community use (Class D).</u>
<u>Estimated capacity (approximate)</u>	<u>28 residential homes</u>
<u>Phasing and implementation</u>	<u>2011-15</u> <u>The site is in the ownership of DGMT and is available for development.</u>

We are making this designation because

7.8.64 This site is suitable for a residential development which fronts onto Roberts Close. Building should be lower at the rear of the site (the east side) to protect the sense of openness in Russia Dock Woodland and its nature conservation value. As the site is on the periphery of the core area and adjacent to Russia Dock Woodland, there is an opportunity to incorporate houses, rather than just flatted development.

Appendix 9: GLOSSARY

Accessibility the ability of people to move round an area and to reach places and facilities, including pensioners and disabled people, those with young children and those encumbered with luggage or shopping.

Action Area An area expected to undergo significant changes in the coming years. These include Peckham and Nunhead, Canada Water, Camberwell and Aylesbury. We are preparing area action plans for these areas to make sure that development happens in the most beneficial way.

Active Street Frontages Making frontages 'active' adds interest, life and vitality to the public realm. Active frontage should consist of the following:

- Frequent doors and windows, with few blank walls
- Articulated facades with bays and porches
- Lively internal uses visible from the outside, or spilling onto the street

Active uses A use such as a shop, cafe, creche, bank etc that generates activity through visiting customers and would normally have a shopfront

Affordable housing There are two types of housing:

1. Private (or market) housing is available to either buy or rent privately on the open market
2. Affordable housing, as set out in London Plan policy 3A.8, meets the needs of households whose incomes are not enough to allow them to buy or rent decent and appropriate housing in their borough.

There are two types of affordable housing:

1. Social Rented Housing is housing that is available to rent either from the council, a housing association (known as Registered Social Landlords or other affordable housing providers). Access to social housing is based on housing need.
2. Intermediate affordable housing is housing at prices and rents above those of social rented but below private housing prices or rents. It can include part buy/part rent, key worker housing and intermediate rent housing.

Annual Monitoring Report This is produced every year as part of the local development framework. It sets out how well our planning policies are performing based on a range of different indicators.

Archaeological Priority Zones These are areas identified in the Southwark Plan and the Core Strategy where there is potential for significant archaeological remains. Planning applications within these areas must be accompanied by an archaeological assessment and evaluation of the site, including the impact of the proposed development.

Area Action Plans A development plan document that provides a planning framework for an area of significant change or conservation

Biodiversity The diversity or variety of plants and animals and other living things in a particular area or region. It includes landscape diversity, eco-system diversity, species diversity, habitat diversity and genetic diversity.

Borough Open Land—Borough open land is open space of local importance and is designated in the Southwark Plan. Borough Open Land must meet all of the following criteria:

- An area of local importance to Southwark;
- A clearly distinguishable public open space;
- Land that contains features or landscapes of historic, recreational or nature conservation value at a borough level;
- It must not be Metropolitan Open Land.

Building Research Establishment Assessment Method (BREEAM)—Measures the environmental performance of commercial buildings by assessing water, waste, energy and travel usage.

“CHP” or Combined Heat and Power—CHP describes plant that is designed to produce both heat and electricity from a single heat source.

Code for Sustainable Homes (CfSH)—Code for Sustainable Homes is a new national standard to guide the design and construction of sustainable homes. The Code gives a sustainability rating to development which ranges from 1(*) to 6(*****). The higher the rating the more sustainable a home is. The assessment includes efficiency in energy, water, waste, materials, ecology and surface water run-off.

Community facilities—These are defined by the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments. The fact box under policy 4 in the Core Strategy gives an overview of what is considered to be a community facility.

- Non-residential institutions—Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries, museums, libraries, halls, places of worship, church halls, law court. Non residential education and training centres.
- D2 Assembly and leisure—Cinemas, music and concert halls, bingo and dance halls (but not night clubs), swimming baths, skating rinks, gymnasiums or sports arenas (except for motor sports, or where firearms are used).

Comparison goods—'non perishable' goods for retail sale which are often stocked in a wide range of sizes, styles, colours and qualities, including furniture, carpets, televisions etc.

Compulsory purchase powers—Powers available to enable the Council to compulsorily acquire property and land for specific purposes.

Conservation Areas—An area of special architectural or historic interest whose character or appearance is protected. They have to be formally designated under the provisions of the Planning (Listed Buildings and Conservation areas) Act 1990.

Context—The setting of a site or area, including factors such as traffic, activities and land used as well as landscape and built form.

Convenience goods—Items sold in supermarkets, grocers, newsagents, confectioners, tobacconists, off licences or other shops which tend to be purchased regularly

Core Strategy—A development plan document. Sets out the key elements of the planning framework for an area, comprising a spatial strategy, core policies and a monitoring and implementation framework with clear objectives for achieving

delivery. All other development plan documents should be in conformity with core strategy.

Creative and cultural industries The Department for Culture Media and Sport (DCMS) classifies the following industries as part of the CCI sector, “advertising, architecture, the art and antiques market, crafts, design, designer fashion, film and video production, interactive leisure software, music, the performing arts, publishing, software and computer services, and television and radio production”.

Decent Homes standard A decent home is one that satisfies all of the following four criteria:

- it meets the current statutory minimum standard for housing;
- it is in a reasonable standard of repair;
- it has reasonably modern facilities and services; and
- it provides a reasonable degree of thermal comfort.

Density Density is the measure of the amount (intensity) of development. Our development management plan document will set out how to calculate density for different types of development.

Development In planning terms, development, as defined by Section 55 of the Town and Country Planning Act 1990, development means carrying out building, engineering, mining or other operations in, on, over or under land, or changing the use of buildings or land. In its widest sense, development can also refer to redevelopment, including refurbishment as well as new development,

Disabled Persons The Disability Discrimination Act (DDA) 1995 defines a disabled person as someone with a ‘physical or mental impairment which has a substantial and long term adverse effect on his/her ability to carry out normal day-to-day activities’.

Diversity The differences in the values, attitudes, cultural perspective, beliefs, ethnic background, sexuality, skills, knowledge and life experiences of each individual in any group of people. This term refers to differences between people and is used to highlight individual need.

Development Management DPD The Development Management DPD will build on the Core Strategy and will include more detailed policies that will help officers to determine planning applications in the borough.

Development Plan Document (DPD) A spatial planning document prepared by a plan-making authority and subject to independent examination.

District heating system operated by or on behalf of local or statutory authorities. The District Heating System supplies a neighbourhood with heat that is used by the properties served to meet central heating and hot water requirements.

District town centre provides convenience goods and services for local communities and is accessible by public transport, walking and cycling. Typically a district town centre contains 10,000 – 50,000sqm of retail floorspace.

Employment uses Uses falling within Class B1, Class B2 and Class B8 of the Use Classes Order. These include offices, factories and warehouses (See Use Classes Order).

Energy Efficiency Using as little energy as possible and avoiding wasted energy when heating buildings, making electricity, using appliances, transporting and manufacturing goods.

Energy hierarchy The Mayor's approach to reducing carbon dioxide emissions in the built environment. The first step is to reduce energy demand (be lean), the second step is to supply energy efficiently (be clean) and the third step is use renewable energy (be green).

Environment Surrounding area or conditions in which something exists or lives.

Equalities Impact Assessment Planning documents must be assessed to confirm whether they would be likely to have any unfair impacts on groups in the community, such as people of different gender, ethnic group, age, religion, belief, sexual orientation, or disability.

Evidence base The planning policies and proposals in the Local Development Framework are required to be founded on a robust and credible evidence base. A series of technical studies and reports are needed to support the production of the Local Development Framework.

Freehold ownership Absolute ownership of property and land on which it stands.

Green Corridors This refers to relatively continuous areas of open space leading through the built environment, which may be linked and may not be publicly accessible. They may allow animals and plants to be found further into the built up area than would otherwise be the case and provide an extension to the habitats of the sites they join.

Green Infrastructure The multifunctional, interdependent network of open and green spaces and green features (e.g. green roofs). It includes the Blue Ribbon Network but excludes the hard-surfaced public realm. This network lies within the urban environment and the urban fringe, connecting to the surrounding countryside. It provides multiple benefits for people and wildlife including: flood management; urban cooling; improving physical and mental health; green transport links (walking and cycling routes); ecological connectivity; and food growing. Green and open spaces of all sizes can be part of green infrastructure provided they contribute to the functioning of the network as a whole.

Green travel plans A travel plan is a package of measures produced by employers to encourage staff to use alternatives to single-occupancy car use. Such a plan for example, could include: car sharing schemes; a commitment to improve cycling facilities; a dedicated bus service or restricted car parking allocations.

Green Roofs Green roofs comprise a multi-layered system that covers the roof of a building with vegetation cover/landscaping over a drainage layer. They are designed to retain rain and reduce the volume of surface run off. Green roofs can be anything from a thin growing layer such as mosses to plants, shrubs and water features.

Greening The improvement of the appearance, function and wildlife value of the urban environment through soft landscaping. It can also result in cooler local temperatures.

Gyratory system a road system that takes a route around a particular area

Habitable Rooms Density standards for housing are measured by habitable rooms per hectare. A habitable room is defined as one that could be used for sleeping, whether it is or not (i.e. bedrooms and living rooms; not kitchens, bathrooms or hallways).

Height The height of a building can be expressed in terms of a maximum number of floors; a maximum height of parapet or ridge; a maximum overall height; any of these maximum heights in combination with a maximum number of floors; a ratio of building height to street or space width; height relative to particular landmarks or background buildings; or strategic views.

Hierarchy of town centres This is a ranking of town centres based on size. It is used to ensure that the largest developments are directed to major centres that have the infrastructure to accommodate them, rather than smaller district or local centres that serve more local communities.

Heritage The evidence of the past, such as historical sites, buildings and the unspoilt natural environment, considered collectively as the inheritance of present-day society.

Infrastructure This includes transport, health, schools and social services facilities as well as energy and water supply. Major developments should not go ahead without the necessary infrastructure to meet the needs of new residents or workers.

Intermediate Housing Housing which costs more than the maximum social housing rents, but is cheaper than housing on the open market. At the moment this is reserved for households on incomes of less than £57,600 (as at February 2010 to be reviewed annually to reflect changes in lower quartile house prices).

Landmark A building or structure that stands out from its background by virtue of height, size or some other aspect of design

Landscape The character and appearance of land, including its shape, form, ecology, natural features, colours and elements and the way these components combine. Landscape character can be expressed through landscape appraisal, and maps or plans.

Layout The way buildings, routes and open spaces are placed in relation to each other.

Lifetime Homes Standards A set of 16 design features that ensure a new house or flat will meet the needs of most people in terms of accessibility.

Local Development Framework (LDF) This contains all the documents and policies adopted by council in order to decide planning applications. It is made up of a range of documents including the Core Strategy, area action plans, supplementary planning documents, annual monitoring report, Statement of Community Involvement and the Local Development Scheme.

Local Development Scheme (LDS) This sets out the council's timetable for preparing planning documents over a three year period. It also explains what each document is.

Local Implementation Plan (LIP) Document that sets out how the council will work with partners over the coming years to coordinate and improve its transport services.

London Plan Sets out planning guidance for London and is prepared by the Greater London Authority.

Major town centre These are the largest town centres which provide shopping and services of importance to people from a wide catchment area. They contain shops and facilities not available in smaller centres.

Massing The combined effect of the height, bulk and silhouette of a building or group of buildings.

Masterplan An outline of the vision for the development of an area indicating the broad principles which should be followed in its development. Written to encourage development and give clear guidance to potential developers, it can include issues such as:

- linkages to surrounding areas
- the uses and type of buildings/spaces
- density of development within the area itself.

A masterplan will also outline the policy framework that schemes should adhere to. Masterplans can be subject to public consultation and with this are likely to have more weight as a material consideration in the determination of the relevant permissions/consent to develop.

Metropolitan Open Land Strategic open land within the urban area that contributes to the structure and quality of life of Londoners. There is a strict control on building in metropolitan open land (designated in the London Plan) similar to the controls on Green Belts.

Mixed Use A mix of uses within a building, on a site or within a particular area.

Movement People and vehicles going to and passing through buildings, places and spaces.

Nature Conservation Protecting and managing plants and green spaces so that they have the most benefit for biodiversity and protect important species. This includes the creation of wildlife habitats, and letting parts of parks grow naturally.

Open Space Open land that is not built on except for small buildings needed to help the open space function. Most commonly parks and open spaces can include playing fields in schools, cemeteries, rivers and lakes, and public squares. They can be publicly or privately owned and are not always open to the public.

Periphery the edge or outskirts of an urban area

Planning Obligations These are agreements made between a developer and the council to help reduce the harm caused by a development. Planning obligations can be in the form of money provided to the council to fund things like open space improvements and community facilities, or a requirement for something to be provided in a scheme such as affordable housing or business space, an exhibition space or streetscape improvements. By law, obligations must be related to reducing the impacts that the development will have. The law that allows planning obligations to be made is Section 106 of the Town and Country Planning Act which is why they are sometimes called “section 106 agreements”.

Potable water Drinking water.

Planning policy guidance notes / planning policy statements (PPG / PPS) These are written by the Government and set out national policies on various planning topics such as housing, biodiversity, transport, retail and sustainable development. Councils must take their content into account in preparing development plans and deciding planning applications.

Proposals sites Specific development sites designated through planning policies

Protected shopping frontages A frontage of shops where there is a concentration of retail activity. These frontages comprise a cluster of 10 or more retail shops.

Public Realm The parts of a village, town or city (whether publicly or privately owned) that are available, without charge, for everyone to use or see, including streets, squares and parks.

Renewable Energy This includes energy sources that use natural resources such as sunlight, wind, rain, tides and geothermal heat, which are naturally replenished. Renewable energy technologies range from solar power, wind power, hydroelectricity/micro hydro, biomass and biofuels for transportation.

Registered Social Landlords [RSLs] social landlords that are registered with the Housing Corporation - most are housing associations, but there are also trusts, co-operatives and companies.

Rotherhithe multi-modal study

Scale The impression of a building when seen in relation to its surroundings, or the size of parts of a building or its details, particularly as experienced in relation to the size of a person. Sometimes it is the total dimensions which give it its sense of scale and at other times it is the size of elements and the way they are combined.

Sites of Importance for Nature Conservation (SINCS) A sites that provides valuable habitat and opportunities for experiencing nature. These are important in helping local plant and animal species to survive. Sites are classified according to whether they have London-wide, borough-wide and local importance.

Small Business Units Business units with a floorspace under 235 square metres.

Small and Medium Enterprises (SMEs) A small enterprise has fewer than 50 employees and a medium-sized enterprise fewer than 250 employees.

Social Rented (Social Housing) Affordable housing which is affordable by all those in housing need. This is typically provided as rented accommodation that is owned and managed by local authorities or registered social landlords, or provided by other bodies under equivalent rental arrangements agreed with them as a condition of public sector investment grant, and for which guideline target rents are determined through the national rent regime.

Social Infrastructure includes healthcare and social care, safety and security, policing facilities, public realm, play space and open space, inclusive design and local distinctiveness, community engagement access to employment/skills development opportunities and the provision of suitable space for small and medium-sized enterprises.

Stakeholders Person, group, or organisation that has direct or indirect stake in an organisation because it can affect or be affected by the organisation's actions, objectives, and policies.

Statement of Community Involvement This sets out how the council will consult people on the preparation of planning documents and on planning applications.

Strategic Cultural Areas Parts of the borough thought most suitable for new art, cultural, and visitor attraction uses to be created. These areas are shown on the proposals map.

Strategic District Heating Area (SDHA) Area around the core area where development will need to be future proofed and designed for connection to the district heating network.

Strategic Flood Risk Assessment (SFRA) This looks at how Southwark is at risk from flooding, including from the River Thames and drainage overflowing.

Strategic Housing Land Availability Assessment The SHLAA is a major piece of work being carried out by the GLA with the help of the boroughs. It aims to identify potential housing sites that could be brought forward over the next 20 years to enable councils to meet their obligations to increase the housing stock and meet housing need. It covers all sites over 0.25 hectares

Studios and bedsits Homes with only one main room, i.e. no separate bedroom. They are not seen as suitable for meeting general housing needs.

Suburban Area of lower density development, predominately residential and two to three storeys in height and located along or close to transport corridors or town centres.

Supplementary Planning Guidance / Documents (SPG / SPD) These explain how current planning policies in the Southwark Plan, Core Strategy, area action plans, and other local development documents will be applied. They also contain background information applicants may find useful when preparing their planning applications.

Sustainable Urban Drainage Systems (SUDS) Techniques for dealing with problems of flooding and surface water quality. They can consist of a variety of measures to recycle, dispose of and reduce surface water. Infiltration and reduction could be provided by a variety of means including porous paving, oversized pipes, cellular storage tanks, green or brown roofs

Sustainable community strategy long term planning documents for improving the quality of life and services in a local area.

Sustainable Development As defined by the Bruntland Commission (1987, and quoted in PPG1) as 'Development which meets present needs without compromising the ability of future generations to achieve their needs and aspirations.

Sustainability Balancing social, environmental and economic factors to ensure development provides a good quality of life to everyone in the community and does not prevent future generations from meeting their needs.

Sustainability Appraisal (SA) Local development plan documents need to be prepared with a view to contributing to the achievement of sustainable development. An SA is a systematic and iterative process. The purpose of the SA is to appraise the social, environmental and economic effects of the strategies and policies in a local development plan document from the outset of the preparation process.

Sustainable Transport Alternative modes of transport to the low-occupancy private car, including walking, cycling, public transport, car sharing, water transport and city car clubs.

Tall building Tall buildings are those which are higher than 30 metres (or 25 metres in the Thames Policy Area). 30 metres is approximately the height of a 10-storey block of flats or a 7-10 storey office building. In areas which have a low scale character, any building that is significantly higher than surrounding buildings will be regarded as a tall building even if it is lower than 30 metres.

Thames Policy Area (TPA) An area along the River Thames identified in the local development framework. Special policy requirements apply in this area to make sure new development protects and improves the river and the character and quality of the public realm along the river.

Transport Assessments Major developments need to provide an assessment of the likely increase in traffic or pedestrian/ public transport movements arising from the scheme and what measures will be taken to mitigate any negative effects, e.g. congestion or pollution. A Travel Plan, outlining sustainable transport objectives, targets and initiatives will be expected to be included within all Transport Assessments.

Unitary Development Plans (UDPs) Before the local development framework system was introduced, the UDP was the main local planning document used to decide planning applications. In Southwark the UDP is known as the Southwark Plan.

Urban design The art of making places. Urban design involves the design of buildings, spaces and landscapes, in villages, towns and cities, and the establishment of frameworks and processes which facilitate successful development.¹

Urban Zone Areas with predominantly dense development such as for example terraced houses, a mix of different uses, medium buildings footprints and typically buildings of two to four storeys, located within 10 minutes walking distance of a district centre or, along main arterial routes.

Source: The London Plan (GLA, 2008)

Waste Management Facilities Facilities where waste is processed including sorting, composting, recycling, and biological treatment.

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MUNICIPAL YEAR 2013/14

COMMITTEE: PLANNING COMMITTEE

NOTE: Original held in Constitutional Team; all amendments/queries to Kenny Uzodike, Constitutional Team,
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