

Planning Sub-Committee A

Tuesday 19 July 2016

7.00 pm

Ground Floor Meeting Room G02 - 160 Tooley Street, London SE1 2QH

Membership

Councillor Leo Pollak (Chair)
Councillor Ben Johnson (Vice-Chair)
Councillor Radha Burgess
Councillor Helen Dennis
Councillor James Coldwell
Councillor Nick Dolezal
Councillor David Noakes

Reserves

Councillor Tom Flynn
Councillor Lucas Green
Councillor David Hubber
Councillor Sarah King
Councillor Kieron Williams

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

If you are a resident of the borough and have paid someone to look after your children, an elderly dependant or a dependant with disabilities so that you could attend this meeting, you may claim an allowance from the council. Please collect a claim form at the meeting.

Access

The council is committed to making its meetings accessible. Further details on building access, translation, provision of signers etc for this meeting are on the council's web site: www.southwark.gov.uk or please contact the person below.

Contact

Gerald Gohler, Constitutional Officer, on 020 7525 7420 or email: gerald.gohler@southwark.gov.uk

Members of the committee are summoned to attend this meeting

Eleanor Kelly

Chief Executive

Date: 11 July 2016



Planning Sub-Committee A

Tuesday 19 July 2016
7.00 pm

Ground Floor Meeting Room G02 - 160 Tooley Street, London SE1 2QH

Order of Business

Item No.	Title	Page No.
1.	INTRODUCTION AND WELCOME	
2.	APOLOGIES	
3.	CONFIRMATION OF VOTING MEMBERS	
	A representative of each political group will confirm the voting members of the sub-committee.	
4.	DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS	
	Members to declare any interests and dispensation in respect of any item of business to be considered at this meeting.	
5.	ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT	
	The chair to advise whether they have agreed to any item of urgent business being admitted to the agenda.	
6.	MINUTES	1 - 5
	To approve as a correct record the minutes of the meeting held on 7 June 2016.	
7.	DEVELOPMENT MANAGEMENT ITEMS	6 - 10
	7.1. 153-159 BOROUGH HIGH STREET, LONDON SE1 1HR	11 - 49

Item No.	Title	Page No.
7.2.	95 PECKHAM ROAD, LONDON SE15 5LJ	50 - 81
7.3.	BOURNEMOUTH CLOSE (LAND AT THE REAR OF 177-207 RYE LANE), LONDON SE15 4TP	82 - 105
7.4.	MORLEY COLLEGE, KING EDWARD WALK, LONDON SE1 7HT	106 - 117

EXCLUSION OF PRESS AND PUBLIC

The following motion should be moved, seconded and approved if the sub-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.”

Date: 11 July 2016



PLANNING SUB-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 sub-committee.
3. Your role as a member of the planning sub-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 sub-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 sub-committee will then debate the application and consider the recommendation.

Note: Members of the sub-committee may question those who speak only on matters relevant to the roles and functions of the planning sub-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 sub-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 the 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 council committees.
8. Members of the public are welcome to film, audio record, photograph, or tweet the public proceedings of the meeting; please be considerate towards other people in the room and take care not to disturb the proceedings.

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

Contacts: Director of Planning
Chief Executive's Department
Tel: 020 7525 5655; or

Planning Sub-Committee Clerk, Constitutional Team
Finance and Governance Department
Tel: 020 7525 7420



Planning Sub-Committee A

MINUTES of the Planning Sub-Committee A held on Tuesday 7 June 2016 at 6.30 pm at ground floor meeting room G02 - 160 Tooley Street, London SE1 2QH

PRESENT:

Councillor Ben Johnson (Vice-Chair in the chair)
 Councillor Radha Burgess
 Councillor James Coldwell
 Councillor Helen Dennis
 Councillor Nick Dolezal
 Councillor Sarah King

OTHER MEMBERS PRESENT:

Councillor Anood Al-Samerai
 Councillor Rosie Shimell

OFFICER SUPPORT:

Dennis Sangweme (Development Management)
 Margaret Foley (Legal Officer)
 Dipesh Patel (Development Management)
 Gerald Gohler (Constitutional Officer)

1. INTRODUCTION AND WELCOME

The chair welcomed councillors, members of the public and officers to the meeting.

2. APOLOGIES

There were apologies for absence from Councillor Leo Pollak (chair) and Councillor David Noakes; and from Councillor Radha Burgess for lateness.

As the chair had given his apologies, the vice-chair Councillor Ben Johnson chaired the meeting.

3. CONFIRMATION OF VOTING MEMBERS

The members of the committee present were confirmed as the voting members.

4. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

There were none.

5. ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT

The chair gave notice of the following additional papers circulated prior to the meeting:

- Addendum report relating to items 7.1, 7.2 and 7.3;
- The members pack.

The chair announced that items 7.1 and 7.2 would be heard together as they related to the same address.

6. MINUTES

RESOLVED:

That the minutes of the meeting held on 10 May 2016 be approved as a correct record and signed by the chair.

7. DEVELOPMENT MANAGEMENT ITEMS

ADDENDUM REPORT

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.

7.1 TOWER BRIDGE PIAZZA, SHAD THAMES, LONDON SE1

Planning application reference number: 16/AP/0615

Report: see pages 10 to 35 of the agenda pack and pages 1 to 6 of the addendum report.

PROPOSAL

Change of use of 1a, 2, 3, 4 Admiral's Court and 45, 47, 49 Compass Court to a flexible A1/A2/A3 use; the erection of a single storey pavilion building (A1/A3/D1) within the piazza; erection of a way finding totem outside Cooperage Court, hard and soft landscaping, and associated works;'

The sub-committee heard an introduction to the report from a planning officer who also highlighted the additional comments and conditions in the addendum report. Members did not ask questions of the officer.

Representatives of the objectors addressed the meeting. Members asked questions of the objectors' representatives.

Representatives of the applicant addressed the meeting. Members asked questions of the representatives of the applicant.

There were no supporters of the application living within 100 metres who wished to speak.

Councillor Anood Al-Samerai addressed the sub-committee in her capacity as a ward councillor. Members asked questions of Councillor Al-Samerai.

Members debated the application and asked further questions of officers. A motion to grant planning permission was moved, seconded, put to the vote and declared to be carried.

RESOLVED:

That planning permission for application number 16/AP/0515, as outlined in the report and addendum report, be granted subject to the conditions set out in the report and addendum report, and with:

1. the following additional conditions:
 - a. That the playing of music be prohibited in any external area related to the pavilion building or any A3 use that may commence at 3 & 4 Copper Row.
 - b. That all doors to the pavilion building and for any A3 use that may commence at 3 and 4 Copper Row, be closed after 19:00 except for access and egress or in the case of emergencies.
2. An additional informative, that an appropriate service management plan be submitted to the planning authority which:
 - a. has been put together after appropriate engagement with residents to ensure that amenity is not harmed, including within the piazza itself
 - b. takes into account the specific and distinct characters of the piazza and Shad Thames.

7.2 TOWER BRIDGE PIAZZA, SHAD THAMES, LONDON SE1

Planning application reference number: 16/AP/0515

Report: see pages 36 to 54 of the agenda pack and pages 6 and 7 of the addendum report.

PROPOSAL

Infill and replacement of all ground floor shop fronts within Tower Bridge Piazza, the north side of Compass Court and the west side of Admiral's Court on Horselydown Lane; refurbishment of residential access doorway to the Copper Row side of Admiral's Court and Knot House; and the erection of awnings to the piazza side of Compass Court and

southern side of Admiral's Court.

This item was heard together with item 7.1.

RESOLVED:

That planning permission for application number 16/AP/0515, as outlined in the report and addendum report, be granted subject to the conditions set out in the report and addendum report.

At this point, Councillor Radha Burgess joined the meeting.

7.3 THE COOPERAGES, 8 GAINSFORD STREET, LONDON SE1 2NG

Planning application reference number: 16/AP/0464

Report: see pages 55 to 72 of the agenda pack and page 7 of the addendum report.

PROPOSAL

Installation of 51 cycle stands within the existing storage area of the undercroft access route to the basement car park of Eagle Wharf.

The sub-committee heard an introduction to the report from a planning officer who also highlighted the additional comments and conditions in the addendum report. Members did not ask questions of the officer.

Representatives of the objectors addressed the meeting. Members asked questions of the objectors' representatives.

Representatives of the applicant addressed the meeting. Members asked questions of the representatives of the applicant.

There were no supporters of the application living within 100 metres who wished to speak.

Councillor Anood Al-Samerai addressed the sub-committee in her capacity as a ward councillor. Members did not ask questions of Councillor Al-Samerai.

Members debated the application and asked further questions of officers. A motion to grant planning permission was moved, seconded, put to the vote and declared to be carried.

RESOLVED:

That planning permission for application number 16/AP/0464, as outlined in the report and addendum report, be granted subject to the conditions set out in the report and two additional conditions:

1. That signage be prominently displayed at the entrance and exit of the storage facility advising bike store users to be respectful of the residential nature of the area and reminding them not to cycle in the piazza.

2. That appropriate details of how the gate/door will be constructed to minimise noise be submitted to the planning authority. This needs to be built in accordance with consent given, and not changed without written consent.

The meeting then took a five-minute break and reconvened at 9pm.

7.4 291 UPLAND ROAD, LONDON SE22 0DN

Planning application reference number: 16/AP/0882

Report: see pages 73 to 84 of the agenda pack.

PROPOSAL

Alterations to existing single storey rear extension, to include a replacement and increase in height of the flat roof.

The sub-committee heard an introduction to the report from a planning officer who also highlighted the additional comments and conditions in the addendum report. Members did not ask questions of the officer.

The objector addressed the meeting. Members did not ask questions of the objectors.

The applicant addressed the meeting. Members asked questions of the applicant.

There were no supporters of the application living within 100 metres who wished to speak.

Councillor Rosie Shimell addressed the sub-committee in her capacity as a ward councillor. Members did not ask questions of Councillor Shimell.

Members debated the application and asked further questions of officers. A motion to grant planning permission was moved, seconded, put to the vote and declared to be carried.

RESOLVED:

That planning permission for application number 16/AP/0882 as outlined in the report, be granted subject to the conditions set out in the report.

The meeting ended at 9.25 pm.

CHAIR:

DATED:

Item No. 7.	Classification: Open	Date: 19 July 2016	Meeting Name: Planning Sub-Committee A
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 of Southwark Council's constitution 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 Law and Democracy

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	Gerald Gohler 020 7525 7420
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 Simon Bevan 020 7525 5655

APPENDICES

No.	Title
None	

AUDIT TRAIL

Lead Officer	Ian Millichap, Constitutional Manager	
Report Author	Gerald Gohler, Constitutional Officer Jonathan Gorst, Head of Regeneration and Development	
Version	Final	
Dated	8 July 2016	
Key Decision	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Law and Democracy	Yes	Yes
Director of Planning	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team		8 July 2016

ITEMS ON AGENDA OF PLANNING SUB-COMMITTEE A
on Tuesday 19 July 2016

Appl. Type Full Planning Permission
Site 153-159 BOROUGH HIGH STREET, LONDON SE1 1HR

Reg. No. 15-AP-4980
TP No. TP/1140-153
Ward Chaucer
Officer Ciaran Regan

Recommendation GRANT SUBJECT TO LEGAL AGREEMENT
Proposal

Item 7.1

Demolition of 153-159 Borough High Street, and erection of 7-storey hotel (with basement), comprising 50 bedrooms and roof terrace, top 2 floors set back; and A1/A3 use at basement and ground floor level.

Appl. Type Full Planning Permission
Site 95 PECKHAM ROAD, LONDON SE15 5LJ

Reg. No. 16-AP-1393
TP No. TP/2282-97
Ward Peckham
Officer Wing Lau

Recommendation GRANT SUBJECT TO LEGAL AGREEMENT
Proposal

Item 7.2

Demolition of existing petrol filling station and erection of part-2, part-4 and part-6 storey residential development accommodating 33 dwellings, together with access, hard landscaping and other associated works.

Appl. Type Council's Own Development - Reg. 3
Site BOURNEMOUTH CLOSE (LAND AT THE REAR OF 177-207 RYE LANE),
LONDON SE15 4TP

Reg. No. 16-AP-1991
TP No. TP/2742-A
Ward The Lane
Officer Craig Newton

Recommendation GRANT PERMISSION
Proposal

Item 7.3

Development to provide a mix of retail (Use Class A1) with associated food and beverage (Use Class A3/A4/A5) uses and business (Use Class B1) and community facilities (Use Class D1).

Appl. Type Full Planning Permission
Site MORLEY COLLEGE, KING EDWARD WALK, LONDON SE1 7HT

Reg. No. 16-AP-0631
TP No. TP/1373-1
Ward Cathedrals
Officer Terence McLellan

Recommendation GRANT PERMISSION
Proposal

Item 7.4

Erection of a new bridge linking the main Morley College building with the Morley Gallery across King Edward Walk including alterations to the entrance of the Morley Gallery on St Georges Road and extensions to the Morley Gallery at first, second and roof level to accommodate the new bridge, circulation space, lift overrun and other elevational alterations. [Forming part of a wider development including alterations to the main entrance area and display window of the main Morley College Building and extensions to the Emma Cons Hall and other elevational alterations. These elements of the development fall within the London Borough of Lambeth].

Ordnance Survey

Date 8/7/2016



© Crown copyright and database rights 2011 Ordnance Survey (0)100019252.

Item No. 7.1	Classification: OPEN	Date: 19 July 2016	Meeting Name: Planning Sub-Committee A
Report title:	Development Management planning application: Application 15/AP/4980 for: Full Planning Permission Address: 153-159 BOROUGH HIGH STREET, LONDON SE1 1HR Proposal: Demolition of 153-159 Borough High Street, and erection of 7-storey hotel (with basement), comprising 50 bedrooms and roof terrace, top 2 floors set back; and A1/A3 use at basement and ground floor level.		
Ward(s) or groups affected:	Chaucer		
From:	Director of Planning		
Application Start Date	22/02/2016	Application Expiry Date	23/05/2016
Earliest Decision Date	16/03/2016	Target Decision Date	31/08/2016

RECOMMENDATIONS

1. That the planning sub-committee grant planning permission subject to conditions and the applicant entering into an appropriate legal agreement by no later than 31 August 2016.
2. That in the event that the requirements of paragraph 1 above are not met by 31 August 2016, the Director of Planning be authorised to refuse planning permission, if appropriate, for the reasons set out under paragraph 69 of this report.

BACKGROUND INFORMATION

Site location and description

3. The application site is located on the east side of Borough High Street just south of the junction with Newcomen Street (a narrow one-way street (east-west) with a traffic-controlled junction). The existing building comprises four small commercial units on the ground-floor with a further separate self-contained photographic studio on the first floor.
4. The site lies immediately to the south side of No.151 Borough High Street, an early 19th Century building which is Grade II Listed. This is a four-storey, end-of-terrace corner property, with a newsagent (A1 use) on the ground floor, office (B1 use) on the first floor, and a one-bedroomed residential unit on each of the upper two floors.
5. 161-165 Borough High Street is a part 4, part 6-storey building in mixed use comprising a restaurant (Belushis), a budget hotel / hostel (St. Christopher's Village) and office space.

6. Planning policy designations (Proposals Map)

- Central Activities Zone (CAZ)
- Bankside and Borough District Town Centre
- Bankside, Borough and London Bridge Opportunity Area
- Archaeological Priority Zone
- Air Quality Management Area
- Borough High Street Conservation Area
- Protected Shopping Frontage 4

Other designations which relate to the site are:

- Public Transport Accessibility Level (PTAL): 6a (Excellent)
- Flood Zone 3
- Borough High Street is a classified A road (A3)
- The south western corner of the site lies within the background assessment area of View 1A.2 of the London View Management Framework (LVMF).

Details of proposal

7. The demolition of the existing two-storey building on the site and its replacement with a seven-storey, 50-bed boutique hotel (Use Class C1). The hotel would incorporate retail and/or restaurant uses on the basement and ground-floors, i.e., these parts of the hotel would be fully accessible to the general public (as well as serving hotel guests).
8. The footprint of the hotel would occupy the full site area and this footprint would extend up to the fifth storey. Above this, the 6th and 7th storeys are reduced in scale and massing and are set back from the principal 5 storey frontage onto Borough High Street by 2.24m. The building would be approximately 23.9m high to the roof top. This, however, does not include the rooftop plant enclosure and lift shaft over-run (which are shown in indicative outline only on the proposed plans). The external facing materials would be a dark grey brick with glazed brick used in places to create a regular window-like pattern in the elevation. At street level metal-clad shopfront frames are proposed.

Relevant Planning history

9. 15/EQ/0175
Pre-Application Enquiry (ENQ): Demolition of existing building and erection of new 10-storey building comprising hotel and commercial floorspace.
Enquiry closed: 15/10/2015
10. **Planning history of neighbouring sites**

66 Newcomen Street

95/AP/0119

Full Planning Application: Construction of a mansard roof on top of premises to create an additional storey of office accommodation.

GRANTED: 31/03/1995

67/68 Newcomen Street

08/AP/0199

Full Planning Application: Change of use of ground and basement from retail to an Estate Agency (Class A2)

GRANTED WITH A GRAMPIAN CONDITION: 02/04/2008

04/AP/0755

Full Planning Application: Change of use of the basement and ground floor from industrial to form 2 retail units.

GRANTED: 09/08/2004

161-165 Borough High and 71 Newcomen Street

13/AP/2007

Full Planning Application: Change of use of offices on upper floors of 161 Borough High Street to hotel (Use Class C1), erection of 3-storey rear extension above existing ground floor extension and rebuild existing top floor mansard, all to provide additional hotel space. Extension above rear wing of No. 163 to provide additional hotel space and rebuild and extend existing 5th floor mansard. Extension to office wing at rear of 163 Borough High Street/Mermaid Court by removing existing 2nd floor mansards and creating new 2nd and 3rd floor to provide additional office space (Use Class B1); change of use of basement from hotel and office to hotel use only. Erection of 4th floor mansard above 165 Borough High Street and erection of 2nd floor infill behind the Borough High Street frontage to create additional hotel space. Erection of additional storey at 71 Newcomen Street to create a self-contained flat and change of use of first floor from office to self-contained flat (Use Class C3).

GRANTED WITH A LEGAL AGREEMENT: 19/09/2013

13/AP/0619

Full Planning Application: The change of use and extension of existing redundant office space to extend an existing mix-use drinking establishment and hotel at 161 to 165 Borough High Street, and change of use and extension of existing office space to form 3 residential dwellings at 71 Newcomen Street. This application for a screening opinion is UNDER CONSIDERATION.

09/AP/0107

Full Planning Application: Erection of a fourth floor mansard roof extension to the front of the building with front facing dormers (above No. 163) and a part fifth floor mansard roof extension to the front of the building with additional front rooflight (above No. 161) to provide additional accommodation for existing hostel.

GRANTED: March 2009.

08/AP/2714

Full Planning Application: Erection of additional floor (including raising the roof and surrounding walls) to the front of the building to create a fourth floor with a mansard roof above (in part) to provide additional space for existing hostel. Planning permission was REFUSED in December 2008 for the following reason:

1. The extension to the building is unacceptable as the proposed fourth floor undermines the proportions of the rest of the building by failing to subordinate to the floors below and extending the facade above the corniced level. The extension of the fifth floor part way along the roof of 163 Borough High Street is also inappropriate as it would detract from the rhythm of the street frontage and the building's identity as a separate element in the townscape. As a result both elements of the proposal would be harmful to the appearance of the host buildings and be detrimental to the character and appearance of the Borough High Street Conservation Area. As such the proposal is contrary to Policies 3.12 'Quality in Design', 3.13 'Urban Design', 3.16 'Conservation Areas' and 3.18 'Setting of Listed Buildings, Conservation Areas and World Heritage Sites' of the Southwark Plan (UDP) 2007.

08/AP/1190

Full Planning Application: Forward extension of A4 use (bar) into part of the rear of the existing reception area in unit 163; alteration of floor levels internally to rear section of building, to form a third floor and resultant increase in height of rear addition; raise existing roof and surrounding wall to accommodate new level inside premises, providing additional two rooms of accommodation for the hostel; removal of one roof light and installation of four new roof lights to rear. Planning permission was GRANTED in July 2008.

151 Borough High Street

15/AP/5024

Full Planning Application: Change of use from an A1 Shop Unit to A5 Class Use (hot food takeaway) together with installation of an extraction flue to the side elevation.

REFUSED: 11/02/2016

Reasons for refusal:

1. The proposed duct would cause substantial harm to the Borough High Street Conservation Area by virtue of its incongruent appearance on an external facade in the conservation area and the fact that it is proposed on a listed building which is an important feature of the conservation area. The proposed development would thus be contrary to part 12, Conserving and enhancing the historic environment of the National Planning Policy Framework 2012, Policy 7.8 Heritage Assets and Archaeology of the London Plan 2015, Strategic Policy 12 Design & Conservation of the Core Strategy 2011 and saved policies 3.15 Conservation of historic environment; 3.16 Conservation areas and 3.18 Setting of listed buildings, conservation areas and world heritage sites of the Southwark Plan 2007.
2. The proposed change of use would lead to a loss of an A1 use within the Protected Shopping Frontage (SF4) that would be harmful to the vitality and viability of this part of the protected shopping frontage, contrary to section 2 Ensuring the vitality of town centres of the National Planning Policy Framework 2012, Policy 4.8 Supporting a successful and diverse retail sector and related facilities and services of the London Plan; Policy 1.9 'Change of use within protected shopping frontages' of the Southwark Plan 2007 and the Draft Bankside, Borough and London Bridge SPD 2010.

15/AP/5025

Listed Building Consent: Change of use from an A1 Shop Unit to A5 Class Use (hot food takeaway) together with installation of an extraction flue to the side elevation.

REFUSED: 11/02/2016

Reason for refusal:

1. The proposed duct would be an incongruent feature on the listed building and cause substantial harm to its appearance and fabric, contrary to section 12, Conserving and enhancing the historic environment of the National Planning Policy Framework 2012, Policy 7.8 Heritage Assets and Archaeology of the London Plan 2015, Strategic Policy 12, Design & Conservation of the Core Strategy 2011 and saved policies 3.15 Conservation of historic environment and 3.17 Listed buildings of Southwark Plan 2007.

11/AP/0122

Listed Building Consent: Installation of new shopfront.

REFUSED: 16/03/2011

APPEAL DISMISSED: 31/08/2011

Reasons for refusal:

1. Due to the unacceptable loss of historic fabric and detailed design, the proposal would fail to address the nature of the significance of the heritage assets, and as such, would be contrary to saved policy 3.17 Listed Buildings, of the Southwark Plan 2007, and Strategic Policy 12 Design and Conservation of the draft Core Strategy 2011;
2. The poor design quality of the replacement shopfront, including the retention of the solid roller shutter and the proposed large single-paned windows to both frontages, as well as the new entrance door, is incongruous to the period and detailed design of the existing listed building and the appearance of the (local) conservation area context. The proposal fails to preserve or enhance the listed building's features of special architectural or historical interest, and the character or appearance of the conservation area. This in turn, would be contrary to saved policy 3.17 Listed Buildings, of the Southwark Plan 2007, and Strategic Policy 12 Design and Conservation of the draft Core Strategy 2011.

11/AP/0120

Full Planning Application: Installation of new shopfront.

REFUSED: 16/03/2011

APPEAL DISMISSED: 31/08/2011

Reasons for refusal:

1. Due to the unacceptable loss of historic fabric and detailed design, the proposal would fail to address the nature of the significance of the heritage assets, and as such, would be contrary to saved policy 3.17 Listed Buildings, of the Southwark Plan 2007, and Strategic Policy 12 Design and Conservation of the draft Core Strategy 2011;
2. The poor design quality of the replacement shopfront, including the retention of the solid roller shutter and the proposed large single-paned windows to both frontages, as well as the new entrance door, is incongruous to the period and detailed design of the existing listed building and the appearance of the (local) conservation area context. The proposal fails to preserve or enhance the listed building's features of special architectural or historical interest, and the character or appearance of the conservation area. This in turn, would be contrary to saved policy 3.17 Listed Buildings, of the Southwark Plan 2007, and Strategic Policy 12 Design and Conservation of the draft Core Strategy 2011.

08/AP/2366

Listed Building Consent: Removal and addition of partitions in order to facilitate conversion of the first, second and third floors from office (B1) use on the first floor, and vacant former residential unit on the second and third floors, to form 3 self contained residential units (3 x 1 bedroom flats). Addition of rear extension to second and third floors with external alterations.

REFUSED: 03/12/2008

APPEAL DISMISSED: 26/06/2009

Reason for refusal:

1. The proposed alterations involve the loss of important fabric to the listed building, namely, removal of partitions on all floors, in particular the first floor, as well as the replacement of windows on all levels. As such these alterations would harm the special character of the listed building, contrary to Policy 3.17 Listed Buildings of the Southwark Plan 2007, and PPG15 Planning and the Historic Environment.

08/AP/1188

Full Planning Permission: Conversion of the first, second and third floors from office (B1) use on the first floor, and vacant former residential unit on the second and third floors, to form 3 self contained residential units (3 x 1 bedroom flats). Addition of rear extension to second and third floors with external alterations.

REFUSED: 03/12/2008

APPEAL DISMISSED: 26/06/2009

Reasons for refusal:

1. The proposed net loss of office floorspace (within B1 use class) would be contrary to policy 1.3 Preferred Office Locations, of the Southwark Plan 2007, as the scheme does not meet any of the exception tests within that policy. As such the conversion of the first floor office use to residential uses is unacceptable in principle and will result in the loss of employment floorspace in a Preferred Office Location;
2. In the absence of any Noise or Air Quality Assessments it has not been possible to assess the amenity of the future residents of the site, in view of the fact that the site lies within an Air Quality Management Area and on a busy road which is likely to be within a sensitive noise exposure category area. It is therefore not possible to confirm that the units have been designed to have adequate natural ventilation and no measures to address this have been proposed. The proposal is therefore contrary to PPG24 Planning and Noise, and Policy 3.2 Protection of Amenity of the Southwark Plan 2007.

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 development
 - b) The impact of the development on the amenity of neighbouring properties
 - c) The design of the development and its impact on the character and appearance of the local area (including Borough High Street Conservation Area) and the setting of neighbouring Listed Buildings.
 - d) The impact of the development on archaeology
 - e) Transport impacts
 - f) Flood risk
 - g) Planning obligations
 - h) All other relevant material planning considerations

Planning policy

12. National Planning Policy Framework (Published 27 March 2012)

Section 1: Building a strong, competitive economy
 Section 2: Ensuring the vitality of town centres
 Section 4: Promoting sustainable transport
 Section 7: Requiring good design
 Section 12: Conserving and enhancing the historic environment

13. The London Plan (2015) (consolidated with alterations since 2011)

Policy 2.10 - Central Activities Zone – Strategic priorities
 Policy 2.11 - Central Activities Zone – Strategic functions
 Policy 2.15 - Town centres
 Policy 4.1 - Developing London's economy
 Policy 4.5 - London's visitor infrastructure
 Policy 5.12 - Flood risk management
 Policy 5.13 - Sustainable drainage
 Policy 5.17 - Waste capacity
 Policy 6.3 - Assessing effects of development on transport capacity
 Policy 6.9 - Cycling
 Policy 6.10 - Walking
 Policy 6.13 - Parking
 Policy 7.2 - An inclusive environment
 Policy 7.3 - Designing out crime
 Policy 7.4 - Local character
 Policy 7.6 - Architecture
 Policy 7.8 - Heritage assets and archaeology

Mayor of London Supplementary Planning Guidance

Central Activities Zone (2016)
 Town Centres (2014)
 Character and context (2014)
 Sustainable Design and Construction (2014)
 Accessible London: Achieving an Inclusive Environment (2014)
 Land for Industry and Transport (2012)

14. Southwark Core Strategy (2011)

Strategic Policy 1 - Sustainable development
 Strategic Policy 2 - Sustainable transport
 Strategic Policy 3 - Shopping, leisure and entertainment
 Strategic Policy 10 - Jobs and businesses
 Strategic Policy 12 - Design and conservation
 Strategic Policy 13 - High environmental standards

15. 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.

Southwark Unitary Development Plan (2007) - Saved Policies

Policy 1.1 - Access to employment opportunities
 Policy 1.4 - Employment sites outside the preferred industrial locations
 Policy 1.7 - Development within town and local centres
 Policy 1.9 - Change of use within protected shopping frontages
 Policy 1.12 - Hotels and Visitor Accommodation
 Policy 3.1 - Environmental effects

Policy 3.2 - Protection of amenity
 Policy 3.3 - Sustainability Assessment
 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 5.1 - Locating developments
 Policy 5.2 - Transport impacts
 Policy 5.3 - Walking and cycling
 Policy 5.6 - Car parking

Supplementary Planning Documents:

Sustainable Transport (2010)
 Supplementary Planning Document: Borough High Street Conservation Area
 Character Appraisal (2006)
 Sustainable Construction and Design (2009)
 Section 106 Planning Obligations and CIL (2015)

The principle of development

16. The proposal requires assessment against saved policies 1.4 (Employment sites outside of the Preferred Industrial Locations), 1.7 (Development within town and local centres) and 1.12 (Hotels and visitor accommodation) of the Southwark Plan (2007), strategic policy 10 (Jobs and businesses) of the Core Strategy (2011).

Loss of employment floorspace

17. Policy 1.4 seeks to protect, within reason, employment-generating uses (specifically B1 Class uses) from being lost. Policy 1.7 seeks to preserve and enhance the quality and quantity of retail and other service provision within accessible town and local centres for their surrounding catchment areas in order so as to safeguard their vitality and viability and discourage car use. Policy 1.12 allows for the provision of hotels and other forms of visitor accommodation in areas with good access to public transport and where the proposal is appropriate to the context and location. However, it also states that such uses will not be permitted where they would result in the loss of residential accommodation or result in an over-dominance of visitor accommodation in the locality.

Town centre compatibility

18. In terms of saved policy 1.4, while the proposed hotel would result in the loss of the existing first-floor office floorspace within the existing two-storey building, by providing a taller, larger building and therefore delivering a more intensive use of the site the new hotel would more than offset this loss by generating more local jobs on the site than are currently provided for. With reference to the Employment Densities Guide 2nd Edition 2010, the application estimates that the scheme will create approximately 60 new jobs (although it is acknowledged that a proportion of these are likely to be part-time). While the exact number of existing jobs employees is unknown, the applicant estimates that the existing businesses on the site generate approximately 10 jobs.
19. The proposal is also considered to comply with saved policy 1.7 as the site is located in Bankside and Borough District Town Centre and a hotel is, in principle, a town centre-compatible use. Its scale and nature, which are expanded on below in the

section on design, would generally be appropriate to the character and function of the District Town Centre and through its publicly-accessible A1/A3 uses at street and basement level it would provide services generating walk-in custom in tandem with providing an attractive frontage onto Borough High Street. It would therefore not harm the vitality and viability of the centre nor erode the visual continuity of the protected shopping frontage in which it would sit. The other relevant parts of this policy such as amenity and transport impacts are also considered in more detail under the relevant sections below.

The principle of a hotel in this location

20. The acceptability in principle of a hotel in this location would be assessed against policy 4.5 (London's visitor infrastructure) of the London Plan (2015), policy 10 (Jobs and Businesses) of the Core Strategy (2011) and saved policy 1.12 (Hotels and visitor accommodation) of the Southwark Plan (2007).
21. London Plan policy 4.5 outlines the ambitions of the Plan to achieve 40,000 net additional hotel bedrooms by 2036, of which at least 10 per cent should be wheelchair-accessible. It also states that within the CAZ, strategically important hotel provision should be focussed on its opportunity areas. The proposal would tick both boxes in this respect as the site lies within both the CAZ and an opportunity area.
22. The Core Strategy recognises that as arts, cultural and tourism activities have flourished in Southwark in the last decade, particularly in the Strategic Cultural Areas, there has been an expansion of hotel development in recent years particularly within the Bankside and Borough areas. It states that while this growth helps to meet a need it is important that growth needs are balanced against the need to foster stable residential communities. SP10 of the Core Strategy therefore states that the Council will allow the development of hotels within the town centres, the strategic cultural areas, and places with good access to public transport services, providing that these do not harm the local character.
23. Saved policy 1.12 states that hotels and other visitor accommodation will be encouraged in areas with high public transport accessibility but that they will be resisted where they would result in a loss of existing residential accommodation, or an over dominance of visitor accommodation in the locality.
24. As well as London Plan policy 4.5, it is considered that the provision of a hotel in this location would also comply with SP10 of the Core Strategy (2011) and saved policy 1.12 of the Southwark Plan (2007) in that: Borough High Street is a busy town centre location (which is also an element of its local character); the development would not result in the loss of existing residential accommodation; the site benefits from an excellent level of public transport accessibility; and publicly-accessible retail and/or café/restaurant uses would be provided at basement and street level. Although it is acknowledged that the area already benefits from a certain concentration of hotel uses within walking distance of the site, at the same time it must be recognised that this development would not come forward for planning permission if there was not considered to be a demand for it, i.e., that it would be a commercially-viable development. Although the presence of the budget hotel / hostel next door at No. 161-165 (St. Christopher's Village) is appreciated as is the fact that planning permission has recently been granted for a hotel at 127-143 Borough High Street (ref. 13/AP/1714), Officers are of the view that there would still not be a conspicuous immediate concentration of hotel development (e.g., a significant sequence of hotels set side by side) along this part of the high street. In general, this part of Borough High Street would still continue to exhibit a rich mix of different uses of which residential would still continue to form a significant element, particularly with significant new residential-led mixed-use developments continuing to come forward such as the current redevelopment of Brandon House on the corner of Borough High Street and

Marshalsea Road.

25. It is acknowledged, as objectors have pointed out, that the scheme would involve the loss of the existing small commercial units, four at street level, two of which are retail uses that provide active frontages, are businesses providing a service involving visits to the premises by members of the public and contribute to the mix of services available on the high street. However, the proposal would comply with saved policy 1.7 and in such circumstances there is no policy which can prevent the loss of the existing commercial units on the site.
26. In summary, the principle of the development is considered to be acceptable.

Environmental impact assessment

27. The proposal lies outside the scope of the Town and Country Planning (Environmental Impact Assessment Regulations) 2011 and as such there is no requirement for an EIA.

The impact of the development on the amenity of neighbouring properties

28. Saved policy 3.2 'Protection of Amenity' seeks to ensure that new development does not compromise the amenities enjoyed by existing neighbours, for example, by protecting adequate daylight and sunlight, privacy, immediate outlook and a reasonable degree of peace and quiet.

Daylight and sunlight impacts

29. The applicant has commissioned and submitted a technical daylight and sunlight report to accompany the application. This has been prepared by Watt Group Ltd. With reference to the established industry guide from the Building Research Establishment (BRE) titled 'Site Layout Planning for Daylight and Sunlight: a guide to good practice' (Littlefair, P. 2nd Ed. 2011).
30. The report identifies possible impacts arising from the development on the following neighbouring properties:

North of site

66 Newcomen Street
 67 Newcomen Street
 68 Newcomen Street
 71 Newcomen Street
 6 Newcomen Street
 151 Borough High Street

East of site

70 Newcomen Street (off Axe and Bottle Court)
 Betsham House (Ground storey and four upper storeys)
 7-8 Newcomen Street (Ground storey and two upper storeys)

South of site

161-165 Borough High Street (St Christopher's Inn backpackers hostel)

West of site

92 Borough High Street
 94 Borough High Street
 100 Borough High Street
 106-114 Borough High Street
 116-118 Borough High Street

2-4 Union Street
6 Union Street

31. The report explains that from information obtained by visiting the various adjoining property, from the internet generally and from publicly available Valuation Office Agency records only the following properties include residential accommodation (C3).
- 92 Borough High Street (Eight flats over Foxtons estate agents)
 - 116-118 Borough High Street (Fourteen apartments on the upper levels)
 - 151 Borough High Street (Maisonette at second and third floor levels)
 - Betsham House (Five storey block of flats)
32. Taking each in turn the following assessments have been made;

92 Borough High Street

92 Borough High Street is located to the on the west side of Borough High Street, but is some distance to the north on the corner of Union Street and Borough High Street. It does not have any windows facing directly to the development site. The corner location of 92 Borough High Street enables daylight and sunlight to reach the south-facing elevation down Borough High Street itself. It is therefore not anticipated that there would be any adverse daylight and sunlight impact (as defined in the BRE guide) on the residential accommodation within this neighbouring building as a consequence of the proposed development.

116-118 Borough High Street

116-118 Borough High Street is a seven storey property. Like 92 Borough High Street, it is not located directly opposite the application site. It sits on the west side of Borough High Street, but to the south of the application site. It faces 161-165 Borough High Street and has large windows that will admit large amounts of daylight into the internal space. It is therefore not anticipated that there would be adverse daylight and sunlight impact (as defined in the BRE guide) on the residential accommodation within this neighbouring building as a consequence of the proposed development.

151 Borough High Street

This property is a small listed building abutting the north boundary of the application site. It has a commercial use at ground and first floor level with residential uses at second the third floor level. There are no windows that face and overlook the application site. There is a glazed door and a glazed window at second and third floor level respectively, but these face east and overlook 71 Newcomen Street. Drawing on information obtained from the Local Authority's planning portal, relating to a 2009 application, suggests that these two apertures serve a kitchen at second floor level and a bathroom at third floor level. I do not consider that the proposed development will affect the amenity of the windows and rooms at second and third floor levels because of their orientation in relation to the proposed development and their height above surrounding property to the east.

Betsham House

This is a five storey block of flats lying some distance to the east along Newcomen Street. The application site cannot be overlooked directly by windows serving Betsham House. I do not consider that the proposed development will affect the amenity of any windows and rooms in Betsham House as the site is too distant and consequently cannot be viewed from any windows other than those at high level which, I expect to enjoy very good daylight and sunlight values even after completion of the proposed development.

71 Newcomen Street

Consent for the upward extension of 71 Newcomen Street to form one additional

residential storey has been granted, but the permission has not been implemented yet. If implemented there would be three windows in the rear elevation of 71 Newcomen Street overlooking the development, two at second floor level and one at first floor level. The two windows at second floor level do not serve habitable rooms but would serve a corridor and a bathroom. The BRE Report indicates that daylight and sunlight amenity for these kinds of internal spaces need not be considered as they are not habitable, occupied space. The third window is at first floor level and would serve a kitchen. The location of this window, which overlooks Axe and Bottle Court, is such that I do not believe the development would affect the daylight and sunlight amenity of the space behind this window. The window would still enjoy good access to daylight and sunlight down Axe and Bottle Court.

33. Officers consider that the report is sufficiently thorough in identifying all possible neighbouring residential accommodation that one could expect to be affected in some way and the assessment of the likely daylight and sunlight impacts on these properties is rationally and credibly explained and the conclusions that none would be subjected to an adverse significant impact is accepted as being credible.
34. No other significant adverse impacts on surrounding properties or the surrounding public realm is identified, for example, no unduly significant loss of privacy to neighbouring properties would occur nor is there anticipated to be any unduly significant adverse micro-climatic effects on any surrounding public spaces (includes public footways) such as overshadowing, the creation of uncomfortable wind vortexes and/or consequent uncomfortable wind-chill effects.

The design of the development and its impact on the character and appearance of the local area (including Borough High Street Conservation Area)

35. The site is within the Borough High Street Conservation Area and directly adjacent to the Grade II listed 151 Borough High Street and is currently occupied by a two storey building. It was once divided into four plots, but now operates as a single building. It is identified in the adopted conservation area character appraisal as a positive contributor to the character and appearance of the conservation area.
36. The National Planning Policy Framework (2012) sets out the Government's national policies on different aspects of spatial planning and how these are expected to be applied. Sections 7 and 12 of the NPPF concerns planning relating to design and the conservation of the historic environment. Of particular relevance to this application, is paragraph 137 which states that "Local planning authorities should look for opportunities for new development within conservation areas and world heritage sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably."
37. Given the heritage assets surrounding this site, the following saved policies 3.15 (Conservation of the Historic Environment); 3.16 (Conservation Areas) and 3.18 (Setting of listed buildings, conservation areas and world heritage sites) are also of particular relevance.
38. The proposed redevelopment of this site would require the demolition of the existing building, which is identified as a positive contributor to the Borough High Street Conservation Area. It is also worth noting that the buildings directly south and east of the application site are also identified as buildings that positively contribute to the character and appearance of the conservation area.
39. The existing building on the site dates from 1916-1925. The reference to the building in the conservation area appraisal is as follows:

“151-177 Borough High Street: average 4 storey street frontage, similar to 39-103, but with fewer listed buildings and more modern redevelopments and office buildings. It again provides strong definition of street space.”

40. This indicates that the primary reason for identifying this building as a positive contributor to the conservation area is its group value with the rest of the buildings in the terrace, particularly in terms of street enclosure and the age and materiality of the building. The building has been substantially altered over time. Whilst the front elevation retains some attractive detailing at the upper floor, the predominantly modern shop fronts and signage detract from its appearance.
41. It is only two storeys in height, which is somewhat incongruous in the wider street scene, and currently occupied by four commercial units at ground floor and a further business use at first floor level, accessed via the street frontage.
42. Saved policy 3.16 (Conservation Areas) of the Southwark Plan (2007) states that:

“Within conservation areas, there will be a general presumption in favour of retaining buildings that contribute positively to the character or appearance of the conservation area. Planning permission will not be granted for proposals that involve the demolition or substantial demolition of a building that contributes positively to the character or appearance of the conservation area, unless... it can be demonstrated that:

 - i. Costs of repairs and maintenance would not be justified, when assessed against the importance of the building and the value derived from its continued use, providing that the building has not been deliberately neglected; and
 - ii. Real efforts have been made to continue the current use or find a viable alternative use for the building; and
 - iii. There will be substantial planning benefits for the community from redevelopment which would decisively outweigh loss from the resulting demolition; and
 - iv. The replacement development will preserve or enhance the character or appearance of the conservation area and has been granted planning permission.”
43. The heritage statement submitted in support of the application takes each of these requirements in turn and satisfactorily addresses them. It is considered that, at two storeys in height, the current building on the site does not represent efficient use of land. At the very least, in order to comply with saved policy 3.11 (Efficient use of land) of the Southwark Plan (2007) the building would need to be extend upwards. There are inherent problems with this, not only in terms of the compromises to the quality of the existing building as the resultant proportions would likely be uncomfortable, but also in terms of the costs involved. Options relating to this have been explored by the design team behind the current application, which demonstrate that, in this instance, the quality of the existing building is not of sufficient value to necessitate such an approach. As identified by the application team, grant funding from conservation and preservation would be unlikely to be secured given the lack of special interest demonstrated by this building. As such, it is concluded that the public benefits of demolishing the building and replacing it would, in this instance, outweigh the harm cause by its loss. In design terms, the primary advantages of redeveloping this site include the more efficient use of land, filling an existing gap in the street scene, the generation of activity and animation at street level and the removal of the poor quality shop fronts and signage that currently detract from the character and appearance of the conservation area. In terms of the tests established by the NPPF (paragraph 134), it is considered that the proposal to demolish the existing building would result in less than substantial harm to the heritage asset of the conservation area. Paragraph 134 of the NPPF states that harm of this nature should be weighed against the public benefits of the proposal, including securing the optimum viable use of the building. It is considered that in this instance, this would be the case.

44. In terms of new development in conservation areas, saved policy 3.16 states that permission will be granted provided that the proposals:
- “i. Respect the context of the conservation area, having regard to the content of conservation area appraisals and other adopted supplementary planning guidance / documents; and
 - ii. Use high quality materials that complement and enhance the conservation area; and
 - iii. Do not involve the loss of existing traditional features of interest which make a positive contribution to the character or appearance of the conservation area; and
 - iv. Do not introduce design details or features that are out of character with the area, such as the use of windows and doors made of aluminium, uPVC or other non-traditional materials.”
45. The new building proposed for the site would provide a new hotel with a restaurant or café at ground floor. It would be seven storeys high, articulated as a main block of five relating to the height of the adjacent No.161 Borough High Street, and a set back two storeys on top. The top two storeys would be set back from the adjacent listed building at No.151 Borough High Street and back from the main frontage, mitigating for the extra height and ensuring that it does not result in harm to the setting of the designated heritage assets (the listed building at No.151 and the conservation area) or wider street scene. The massing of the building would also be lessened by virtue of the fact that it would occupy an infill site with only one public frontage onto Borough High Street. The height and mass of the adjoining listed building at No.151 which sits on the corner of Borough High Street and Newcomen Street therefore acts to some regard as a foil partially screening much of the mass that would otherwise be visible.
46. In response to the public consultation concerns have been raised that the proposed building is too tall and that as a result views towards Guys hospital and The Shard will be lost, and that this part of Borough High Street will become claustrophobic. However, against this a relevant material consideration is the fact that planning permission for an additional storey at No.161 has been granted and as such the difference in height on this side would be just one set-back storey.
47. While the building would be seven storeys high officers consider that it would still sit within the range of building heights in the conservation area (approximately 4-7 storeys) albeit that it would be at maximum threshold. This height would therefore reflect the variation in building heights that is identified as characteristic of the area in the conservation area character appraisal.
48. The fenestration and vertical character of the proposed front elevation is intended to respond to the traditional tall, narrow burgage plots that once defined the area. The fenestration pattern is regular, with a clear hierarchy of window heights going up the building. Revised plans were submitted in response to officer’s concerns that the fenestration in the front elevation failed to adequately reflect the prevailing solid to void ratio along Borough High Street, i.e., that there were too few vertical window bays leading to uncharacteristic large expanses of solid wall in between. The revised plans have incorporated a further vertical bay of windows in the elevation which officers consider is a significant improvement which better respects the character of the conservation area. They have also improved the relationship of the ground-floor shopfront openings with the fenestration on the upper floors as ground-floor windows and other openings would now align vertically with the windows above thus delivering a more ordered, unified appearance to the façade as a whole. In doing so the extent of shopfront glazing would also be increased and the revised openings would also better evoke the proportions and rhythm of the four existing shopfronts that would be lost.

49. A single brick floor level band is proposed to tie in with the parapet line of the adjacent listed building at No.151 and the high level balcony line of No.161. This also serves to break up the elevation and emphasises the relationship with the traditional proportions of its neighbours. This fenestration pattern has also been clearly influenced by the neighbouring buildings and wider street scene, particularly in terms of the placement and proportions of the windows. In order to secure the quality of the design of the fenestration a condition is recommended to require detailed drawings to be submitted for approval
50. The design of the ground floor shopfront is, divided to reflect the remnants of medieval burgage plots that defined the area. Each of the shop front windows within this arrangement consists of a single pane of glass. This would be contrary to our shop front design guidance that discourages such an approach, particularly in historic locations such as this. Instead, a contemporary approach that utilised the traditional features of historic shop fronts, including stall risers and glazing bars to achieve an appropriate scale and proportion is encouraged. The shop front frames would be metal. Given the contemporary nature of the overall design, this is considered appropriate. It is recommended that a further revision to the proposed shopfronts in line with the council's shopfront design guidance is secured by a condition.
51. The architecture of the proposal is undoubtedly bold and contemporary. The success of such an approach is that it would clearly be perceived as a new addition to the conservation area. In terms of building fabric, the building would be predominantly finished in brick. In principle, this is considered an appropriate material for the conservation area. The brick proposed would be grey in colour, intended to provide a striking yet respectful contrast against the adjacent plots. In the submitted visualisations however, it remains very dark in appearance. Samples should be required by condition to ensure that the finish is appropriate for the conservation area and not too dark. The use of a glazed brick is also proposed, which is considered to respond well to the 19th century use of glazed bricks on rear facades and shop fronts and introduces welcome visual interest and texture to the front elevation. In order to realise a concept inspired by the 'ghost' of the painted signage on the flank of 161 Borough High Street, glass bricks are also proposed to allow a finery tracery to the front elevation. Whilst the concept is something of a leap, the glass bricks would certainly lift the quality of the front elevation adding additional visual interest and texture. The 'ghost' sign has also inspired an idea for a façade art installation on the north elevation of the new hotel. This could be a successful and striking feature of the new building, subject to detailed design, which should be secured by condition.
52. It is also noted that the south western corner of the site appears to be within the background assessment area of View 1A.2 from the London View Management Framework (LVMF), but the height of the proposed building is below that expected to be assessed.
53. It is therefore concluded that the proposal would have a positive, enhancing impact on the setting of these designated heritage assets. There would be no harm to any heritage assets.

The impact of the development on archaeology

54. The site is located within the Borough, Bermondsey and Rivers Archaeological Priority Zone and within the historic core of Borough High Street in a key area of the Roman, Medieval and post-Medieval town. Excavations in adjacent properties in Mermaid Court have revealed significant Roman archaeology and post-medieval remains.
55. Specifically the proposal site is on, or immediately adjacent to the site of the medieval and early post-medieval Marshalsea Prison. Post-medieval maps appear to show the

Marshalsea occupying a plot back from the street frontage, however it is not known whether the medieval prison fronted onto the high street. There is therefore a potential for remains of the prison to be present on site. Medieval and early post-medieval prisons are rare survivals and the remains of any elements of the prison would be worthy of preservation in situ.

56. The development proposes the incorporation of a basement of a significant depth and extending over the entire site area. During pre-application discussions the applicant was advised that an archaeological trench-based evaluation would need to be undertaken with a summary report submitted with the application in order to determine the likely presence and significance of any archaeological remains present on site. However, the site is already almost entirely covered by the footprint of the existing building on the site and the existing retail and other businesses accommodated within it are still actively trading a situation which while it remains precludes a trench-based evaluation from being carried out. That being the case, Officers have agreed that planning permission should not necessarily be with-held but that permission should only be granted on the proviso of the submission of an acceptable risk-based Written Scheme of Investigation (which is now included in a revised archaeological desk-based assessment) as well as the imposition of necessary planning conditions.
57. The Written Scheme of Investigation details that a full trench-based evaluation of the site will be undertaken as soon as the applicant gains full vacant possession of the site (the demolition of the existing building is not a pre-requisite for the undertaking of the evaluation and, in any event, would be subject to the standard pre-commencement condition concerning the demolition of an unlisted building in a conservation area). It also acknowledges or accepts that should the evaluation reveal the presence of significant archaeological remains, the basement will need to either be reduced in scale / site coverage or indeed potentially omitted altogether from the scheme. With these assurances clearly set out in the submitted Written Scheme of Investigation and subject to further necessary planning conditions Officers are satisfied that the potential impact of the development on archaeology would satisfactorily mitigated and hence compliance with saved policy 3.19 (Archaeology) of the Southwark Plan (2007), policy 12 (Design and conservation) of the Core Strategy (2011) and policy 7.8 (Heritage assets and archaeology) of the London Plan (2015) would be achieved.

Transport impacts

58. The site benefits from a Public Transport Accessibility Level of 6a (Excellent), is located in a controlled parking zone and the proposed development is presented as a 'car-free' scheme.
- Delivery and servicing*
59. The proposed development is of a larger scale than the existing building in terms of floorspace and therefore represents a more intensive use of the site. However, notwithstanding that a hotel will have different requirements to a shop or offices the five businesses operating from the existing building already generate a level of delivery and servicing demand and therefore it is a question of assessing the impact of the delivery and servicing needs of the new hotel insofar as they exceed the site's existing needs.
 60. The proposed delivery and servicing arrangements have been reviewed by the Environmental Protection Team, the Highways Team (Local Highway Authority), the Transport Planning Team and Transport for London and are considered to be generally satisfactory.
 61. Transport for London have confirmed that although some of the existing on-street

un/loading bay space in Borough High Street is proposed to be converted to form a new taxi bay rank, they are satisfied that sufficient un/loading bays would remain to serve the new hotel and the existing businesses in the immediate vicinity.

Parking (drop-off/pick-up requirements)

62. Transport for London and the applicant have agreed the location and size of a proposed new taxi bay rank directly outside the site in the southern carriageway of Borough High Street. TfL have requested that a financial contribution of £3500 be secured within the s106 agreement to cover the cost of implementing this.
63. The parking standards in the London Plan indicate that a hotel of this size should be provided with one coach parking space. However, given the constraints of the site, its excellent public transport accessibility level, the new taxi bay facility that would be provided and the fact that the hotel would only have 50 bedrooms (and therefore has only just triggered the coach parking space requirement) and appears to be aimed at the upper end of the hotel market, would suggest (a) that there are sufficient alternative travel and parking options available to ensure that it could operate successfully without this and (b) that in any event it is unlikely to regularly attract large groups travelling into London by coach. There are also significant parking restrictions in Borough High Street given that it is a TfL 'red route' which could deal with any injudicious parking of coaches that might occasionally arise. In any event, Transport for London has not objected to the lack of a coach parking space.
64. The refuse storage and cycle parking provision for the development would both be in line with the standards in the Development Plan and in accordance with the relevant supplementary planning guidance.

Flood risk

65. The site lies within Flood Zone 3 which is defined as having a 'high probability' of river and sea flooding by the 'flood risk and coastal change' section of the national Planning Practice Guidance (PPG) (Table 1: flood zones of the flood zone and flood risk tables). We further note that the site is within an area benefiting from the River Thames tidal flood defences. The Environment Agency initially objected to the Flood Risk Assessment that was submitted with the application on the basis that it contained inadequate information. The applicant has since provided the required further information within a revised Flood Risk Assessment addressed and after considering this the Environment Agency has issued further correspondence to say that they no longer object to the proposed development.

Planning obligations (S.106 undertaking or agreement)

66. The following planning obligations which are required to make the scheme acceptable are set out below:

1. Archaeology	£4519 (Standard tariff of 3389 + 1/3 given exceptional site circumstances and sensitivity, and as SPD allows for.)
2. Carbon offset – Green fund	£12870
3. Transport measures: site specific	£3500 (TFL)
Total of contributions	£20889
2% Admin charge to cover council's	£417.8

costs in preparing the agreement	
TOTAL	£21306.8

67. For clarification no contribution has been sought in relation to, 'Employment and enterprise: Loss of employment floorspace' as the proposal is considered to comply with saved policy 1.4 having regard to extent of publicly-accessible replacement A Class floorspace within the new hotel and the significant increase in local employment opportunities that the proposal would deliver.
68. The applicant has agreed to these Heads of Terms which will be secured within a s.106 agreement.
69. However, in the event that the legal agreement has not been signed by 31 August 2016, it is recommended that the Director of Planning be authorised to refuse planning permission, if appropriate, for the following reason:

In the absence of a signed s106 legal agreement there is no mechanism in place to secure mitigation against the adverse impacts of the development through contributions and it would therefore be contrary to saved policy 2.5 planning obligations of the Southwark Plan 2007, strategic policy 14 Delivery and Implementation of the Core Strategy (2011) policy 8.2 planning obligations of the London Plan (2015) and the Southwark section 106 planning obligations and Community Infrastructure Levy SPD (2015).

Sustainable development implications

70. The application has been accompanied by an Energy Statement as is required for a development of this nature and scale. The proposal requires assessment against policy 5.2 (Minimising carbon dioxide emissions) of the London Plan (2015). The energy statement explains that the required 40% improvement over the 2010 Building Regulations can not be fully achieved through on site measures. In accordance with the S.106 Planning Obligations and CIL SPD a financial contribution toward meeting this target through other off-site projects in the borough is required. This has been calculated in accordance with the methodology outlined in the SPD and is set out in the preceding section above. Subject to this being secured through a s.106 agreement the proposal would comply with its sustainability obligations.

Other matters – Mayoral and Southwark Community Infrastructure Levies (CIL)

71. 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 as 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.

Conclusion on planning issues

72. The development would be in a very sustainable location considered suitable for a hotel and would involve the redevelopment of a brownfield site. It would deliver a more intensive use of the site making more efficient use of the land than at present and delivering a significant increase in local employment opportunities. Its height, scale, massing and design/external appearance are considered to adequately preserve the character and appearance of the conservation area and the setting of the adjoining listed building at No. 151. It would retain A Class high street uses at street level

thereby maintaining the vitality and viability of the protected shopping frontage and the character of the wider district town centre. No unduly significant amenity impacts would result. The impact on archaeology would also be satisfactorily mitigated.

73. Regard has also been had toward the independent market research evidence that the applicant has submitted which supports the view that a less tall building resulting in a hotel with a capacity less than 50 rooms would be unlikely to attract the interest of hotel companies and therefore would not be a commercially-viable project.
74. Weighing up all of the above considerations and having regard to relevant planning policy and guidance, statutory and non-statutory consultee responses and all of the material planning considerations raised in the public representations received on the application, the application is recommended for grant, subject to the completion of a legal agreement.

Community impact statement

75. 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. The impact on local people is set out above. There are no issues relevant to particular communities/groups likely to be affected by the proposal, and, There are no likely adverse or less good implications for any particular communities/groups.

Consultations

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

Consultation replies

77. A summary of the consultation responses received are set out in Appendix 2.

Consultation responses:

78. Southwark Transport Planning Team:
The proposed development is unlikely to impact on public transport capacity, given the excellent PTAL. Public transport modes will be extensively used in association with the development this applies to both staff and visitors.

A service management plan should be conditioned, with a focus on out-of-hours deliveries to reduce the current impact on Borough High Street from existing service vehicles.

More detail is required on the future location of cycle parking will be provided. Submitted plans will need to show the required level of spaces can be accommodated within the locations shown.

79. Local Highway Authority (Southwark):
The retaining walls of the basement are along the highway boundary and as such detailed design and method statements (AIP) for foundations and basement structures retaining the highway (temporary and permanent) in accordance with BD 2/12 'Technical Approval of Highway Structures' should be submitted to and approved by the Highway Authority. This needs to be secured through a planning condition.

Borough High Street falls under the jurisdiction of Transport for London (TfL). The applicant should contact TfL as they might have to enter into a s278 agreement in order to carry out any footway works.

It appears that doors to the refuse bin store open outwards onto the footway. It is a requirement under s153 of the Highways Act 1980 that doors should not open outwards over the highway. It is advised that these doors are design to open inwards or slide horizontally.

Parking and servicing: The proposed development is car free and as such no vehicle parking facilities have been provided. It is proposed to use the existing loading bay located at the front of the site on Borough High Street to service the site. This is considered acceptable.

Drainage: The applicant is to note that surface water from private areas is not permitted to flow onto public highway in accordance with Section 163 of the Highways Act 1980. Detailed drawings should be submitted as part of the s278/38 application confirming this requirement.

80. Southwark Flood and Drainage Team:

In general, the document is of a good standard, but we do have the following comments:

- A new basement is proposed as part of the development. Southwark expect suitable consideration to be given in the Flood Risk Assessment to the possible effects on groundwater levels and flow. The effects of the basement on surface water flooding should also be considered. As a starting point, we would recommend that the groundwater levels are quantified in the Flood Risk Assessment for comparison against the proposed basement levels.
- An emergency plan should be outlined within the document to ensure safe egress in a flooding event, in particular a basement evacuation plan and response. Consideration should also be given during design on ensuring that no flood flows enter the basement.
- As toilets are to be provided in the basement, Southwark would recommend that non-return valves are included to prevent any flooding of the basement from the combined sewer.

We would recommend that a planning condition is included along the lines of:

'Development should be undertaken in accordance with the recommendations of the Flood Risk Assessment (developed by AKT II Ltd, dated 27 November 2015), in particular with regards to the provision of Sustainable Drainage Systems and proposed surface water runoff rates.

Reason:

To minimise the potential for the site to contribute to surface water flooding in accordance with saved policy 3.9 (Water) of the Southwark Plan (2007), Strategic policy 13 of the Core Strategy (2011) and guidance in the Sustainable Design and Construction SPD (2009).'

81. Environment Agency:

No objection (based on the revised Flood Risk Assessment submitted to the LPA on 22.02.2016)

82. Historic England:

We do not consider that it is necessary for this application to be notified to Historic

England.

83. Thames Water:
No objection

84. Transport for London:

The proposed taxi rank facility is now agreeable to TfL and TfL requests that £3500 is secured as part of a S106 agreement for the creation of the facility. As you are aware, TfL would complete the works upon funding being secured and following the completion of works at your site. Given this is at concept design stage only, when TfL complete the detailed design, the design may be altered.

With respect to other matters, cycle parking must be provided in accord with London Plan (2015) standards, in addition to a Delivery and Service Plan (DSP) and Construction and Logistics Plan (CLP including Construction Management). Given the works are on the Transport for London Road Network, TfL would seek that it is consulted prior to any discharge of conditions relating to the DSP and CLP.

In summary TfL is now satisfied that with the completion of the aforementioned taxi facility, and the inclusion of the planning conditions referenced above, that the development will not adversely impact upon the TfL Road Network.

85. London Underground:

No objection in principle but state that there are a number of potential constraints on the redevelopment of a site situated close to underground tunnels and infrastructure and to avoid any adverse impact on such LU infrastructure it is requested that any grant of planning permission be subject to the following planning condition;

'The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:

- provide details on all structures
- accommodate the location of the existing London Underground structures and tunnels
- accommodate ground movement arising from the construction thereof, and,
- mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels.

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.'

We also ask that the following informative is added:

'The applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; excavation and construction methods.'

86. Design and conservation team:

On the whole, the proposed scheme has the potential to deliver a striking and high quality piece of architecture in the Conservation Area. The justification given for the

demolition of the existing building is considered satisfactory and therefore the demolition is accepted. It is considered that the relationship with the listed building at No. 151 Borough High Street would be enhanced by a more substantial set back at the upper two levels and the shop front design would benefit from greater articulation in a manner inspired by the features of traditional shop fronts elsewhere on the street. Apart from these concerns though, Officers would be supportive of a positive recommendation in this case, subject to the following conditions:

The Team would be supportive of a positive recommendation in this case, subject to the following conditions:

1) Samples of all external facing materials to be used in the carrying out of this permission, including 1sqm panels of the brickwork, showing mortar and pointing, shall be presented on site to the Local Planning Authority and approved in writing before any work in connection with this permission is commenced; the development shall not be carried out otherwise than in accordance with any such approval given. The samples should demonstrate that the tone of the brick will be appropriate for the specific context of this site.

2) Section detail-drawings at a scale of 1:5 through:

- the facades;
- parapets and roof edges; and
- heads, cills and jambs of all openings, and

to be used in the carrying out of this permission shall be submitted to and approved by the Local Planning Authority in writing before any work in connection with this permission is commenced; the development shall not be carried out otherwise than in accordance with any such approval given. In addition, and notwithstanding the drawings hereby approved, 1:20 sections and elevations of the shop front design, showing greater articulation in accordance with the council's shop front guidance shall also be submitted and approved.

3) Detailed drawings, visualisations, material specifications and sample and a supporting statement showing the proposed façade art installation on the north elevation to be used in the carrying out of this permission shall be submitted to and approved by the Local Planning Authority in writing before any work in connection with this permission is commenced; the development shall not be carried out otherwise than in accordance with any such approval given.

87. Environmental protection team:

General comments:

The current DSP advises that 'all deliveries to the site would take place between 10am and 4pm for a maximum of 20 minutes'. This is considered acceptable by way of no early morning/late night deliveries planned causing noise disturbance.

No details have been submitted regarding contaminated land despite the demolition of the existing buildings and proposed basement construction. A Phase 1 report is required, and subsequent Phase 2 intrusive investigations if risks are identified in the Phase 1 report.

Given the relatively large scale works planned for a constrained site with the only access in off Borough High Street, EPT inevitably have concerns about how the planned demolition and construction works will be planned to mitigate as much as possible noise, dust and vibration disturbance. The Construction Environmental Management Plan (CEMP) document appears to be only a one page diagram. A proper CEMP is required should be secured by a condition or contained within the terms of a s106 agreement.

Approval recommended subject to planning conditions concerning:

- Plant Noise
- Internal noise levels
- Vertical sound transmission between commercial floorspace and hotel bedrooms
- Restriction on the use of the roof terrace to 22:00 on all days.
- Restriction on public opening hours for basement/ground floor A1/A3 uses in line with Southwark's Licensing Policy guidance for A3 premises (restaurants and cafes) in the Borough and Bankside area (Closed by 00:00hrs Sunday to Thursdays and by 01:00hrs on Fridays and Saturdays).
- External Lighting – compliance with ILP Guidance for the Reduction of Obtrusive Light (January 2012) (advised if any external and/or building uplighting is intended)
- Delivery and Servicing Management Plan – Submission of a further detailed DSP tailored to the requirements of the end occupier (when known) to confirm the 'likely operational requirements' of the current DSP.
- Contaminated Land – Phase 1 report
- Construction Environmental Management Plan

88. Archaeology officer:

The archaeological desk-based assessment submitted with the application demonstrates that there is a significant likelihood of archaeology on this site. At a meeting on site the applicant demonstrated that, in the absence of having a right to access the properties, all of which are currently occupied or in the hands of other parties, the trench-based evaluation of the site requested by the Archaeology Officer, could not be carried out prior to submitting an application.

If the Council is minded to approve this proposal, a full-some trench-based evaluation of the archaeology will be required in each of the three individual properties before the design of the foundations and the basement can be completed. This will need to consider the likelihood that the basement is likely to be significantly curtailed or even omitted if the presence of archaeology does not allow the construction of a basement.

Accordingly the following conditions are recommended:

Archaeological Evaluation

Before any work hereby authorised begins, the applicant shall secure the implementation of a programme of trench-based archaeological evaluation works in each of the three affected properties in accordance with a written scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In order that the applicants supply the necessary archaeological information to ensure suitable mitigation measures and/or foundation design proposals are presented in accordance with policy 3.19 of the Southwark Plan 2007.

Archaeological Mitigation

Before any work hereby authorised begins, the applicant shall secure the implementation of a programme of archaeological mitigation works across the entire site in accordance with a written scheme of investigation and public access programme, which shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In order that the details of the programme of works for the archaeological mitigation are suitable with regard to the impacts of the proposed development and the nature and extent of archaeological remains on site in accordance with policy 3.19 of the Southwark Plan 2007.

Archaeological Reporting

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 policy 3.19 of the Southwark Plan (July 2007).

Archaeological Foundation Design

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

Reason: In order that details of the foundations, ground works and all below ground impacts of the proposed development are detailed and accord with the programme of archaeological mitigation works to ensure the preservation of archaeological remains by record and in situ in accordance with policy 3.19 of the Southwark Plan (July 2007).

89. Southwark Conservation Areas Advisory Group (CAAG)

The panel was concerned about this significant application. They felt it paid no regard to the verticality or scale of Borough High Street and that the accompanying archaeological report was highly speculative. Given the discoveries on sites close by, members thought that Roman and other important archaeology is very likely to exist on this site too, so a proper archaeological investigation is needed. The loss of the historic painted advertising sign on the flank wall (incorrectly described by the applicant as regards material and date) was regretted but felt to be inevitable. The present buildings have some character, merit and interest but their replacement with a modern building of a height matching the adjoining buildings to the south was thought reasonable.

Borough High Street has suffered a lot in recent years but shows some encouraging signs of regeneration now. There is an opportunity here for a good scheme on this site that could set the tone for future developments. However, it was considered that this application for a 7 storey building was inappropriate and represented over-development of the site.

The panel thought a maximum of 5 storeys to be needed and that it should acknowledge the verticality and scale of the street that stems from its history of the old burgages. The proposed mosaic mural on the excessively high north elevation dwarfing the adjacent listed no.151 was no substitute for the old painted sign that will be lost. Members suggested a roof garden or green roof would be appropriate on top of the new building. They felt that the present scheme was aggressive in its context and used an inappropriate palette of materials. Brick was thought to be the right material, but not the glazed black brick proposed. The general use in the street of red brick, London stocks and light painted render was noted. Members commented that the application included vague, unspecific information about materials (e.g., the type of metal) and that more detailed information is needed to appraise the scheme properly. High quality materials and detailing was needed for this scheme and conditions should seek to ensure this.

90. Responses to the public consultation:

51 responses were received. The relevant material planning considerations raised are summarised as follows:

Concentration/intensification of hotel (C1 use class)

- No need for further hotels in the area given the Premier Inn which is being built further up the road and as the local area is already well served by a wide range of hotels from budget to boutique to luxury with many recent additions.
- The character of the area is being undermined by soul-less hotels, suitable for developers and transient tourists
- The increased footfall as a result of the introduction of a hotel would present a clear danger to public safety.
- Is there any proof that another hotel is needed?
- A Hotel Demand Study has not been submitted.

Daylight/Sunlight and other loss of amenity

- The development will result in significant reduction of our office's available light.
- The creation of a hotel will increase noise in our office to an unacceptable level.

Loss of use class A1 uses and demolition of buildings of good architectural character

- Small local shops need to be protected.
- The listed shopfronts and the historic signage on the adjacent building need to be preserved.
- Rather than demolishing these buildings, updating the shopfront signage (similar to those done at St. George's Circus) would be enhancing and preserving the character of the area.
- The high street is also one of the last famous London thoroughfares still largely occupied by independent businesses. Five of them will go
- There are enough buildings vacant at this stage to allow conversion into hotel (see objective of converting Hop Exchange).
- My business partner and I strongly object to the project as we own G F Barnes Opticians at 153 Borough High Street and the development will put us out of business. It is difficult to find affordable premises that are located close enough to our existing address and moving away would be like starting again. This means that we will be forced to close and those of the local population, who are our patients, will lose a friendly, competent and totally independent Opticians practice that they have relied upon for decades. Please consider the loss in the same way as you would consider losing a Doctors surgery, it will ruin our business and force our loyal patients to travel out of the area to find another independent Opticians practice, who will take the same personal care and treat them as individuals
- There is no doubt that these shops could do with some attention but demolishing them is not the answer.
- It will be a huge loss to the community if the shops based at 153-159 go out of business
- To lose more artistic space (with reference to the existing first-floor photographic studio), in an area that is losing other studios as the value of land and property continues to rise, is a real shame.
- Too many charming historical buildings in Southwark are being demolished.
- There are plenty of ugly buildings in Southwark that could be demolished rather than this.
- In the last 18 months, SE1 and north Southwark have lost a number of artists'

- studios, which have been crucial in generating the unique character of the area
- This is a building of architectural importance. Its current use is for independent businesses and therefore crucial for the social and commercial diversity of the neighbourhood.
- The photography studio could not be replaced at the new site meaning the loss of another creative business to this area that is renowned for its creative history.
- The architecture tends to be really boring and commercial and doesn't add any value to the area.
- There is clearly no part of a planning application that requires the applicant to demonstrate how the project will add 'soul' to a neighbourhood. I want my children to live in a community that isn't perpetually shape-shifting to accommodate financially motivated change.
- The existing building makes a positive contribution to the historic character of the area.

Poor design

- The proposed scheme has no architectural merit
- This is a beautiful historic building that enhances the area and should not be demolished.
- Proposed building is taller than those about it.
- The existing building is unusual and adds to the character of the area.
- The proposed building will have none of the character of the current construction, not least as it will inevitably result in the destruction of the ghost writing on the side of Belushi's
- Views towards Guys and The Shard will be lost, and this part of the street will become claustrophobic, and much less interesting
- There are already enough buildings of little character on the street and this new one will be out of proportion to the two characterful period buildings that would sit either side.
- The building is too tall, taller than the average height of the surrounding buildings.
- The building is not in keeping with its surroundings.
- A brick facade, rather than a dark, black one should be considered instead
- It will obscure the historic painted advertisement on the north wall of the adjacent building (which should clearly have been given listed protection)

Other impacts

- Delivery to a hotel, rubbish collection and laundry would be very difficult at this site on a double red route
- It will not benefit local residents.
- Further building-works will take another few years, causing additional noise, dust, pollution and discomfort for all of the people living in the vicinity.

Human rights implications

91. 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.
92. This application has the legitimate aim of seeking planning permission for a new hotel development. The rights potentially engaged by this application, including the right to a fair trial and the right to respect for private and family life are not considered to be unlawfully interfered with by this proposal.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Site history file: TP/1140-153 Application file: 15/AP/4980 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 4877 Council website: www.southwark.gov.uk

APPENDICES

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

AUDIT TRAIL

Lead Officer	Simon Bevan, Director of Planning	
Report Author	Ciaran Regan, Senior Planner	
Version	Final	
Dated	19 July 2016	
Key Decision	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director of Finance Governance	No	No
Strategic Director of Environment and Leisure	No	No
Strategic Director of Housing and Modernisation	No	No
Director of Regeneration	No	No
Date final report sent to Constitutional Team		9 July 2016

APPENDIX 1

Consultation undertaken

Site notice date: 08/01/2016

Press notice date: 14/01/2016

Case officer site visit date: n/a

Neighbour consultation letters sent: 08/01/2016

Internal services consulted:

Environmental Protection Team Formal Consultation [Noise / Air Quality / Land Contamination / Ventilation]
 Flood and Drainage Team
 Highway Development Management
 Waste Management

Statutory and non-statutory organisations consulted:

Environment Agency
 Historic England
 London Underground Limited
 Thames Water - Development Planning
 Transport for London (referable & non-referable app notifications and pre-apps)

Neighbour and local groups consulted:

161-165 Borough High Street London SE1 1HR	Room 35 Third Floor Alpha House SE1 1LB
Fifth Floor Alpha House SE1 1LB	Room 24 Second Floor Alpha House SE1 1LB
Rooms 10 To 13 First Floor Alpha House SE1 1LB	Room 23 Second Floor Alpha House SE1 1LB
Room 46 Fourth Floor Alpha House SE1 1LB	47 Burnham Estate Burnham Street e2 0jf
153 Borough High Street London SE1 1HR	Regent House 156-7 Lower High Street DY8 1TS
71 Newcomen Street London SE1 1YT	Flat 8 Hatters Court 99 Redcross Way SE1 1EB
First Floor 161 Borough High Street SE1 1HR	22 Trinity Church Square London SE1 4HY
Room 14b First Floor Alpha House SE1 1LB	2 Doyce Street London SE1 0EU
Room 14a First Floor Alpha House SE1 1LB	No 1 Bedale St Borough Market se19al
Second Floor 161 Borough High Street SE1 1HR	17 Tabard Street London SE1 4LA
Fifth Floor 161 Borough High Street SE1 1HR	Zona Court 48 Grange Walk SE1 3FP
Fourth Floor 161 Borough High Street SE1 1HR	Flat 1, 28 Clennam Street London SE1 1ER
Third Floor 161 Borough High Street SE1 1HR	Flat 2 26 Marshalsea Road SE1 1HF
Fourth Floor 106-114 Borough High Street SE1 1LB	57a Lant Street London SE1 1QN
Third Floor 106-114 Borough High Street SE1 1LB	Webber Row - Email Only London SE1
Second Floor 106-114 Borough High Street SE1 1LB	Flat 3 92 Borough High Street London SE1 1LL
Basement And Part Ground Floor 151 Borough High Street SE1 1HR	8 Skylark London SE1 1BJ
First Floor 153-159 Borough High Street SE1 1HR	Flat 3 92 Borough High Street SE1 1LL
First Floor Front 151 Borough High Street SE1 1HR	82 Douglas Buildings Marshalsea Road SE1 1JW
157 Borough High Street London SE1 1HR	Flat 13 Drake Court 12 Swan Street SE1 1BH
155 Borough High Street London SE1 1HR	14 Berwick Court 10 Swan Street SE1 1BG
68 Newcomen Street London SE1 1YT	5 Barnhill Pinner HA5 2SY
159 Borough High Street London SE1 1HR	15 The Paragon 43 Searles Road SE1 4YL
First Floor 106-114 Borough High Street SE1 1LB	195 Long Lane London se1 4pd
Ground Floor 106-114 Borough High Street SE1 1LB	5 Tanners Yard 239 Long Lane se14pt
Second Floor And Third Floor Flat 151 Borough High Street SE1 1HR	34 Park Road Salford M6 8JP
161 Borough High Street London SE1 1HR	Lion Court London se1 2ep

Meeting Room Basement Alpha House SE1 1LB
 Kitchen Basement Alpha House SE1 1LB
 Room G4 Ground Floor Alpha House SE1 1LB
 Room 36 Third Floor Alpha House SE1 1LB
 Room B2 Basement Alpha House SE1 1LB
 Room B1 Basement Alpha House SE1 1LB
 Room B4 Basement Alpha House SE1 1LB
 Room 53 Fifth Floor Alpha House SE1 1LB
 Room 51 And 52 Fifth Floor Alpha House SE1 1LB
 Room G1a Ground Floor Alpha House SE1 1LB
 Room G3 Ground Floor Alpha House SE1 1LB
 Room G2 Ground Floor Alpha House SE1 1LB
 Staff Rooms 161 Borough High Street SE1 1HR
 Room 31 Third Floor Alpha House SE1 1LB
 Room 32 Third Floor Alpha House SE1 1LB
 Room 30 Third Floor Alpha House SE1 1LB
 Room 33 Third Floor Alpha House SE1 1LB
 Room 37 Third Floor Alpha House SE1 1LB
 Rooms 38 And 39 Third Floor Alpha House SE1 1LB
 Room 34 Third Floor Alpha House SE1 1LB
 Room 22 Second Floor Alpha House SE1 1LB
 Room 21 Second Floor Alpha House SE1 1LB
 Fourth Floor Alpha House SE1 1LB
 Room 25 Second Floor Alpha House SE1 1LB

20 Roupell Street London SE1 8SP
 16 Gallery Lofts 69 Hopton St SE1 9LF
 33 Roupell Street London SE1 8TB
 Flat 19, The Paragon London Se1 4YI
 Flat 402 Cedar Court 1 Royal Oak Yard SE1 3GA
 13 Burnell Road London sm14ee
 18 Thorold House Pepper St Se10eI
 Flat 6 14 Weller Street SE1 1QU
 Flat 156 Devon Mansions Tooley Street se12nr
 Top Flat 256 Bermondsey Street SE1 3UJ
 48 The Paragon Searles Road SE1 4YL
 24 Gladstone Street London Se1 6Ey
 4 The Chandlery 50 Westminster Bridge Road SE1 7QY
 125 Guinness Court Snowsfields SE1 3TB
 Flat 3 29 Trinity Church Square SE1 4HY
 Flat 3 6 Montague Close Se1 9df
 16 Sumner Buildings London Se1 9jx
 29 Brenley House Tennis Street SE1 1YG
 3 Kotree Way London SE1 5DA
 256 Bermondsey Street Top Flat SE1 3UJ
 Flat 19 43 Searles Road SE1 4YL
 151 Borough High Street London SE1 1HR
 27 St Bartholomew'S Close London SE26 6PH
 32 Rochester House Manciple Street SE1 4LP
 7 Ciba Apartments 101 Union Street se1 0lq

Re-consultation: n/a

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

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

Statutory and non-statutory organisations

Environment Agency
Historic England
London Underground Limited
Thames Water - Development Planning
Transport for London (referable & non-referable app notifications and pre-apps)

Neighbours and local groups

First Floor 153-159 Borough High Street SE1 1HR
First Floor 153-159 Borough High Street SE1 1HR
Flat 1, 28 Clennam Street London SE1 1ER
Flat 13 Drake Court 12 Swan Street SE1 1BH
Flat 156 Devon Mansions Tooley Street se12nr
Flat 19, The Paragon London Se1 4YI
Flat 19 43 Searles Road SE1 4YL
Flat 2 26 Marshalsea Road SE1 1HF
Flat 3 29 Trinity Church Square SE1 4HY
Flat 3 6 Montague Close Se1 9df
Flat 3 92 Borough High Street London SE1 1LL
Flat 3 92 Borough High Street London SE1 1LL
Flat 3 92 Borough High Street SE1 1LL
Flat 402 Cedar Court 1 Royal Oak Yard SE1 3GA
Flat 6 14 Weller Street SE1 1QU
Flat 8 Hatters Court 99 Redcross Way SE1 1EB
Lion Court London se1 2ep
No 1 Bedale St Borough Market se19al
Regent House 156-7 Lower High Street DY8 1TS
Top Flat 256 Bermondsey Street SE1 3UJ
Webber Row - Email Only London SE1
Zona Court 48 Grange Walk SE1 3FP
125 Guinness Court Snowfields SE1 3TB
13 Burnell Road London sm14ee
14 Berwick Court 10 Swan Street SE1 1BG
15 The Paragon 43 Searles Road SE1 4YL
151 Borough High Street London SE1 1HR
151 Borough High Street London SE1 1HR
16 Gallery Lofts 69 Hopton St SE1 9LF
16 Sumner Buildings London Se1 9jx
17 Tabard Street London SE1 4LA
18 Thorold House Pepper St Se10el
195 Long Lane London se1 4pd
2 Doyce Street London SE1 0EU
20 Roupell Street London SE1 8SP
22 Trinity Church Square London SE1 4HY
24 Gladstone Street London Se1 6Ey

256 Bermondsey Street Top Flat SE1 3UJ
27 St Bartholomew'S Close London SE26 6PH
29 Brenley House Tennis Street SE1 1YG
3 Kotree Way London SE1 5DA
32 Rochester House Manciple Street SE1 4LP
33 Roupell Street London SE1 8TB
34 Park Road Salford M6 8JP
4 The Chandlery 50 Westminster Bridge Road SE1 7QY
4 The Chandlery 50 Westminster Bridge Road SE1 7QY
4 The Chandlery 50 Westminster Bridge Road SE1 7QY
47 Burnham Estate Burnham Street e2 0jf
47 Burnham Estate Burnham Street e2 0jf
48 The Paragon Searles Road SE1 4YL
5 Barnhill Pinner HA5 2SY
5 Tanners Yard 239 Long Lane se14pt
57a Lant Street London SE1 1QN
57a Lant Street London SE1 1QN
7 Ciba Apartments 101 Union Street se1 0lq
71 Newcomen Street London SE1 1YT
82 Douglas Buildings Marshalsea Road SE1 1JW

RECOMMENDATION

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

Applicant	Mr Jeff Shapiro Raykor Ltd	Reg. Number 15/AP/4980
Application Type	Full Planning Permission	
Recommendation	Grant subject to Legal Agreement	Case Number TP/1140-153

Draft of Decision Notice

Planning Permission was GRANTED for the following development:

Demolition of 153-159 Borough High Street, and erection of 7-storey hotel (with basement), comprising 50 bedrooms and roof terrace, top 2 floors set back; and A1/A3 use at basement and ground floor level.

At: 153-159 BOROUGH HIGH STREET, LONDON SE1 1HR

In accordance with application received on 05/02/2016

and Applicant's Drawing Nos.

14069_JA12_P_AL_001 (Existing Location Plan), 14069_JA12_E_W_001 (Existing West Elevation), 14069_JA12_E_E_001 (Existing East Elevation), 14069_JA12_E_N_001 (Existing North Elevation), 14069_JA12_S_AA_001 (Existing Section A-A), 14069_JA12_P_RF_001 (Existing Roof Level), 14069_JA12_P_00_001 (Existing Level 00), 14069_JA12_P_01_001 (Existing Level 00), 14069_G100_P_AL_001 Rev.A (Proposed Location Plan), 14069_G200_S_AA_001 Rev.A (Proposed Section A-A), 14069_G200_S_BB_001 Rev.A (Proposed Section B-B), 14069_G200_S_CC_001 Rev.A (Proposed Section C-C), 14069_G200_E_N_001 Rev.A (Proposed North Elevation), 14069_G200_E_E_001 Rev.A (Proposed East and South Elevation), 14069_G200_E_W_001 Rev.A (Proposed West Elevation), 14069_G200_P_A1_001 Rev.A (Proposed Location Plan), 14069_G200_P_B1_001 Rev.A (Proposed Basement), 14069_G200_P_00_001 Rev.A (Proposed Level 00), 14069_G200_P_01_001 Rev.C (Proposed Level 01), 14069_G200_P_02_001 Rev.C (Proposed Level 02), 14069_G200_P_03_001 Rev.C (Proposed Level 03), 14069_G200_P_04_001 Rev.C (Proposed Level 04), 14069_G200_P_05_001 Rev.A (Proposed Level 05), 14069_G200_P_06_001 Rev.A (Proposed Level 06), 14069_G200_P_RF_001 Rev.A (Proposed Roof Level), 2015/2930/003 Rev.A (New Taxi Bay Facility on Borough High Street), Flood Risk Assessment (revised version as submitted to the LPA on 22.02.2016), Stage II Structural Report (dated November 2015), Design and Access Statement, Heritage Statement, Transport Statement, Energy Statement, Delivery and Servicing Management Plan, Mechanical, Electrical and Public Health Services Brief, BREEAM Pre-Assessment Report, Daylight and Sunlight Impact Report, Construction and Environmental Management Plan, Revised Archaeological Desk Based Assessment including a Written Scheme of Investigation for an Archaeological Evaluation (Archaeology Collective, dated February 2016) and a Travel Plan (by RGP, dated December 2015).

Subject to the following twenty-seven conditions:

Time limit for implementing this permission and the approved plans

- 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:

14069_G100_P_AL_001 Rev.A (Proposed Location Plan)
14069_G200_S_AA_001 Rev.A (Proposed Section A-A)
14069_G200_S_BB_001 Rev.A (Proposed Section B-B)
14069_G200_S_CC_001 Rev.A (Proposed Section C-C)
14069_G200_E_N_001 Rev.A (Proposed North Elevation)
14069_G200_E_E_001 Rev.A (Proposed East and South Elevation)

14069_G200_E_W_001 Rev.A (Proposed West Elevation)

14069_G200_P_A1_001 Rev.A (Proposed Location Plan)

14069_G200_P_B1_001 Rev.A (Proposed Basement)

14069_G200_P_00_001 Rev.A (Proposed Level 00)

14069_G200_P_01_001 Rev.C (Proposed Level 01)

14069_G200_P_02_001 Rev.C (Proposed Level 02)

14069_G200_P_03_001 Rev.C (Proposed Level 03)

14069_G200_P_04_001 Rev.C (Proposed Level 04)

14069_G200_P_05_001 Rev.A (Proposed Level 05)

14069_G200_P_06_001 Rev.A (Proposed Level 06)

14069_G200_P_RF_001 Rev.A (Proposed Roof Level)

2015/2930/003 Rev.A (New Taxi Bay Facility on Borough High Street)

Reason:

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

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

3 Archaeological Reporting

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 policy 3.19 of the Southwark Plan (July 2007).

4 Archaeological Mitigation

Before any work hereby authorised begins, the applicant shall secure the implementation of a programme of archaeological mitigation works across the entire site in accordance with a written scheme of investigation and public access programme, which shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In order that the details of the programme of works for the archaeological mitigation are suitable with regard to the impacts of the proposed development and the nature and extent of archaeological remains on site in accordance with policy 3.19 of the Southwark Plan 2007.

5 Archaeological Foundation Design

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

Reason: In order that details of the foundations, ground works and all below ground impacts of the proposed development are detailed and accord with the programme of archaeological mitigation works to ensure the preservation of archaeological remains by record and in situ in accordance with policy 3.19 of the Southwark Plan (July 2007).

6 Archaeological Evaluation

Before any work hereby authorised begins, the applicant shall secure the implementation of a programme of trench-based archaeological evaluation works in each of the three affected properties in accordance with a written scheme of investigation in shall be submitted to and approved in writing by the Local Planning Authority.

Reason:

In order that the applicants supply the necessary archaeological information to ensure suitable mitigation measures and/or foundation design proposals be presented in accordance with policy 3.19 of the Southwark Plan 2007.

7 Prior to commencement of demolition works, a valid construction contract (under which one of the parties is obliged to carry out and complete the works of redevelopment of the site for which planning permission was granted simultaneously with this consent) shall be entered into and evidence of the construction contract shall be submitted to for approval in writing by the Local Planning Authority.

Reasons

As empowered by Section 74(3) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and to maintain the character and appearance of the [insert name] Conservation Area in accordance with The National Planning Policy Framework 2012, Strategic Policy 12 - Design and Conservation of The Core Strategy 2011 and Saved Policies 3.15 Conservation of the Historic Environment, 3.16 Conservation Areas, and 3.18 Setting of Listed Buildings, Conservation Areas and World Heritage Sites of The Southwark Plan 2007.

- 8 Section detail-drawings at a scale of 1:5m through:
the facades;
parapets and roof edges; and
heads, cills and jambs of all openings,
to be constructed in the carrying out of this permission shall be submitted to and approved by the Local Planning Authority in writing before any work in connection with this permission is commenced; the development shall not be carried out otherwise than in accordance with any such approval given. In addition, and notwithstanding the drawings hereby approved, 1:20m sections and elevations of the shop-front design, showing greater articulation in accordance with the Council's shop front design guidance shall also be submitted and approved.

Reason:

In order that the Local Planning Authority may be satisfied that these samples will make an acceptable contextual response in terms of materials to be used, and achieve a quality of design and detailing in accordance with Policies: 3.11 Efficient use of land; 3.12 Quality in Design; 3.13 Urban Design; Policy 3.15 Conservation of the historic environment; Policy 3.16 Conservation areas; Policy 3.18 Setting of listed buildings, conservation areas and world heritage sites of The Southwark Plan (UDP) July 2007.

- 9 Detailed drawings, visualisations, material specifications and a sample and supporting statement showing the proposed façade art installation on the north elevation to be used in the carrying out of this permission shall be submitted to, and approved by, the Local Planning Authority in writing before any work in connection with this permission is commenced; 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 that the proposed façade art installation on the north elevation will make an acceptable contextual response to the site in terms of its appearance and the materials used so as to achieve a satisfactory quality of design and detailing in accordance with Policies: 3.12 Quality in Design; 3.13 Urban Design; Policy 3.15 Conservation of the historic environment; Policy 3.16 Conservation areas; Policy 3.18 Setting of listed buildings, conservation areas and world heritage sites of the Southwark Plan (2007).

- 10 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. The Statement shall provide for:

the parking of vehicles of site operatives and visitors;
loading and unloading of plant and materials;
storage of plant and materials used in constructing the development;
the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
wheel washing facilities;
measures to control the emission of dust and dirt during construction;
a scheme for recycling / disposing of waste resulting from demolition and construction works

Reason:

To ensure that occupiers of neighbouring premises 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.

- 11 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. 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. 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.

- 12 The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to, and approved in writing by, the local planning authority which:

provide details on all structures,
accommodate the location of the existing London Underground structures and tunnels,
accommodate ground movement arising from the construction thereof, and,
mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels.

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and/or works which are required by the approved design and method statements in order to address the matters listed above shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason:

To ensure that existing London Underground infrastructure would be adequately protected.

- 13 The development hereby permitted shall not be commenced until detailed design and method statements (AIP) for all of the foundations, basement and ground floor structures retaining the highway (temporary and permanent) in accordance with BD 2/12 'Technical Approval of Highway Structures' have been submitted to, and approved in writing by, the local planning authority (in consultation with the Local Highway Authority)

Reason:

To ensure that public highway infrastructure is adequately protected.

- 14 No development shall take place, including any works of demolition, until a Construction Logistics Plan (CLP) has been submitted to, and approved in writing by, the Local Planning Authority. The approved CLP shall be adhered to throughout the construction period. The CLP shall include the following information as may be relevant:

Site information: (Site location of the site; Size and nature of the development; Details of any parking constraints near the site; Details of site access including public transport, cycling and footways; Any changes to services during the construction phase)

Construction details: (Scheme details; Works programme showing indicative dates for each stage of construction; Overview of the different stages of the construction processes; Access arrangements for vehicles; Details of any parking bays that may need to be suspended to make way for large construction vehicles; Number of deliveries; Hours of site operation; Proposed routing; Number and type of construction vehicles for each development phase; Parking, loading and unloading arrangements and monitoring methods; Swept path analysis; Measures to address any issues regarding entry, access and exit to the site; Details of storage of plant and materials)

Traffic management: (Details of how traffic will be managed during the various stages of construction; Type of construction vehicles needed and when; Parking arrangements for delivery vehicles; Pedestrian, cyclist, bus and general traffic considerations)

Monitoring, compliance, reporting and review: (How the CLP will be monitored; Compliance arrangements; Reporting and review arrangements)

Reason:

To ensure that the impact of the demolition and construction works on the safe operation of the surrounding highway network and on the general amenity of the locality is minimised as far as possible in accordance with strategic policies 2 (Sustainable transport) and 13 (High environmental standards) of the Southwark Core Strategy (2011), saved policies 3.2 (Protection of amenity) and 5.2 (Transport impacts) of the Southwark Unitary Development Plan (2007) and the National Planning Policy Framework (2012).

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

- 15 Samples of all external facing materials to be used in the carrying out of this permission, including 1sqm panels of the brickwork, showing mortar and pointing, shall be presented on site to the Local Planning Authority and approved in writing before any work in connection with this permission is commenced; the development shall not be carried out otherwise than in accordance with any such approval given. The samples should demonstrate that the tone of the brick will be appropriate for the specific context of this site.

Reason:

In order that the Local Planning Authority may be satisfied that these samples will make an acceptable contextual response in terms of materials to be used, and achieve a quality of design and detailing in accordance with Policies: 3.11 Efficient use of land; 3.12 Quality in Design; 3.13 Urban Design; Policy 3.15 Conservation of the historic environment; Policy 3.16 Conservation areas; Policy 3.18 Setting of listed buildings, conservation areas and world heritage sites of The Southwark Plan (UDP) July 2007.

- 16 Before any fit out works to the development 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;
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 The National Planning Policy Framework 2012, 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.

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

- 17 The rated noise level from any plant, together with any associated ducting shall be 10 dB(A) or more below the lowest relevant measured LA90 (15min) at the nearest noise sensitive premises. Prior to the plant being commissioned a validation test shall be carried out following the completion of the development. The results shall be submitted to the LPA for approval in writing prior to the commencement of the use.

Reason:

To ensure that occupiers of neighbouring premises do not suffer a loss of amenity by reason of noise nuisance from 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).

- 18 Before the first occupation of any part of the development hereby permitted, the cycle storage facilities, as shown on drawing ref. 14069_G200_P_00_001 Rev.A (Proposed Level 00), shall be installed and thereafter be retained and shall not be used or the space used for any other purpose.

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 The National Planning Policy Framework 2012, Strategic Policy 2 - Sustainable Transport of The Core Strategy and Saved Policy 5.3 Walking and Cycling of the Southwark Plan 2007.

- 19 Before the first occupation of the development hereby permitted, the refuse storage arrangements shown on the approved drawing ref. 14069_G200_P_00_001 Rev.A (Proposed Level 00) shall be provided and made available

for use by the occupiers of the [dwellings/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 The National Planning Policy Framework 2012, Strategic Policy 13 High Environmental Standards of the Core Strategy 201 and Saved Policies 3.2 Protection of Amenity and Policy 3.7 Waste Reduction of The Southwark Plan 2007.

- 20 The kitchen extract system shall be designed in accordance with DEFRA's 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems' (2005) - https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69280/pb10527-kitchen-exhaust-0105.pdf.

Prior to the commencement of use, full particulars and details of a scheme for the ventilation of the kitchen (as per Annex B of aforementioned document) shall be submitted to and approved by the Local Planning Authority and the development shall not be carried out otherwise than in accordance with any approval given.

Reason:

In order to ensure that that the ventilation ducting and ancillary equipment will not result in odour, fume or noise nuisance 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).

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

- 21 The roof terrace shall not be used between 22:00-07:00hrs on any given day, other than for maintenance or repair purposes or means of escape.

Reason:

To ensure that occupiers of neighbouring premises do not suffer a loss of amenity by reason of noise 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.

- 22 The hotel bedrooms 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 noise from the commercial premises does not exceed NR25.

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.

- 23 The development hereby permitted, in relation to the hotel, shall be designed to ensure that the following internal noise levels are not exceeded within the proposed hotel bedrooms: 30dB LAeq and 45dB LAFmax due to environmental noise between 23:00-07:00. The bedrooms shall be designed to include the provision of background ventilation without the need for occupiers to open windows.

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.

- 24 The A1/A3 (retail and/or restaurant/cafe) uses within the basement and ground-floor levels of the development hereby permitted shall not operate outside of the hours of 07:00 to 00:00hrs on Sunday to Thursday and including Bank Holidays and 07:00 to 01:00hrs on Fridays and Saturdays.

Reason:

To safeguard the amenities of neighbouring residential properties in accordance with Section 11 of the National Planning Policy Framework (2012), policies 7.6 (Architecture) and 7.15 (Reducing and managing noise, etc.) of the London Plan (2015), strategic policy 13 (High Environmental Standards) of the Southwark Core Strategy (2011) and saved policy 3.2 (Protection of amenity) of the Southwark Unitary Development Plan (2007).

- 25 Any deliveries, unloading and loading to the A1/A3/C1 uses within the development hereby permitted shall only

occur between the following hours: 10:00-16:00hrs on any given day.

Reason:

To ensure that occupiers of neighbouring premises do not suffer a loss of amenity by reason of noise nuisance in accordance with Section 11 of the National Planning Policy Framework (2012), policies 7.6 (Architecture) and 7.15 (Reducing and managing noise, etc.) of the London Plan (2015), strategic policy 13 (High Environmental Standards) of the Southwark Core Strategy (2011) and saved policy 3.2 (Protection of amenity) of the Southwark Unitary Development Plan (2007).

- 26 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.

- 27 No external doors shall open outwards over the public footway in Borough High Street.

Reason:

To prevent the obstruction of the public footway in Borough High Street in the interests of pedestrian convenience and highway safety in accordance with the National Planning Policy Framework (2012), strategic policy 2 (Sustainable transport) of the Southwark Core Strategy (2011) and saved policies 5.2 (Transport impacts) and 5.3 (Cycling and walking) of the Southwark Unitary Development Plan (2007).

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 which offers a pre planning application advice service.

Initially the scheme did not comply with guidance and no pre-application discussions were entered into. However, the local planning authority's suggested improvements were adopted by the applicant.

Informatives

- 1 The applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; excavation and construction methods.
- 2 The applicant is advised that it would be appropriate to include the required Construction Logistics Plan within or appended to the required Construction and Environmental Management Plan when these details are subsequently submitted for approval.

Ordnance Survey

Date 6/7/2016



© Crown copyright and database rights 2011 Ordnance Survey (0100019252)

Item No. 7.2	Classification: OPEN	Date: 19 July 2016	Meeting Name: Planning Sub-Committee A
Report title:	Development Management planning application: Application 16/AP/1393 for: Full Planning Permission Address: 95 PECKHAM ROAD, LONDON SE15 5LJ Proposal: Demolition of existing petrol filling station and erection of part-2, part-4 and part-6 storey residential development accommodating 33 dwellings, together with access, hard landscaping and other associated works.		
Ward(s) or groups affected:	Peckham		
From:	Director of Planning		
Application Start Date 13/04/2016		Application Expiry Date PPA	
Earliest Decision Date 15/06/2016			

RECOMMENDATIONS

1. That planning permission be granted, subject to conditions and the applicant entering into a S106 legal agreement.
2. In the event that a S106 legal agreement is not entered into by 15 September 2016 that the Director of Planning refuses planning permission, if appropriate, for the reason set out in paragraph 83 of the report.

BACKGROUND INFORMATION

Site location and description

3. The application site is located on the northern side of Peckham Road and comprises a petrol station which is now currently vacant. There are also currently three decommissioned single storey buildings comprising a shop, car wash and store, together with a 1.5 storey high pump canopy. A 4 metre (4m) high brick wall encloses the forecourt at the back of the site, providing an overall area of approximately 0.13 hectares.
4. A four storey residential building is located to the west fronting Peckham Road with a single storey brick refuse store located within a landscaped strip between the building and pavement edge. A brick wall separates the building from the site. Immediately to the east of the site is a redundant Tyre Workshop (equivalent of approximately 2 storeys plus a substantial pitched roof). The north and north west boundary of the site is formed by a 4m high brick wall that divides the site from the private gardens of the homes fronting Crane Street and Wodehouse Avenue.
5. The site is on a main road that is heavily trafficked including a bus route. This part of Peckham Road is predominantly residential with academic uses further to the west and commercial/retail further to the east.

6. The site is within the following Core Strategy designations:
Peckham and Nunhead Action Area
Peckham Major Town Centre
Urban Density Zone
Air Quality Management Area
7. The site is not within a conservation area, but the Sceaux Gardens Conservation Area is nearby to the west. There is a nearby Grade II listed building (Former Peckham Fire Station) to the south west of the proposed development. The site has a Public Transport Accessibility Level (PTAL) rating of 3, but immediately to the south side of Peckham Road the rating is 6a. It is also within a Flood Zone 1 area.

Details of proposal

8. It is proposed to demolish the existing petrol station and other structures on the site to redevelop for 33 residential flats. The building varies in height and are summarised below:
9. Two storey fronting Peckham Road which comprises 4 x two storey masionettes.
10. The building's massing and height gradually steps up from the back of the pavement edge, to a 4 and 6 storey building set well back from the street.
11. The rear part of the site comprises a communal courtyard with houses arranged on the east and western side and is accessed through a secure gate in the mews on the west side of the site. The north side of the courtyard is completed by a 4m high feature patchwork wall and a winding stair leading to a small children's treehouse hanging off the wall.
12. The massing of the building is generally characterised by a stepping parapet/roof line, alternating the height of the façade creating a 'notched' profile.
13. The overall unit mix is as follows:

	Private	Intermediate	Social rent	Total
Studio	1	0	0	1
One beds	13	0	0	13
Two beds	9	3	0	12
Three beds	2	3	1	6
Four beds	0	0	1	1
Total	25	6	2	33

14. The proposals will provide 8 affordable housing units. A total 4 units (10%) will be wheelchair accessible meeting the GLA and Lifetime Homes Standards.
15. Access
A central communal residential entrance to the apartment building is proposed on the main front elevation.

One disabled parking space is included in the proposals located in the mews on the western side of the apartment building. The space is accessed from Peckham Road with a drop down kerb in approximately the same location as the existing western entrance to the petrol station.

16. Planning history

There is no relevant planning history on the site but a pre-application enquiry was made in 2015 under ref 15/EQ/0141 for the redevelopment of existing service station to provide a new four to six storey residential building and five mews houses to the rear.

It was considered that some design changes be made.

Other recent and relevant history on the site are as follows:

Ref 13/AP/2259 (granted 13/11/2013) for:

Change of use from auto-mechanic and tyre workshop (B1c) to a place of worship (D1) with associated alterations to the front (southern elevation) and side (eastern elevation) including new fenestration and extensions. Also creation of landscaping and formation of car parking spaces.

Ref 14/AP/2189 (granted 24/10/2014) for:

Minor material amendment to planning permission 13-AP-2259 dated 13/11/2013 for (Change of use from auto-mechanic and tyre workshop (B1c) to a place of worship (D1) with associated alterations to the front (southern elevation) and side (eastern elevation) including new fenestration and extensions. Also creation of landscaping and formation of car parking spaces) to allow for internal alterations to create a mezzanine level for youth church services, in addition to external changes to the entrance and foyer areas on the southern and eastern facades, and extended opening hours.

Ref 16/AP/0586 (granted 27/04/2016) for:

Variation of Condition 2 to LBS ref no 13/AP/2259 'change of use from auto-mechanic and tyre workshop (B1c) to a place of worship (D1) with associated alterations to the front (southern elevation) and side (eastern elevation) including new fenestration and extensions. Also creation of landscaping and formation of car parking spaces' to allow for the demolition and reconstruction of the front (southern elevation), the side (eastern elevation) and changes to the fenestration of the approved scheme.

KEY ISSUES FOR CONSIDERATION

Summary of main issues

17. The main issues to be considered in respect of this application are:
- a) Principle of the proposed development in terms of land use and conformity with strategic policies;
 - b) Density and dwelling mix;
 - c) Affordable housing;
 - d) Impact on the amenities of occupiers of adjoining properties and future occupiers;
 - e) Impact of adjoining uses on occupiers of proposed development;
 - f) Transport issues;

- g) Design and appearance and impact on setting of nearby conservation areas;
- h) Environmental impacts, air quality and site contamination;
- i) Flood risk;
- j) Planning obligations; and
- k) Energy and sustainability.

Planning policy

18. National Planning Policy Framework (the Framework)
 - Section 2: Ensuring the vitality of town centres
 - Section 4: Promoting sustainable development
 - Section 6: Delivering a wide choice of high 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

19. Further Alterations to the London Plan (FALP) 2015
 - 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
 - 3.8 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
 - 5.2 Minimising carbon dioxide emissions
 - 5.12 Flood risk management
 - 6.5 Funding Crossrail and other strategically important transport infrastructure
 - 6.9 Cycling
 - 6.11 Smoothing traffic flow and tackling congestion
 - 6.13 Parking
 - 7.2 An inclusive environment
 - 7.3 Designing out crime
 - 7.4 Local character
 - 7.5 Public realm
 - 7.6 Architecture
 - 7.8 Heritage assets and archaeology
 - 8.2 Planning obligations
 - 8.3 Community Infrastructure levy

20. Core Strategy 2011
 - Strategic Policy 1 – Sustainable development
 - Strategic Policy 2 – Sustainable transport
 - Strategic Policy 3 – Shopping, leisure and entertainment
 - 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 12 – Design and conservation

Strategic Policy 13 – High environmental standards
 Strategic Policy 14 – Implementation and delivery

21. Southwark Plan 2007 (July) - saved policies

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 1.7 Development within town and local centres
 Policy 2.5 Planning obligations
 Policy 3.1 Environmental effects
 Policy 3.2 Protection of amenity
 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 4.2 Quality of residential accommodation
 Policy 4.3 Mix of dwellings
 Policy 4.4 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 and the mobility impaired

2015 Technical Update to the Residential Design Standards

Principle of development

22. The site was previously a petrol filling station which is a Sui Generis class use. The associated A1 retail shop is ancillary to the filling station and is also vacant.
23. The site is within the Peckham Major Town Centre and Saved Policy 1.7 of the Southwark Plan states:

Within the centres, the LPA will permit developments providing a range of uses, including retail and services, leisure, entertainment and community, civic, cultural and tourism, residential and employment (Class B1) uses, where the following criteria are met:

- i. The scale and nature of the proposal is appropriate to the character and function of the centre and the catchment area it seeks to serve; and
- ii. The proposal will not harm the vitality and viability of the centre; and
- iii. A mix of uses is provided where appropriate; and

- iv. Any floorspace currently in A Class use should be retained or replaced, unless the proposed use provides a direct service to the general public and the proposal would not harm the retail vitality and viability of the centre (where the proposal site is located within a protected shopping frontage, the proposal should comply with Policy 1.9); and
 - v. The proposal would not materially harm the amenities of surrounding occupiers; and
 - vi. Where developments which are likely to attract a lot of people are proposed, the site should be highly accessible by sustainable modes of transport; and
 - vii. The road network has sufficient capacity to take any additional servicing traffic generated by the proposal without causing adverse effects on the environment, traffic circulation, or air quality; and
 - viii. The development addresses the street, provides an active frontage on pedestrian routes and would not erode the visual continuity of a shopping frontage; and
 - ix. The proposal provides amenities for users of the site such as public toilets, where appropriate.
24. Whilst the retail shop would be lost, this was only ancillary to the main its use. The introduction of residential use on the site is welcomed as this part of Peckham Road is predominantly residential. Furthermore, this would bring the site back to beneficial use and would meet an identified need. The residential use would not harm the vitality or viability of the town centre given that the petrol station was not contributing to the streetscape or the town centre. The land use is therefore acceptable provided no adverse impacts on the environment, amenity or local highway network, which are discussed below.
25. Affordable Housing
Strategic Policy 6 'Homes for people on different incomes' of the Core Strategy states that development will provide homes including social rented, intermediate and private for people on a wide range of incomes. The expectation under the development plan would be for a development which included a minimum of 35% affordable housing.
26. The applicant proposes a scheme that would provide the minimum 35% of affordable housing and is backed up by the submission of a viability assessment. The total habitable rooms on the development is 100 and the number of affordable habitable rooms is 30 which equates to approximately 35% of the scheme. The total 8 affordable units would have the following mix:
- 3 x two bedrooms
 - 4 x three bedrooms
 - 1 x four bedrooms
27. Density
The Council's core strategy identifies the site as being the urban density zone, where a density of between 200 and 700 habitable rooms per hectare (HR/Ha) is expected. Based on the site area of 0.13Ha, the density of the development at 769HR/Ha exceeds the required density range. Whilst this exceeds the density range, it is only marginal and it should be noted that there is a planning policy requirement to make efficient use of previously developed land, provided that other material considerations are not unduly impacted. Density *per se* is seldom the only factor and if there are no significant harmful impacts on the amenity of neighbouring residents or future residents of the scheme, or the character and appearance of the area, then the

development may be acceptable. Furthermore, density is generally higher on smaller sites like this as there is not the same requirement for estate roads and other amenities, and therefore the density figure should not in itself be decisive in such situations.

28. Strategic Policy 5 'Providing New Homes' of the core strategy states that in the Opportunity Areas and Action Area Cores the maximum density ranges set out above may be exceeded when developments are of an exemplary standard of design. Whilst this site is not within an Opportunity Area or Action Area Core, it is nevertheless within an Action Area and considered that the design if of a high standard, when considered against the criteria in the Residential Design Standards SPD, as discussed further below, and therefore this should also be taken into account in the consideration of the density here.
29. Mix of dwellings and tenure
Strategic Policy 7 'Family Homes' of the core strategy requires major developments to provide at least 60% of the total units to have two or more bedrooms and in the Urban Density Zone to have a minimum of 20% of three or more bedrooms. This application satisfies this policy requirement by providing 20 x two bedroom or more units. It also provides 7 units that have three bedrooms or more.
30. Saved Policy 4.3 'Mix of Dwellings' of the Southwark Plan require a minimum of 10% of the units to be wheelchair accessible. A total of 4 of the 33 units have been designed to be easily adaptable to meet the needs of wheelchair users, distributed throughout the proposed development (including a mix of tenure and unit sizes) which offer a choice of views and levels. A total of 4 wheelchair units are proposed on the ground floor level and complies with the policy requirement. A condition is recommended to ensure that these units hereby approved shall conform to the standards set out under Approved Document M of the Building Regulations (Wheelchair Adaptable Dwellings M4(3)(2A)).
31. Out of the total 35 affordable habitable rooms, 11 habitable rooms are at Social Rent (31%) and 24 habitable rooms as intermediate (69%). This would fall broadly in compliant with the 30:70 rented/intermediate ratio, which is appropriate in the Peckham and Nunhead Action Area (PNAA).

Environmental impact assessment

32. The site is below the threshold of 5ha and does not fall with either Schedule 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) (Amendment) Regulations 2015) The site is also not within a 'sensitive area' as defined by the regulations. Furthermore, it is not considered that due to the scale, nature and location of the proposed development, there would be significant environmental impacts beyond the immediate locality.

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

33. The potentially greatest physical impacts of the development would mainly be on its immediate adjoining properties to the north and west; No. 87 Peckham Road and properties on Crane Street. A number of residents have objected to the scheme on the grounds that the building would impact on their daylight and sunlight levels.
34. Daylight and sunlight
The applicant has submitted a daylight and sunlight report to assess the impact of the development on the neighbouring residential properties.

35. The British Research Establishment (BRE) guidelines 'Site Layout Planning and Daylight and Sunlight' (2011) has been used to assess the impact on daylight and sunlight. The daylight assessment uses the Vertical Sky Component (VSC) methods. Absolute VSC considers the potential for daylight by calculating the angle of vertical sky at the centre of each of the residential windows which look towards the site. The BRE target figure for VSC is 27% or greater to maintain good levels of daylight (the maximum value being 40% for a completely unobstructed wall).
36. The BRE advises that acceptable levels of daylight can still be achieved if VSC levels are within 0.8 (or 80%) of their original value. Any greater loss (i.e. loss of 20% or more) would mean there would be a noticeable reduction in the amount of daylight received.
37. The results show that the majority of existing VSC figures are above BRE's benchmark of 27%. There are a few instances where the values would fall below this figure, but this is not less than 0.8 of the former (existing) value and is therefore considered to have no adverse effect.

Those instances where values are greater than 0.8 of the existing VSC value these have been justified:

38. No. 87 Peckham Road
There are site facing window panels which form part of triple-panelled bay windows. These windows experience derogation in VSC but accordingly the other two panels of each bay window are fully BRE compliant in terms of alterations in VSC. In addition to the bay windows, there is also a window on each floor of the side elevation. These windows (W2/30, W2/31, W2/32 and W1/33) serve the same room as the bay windows. By virtue of the multiple windows serving these rooms, the alteration in daylight distribution (NSL) within each room is no more than 3%; whilst the BRE guide recommends that reductions up to 20% will be unnoticeable. Therefore the alteration in sky visibility is acceptable.
39. Kingfisher House
There are 45 site facing windows, approximately 45-50 metres away from the development site. 13 of the 45 windows experience only very marginal derogations above 20% due to their overhanging access decks limiting their baseline visibility. This results in any further reduction having a disproportionate effect as a percentage. Even taking that into account, as stated, all derogations are very marginal with the majority not even exceeding a derogation above 2%. Furthermore, every room in Kingfisher House experiences no change in daylight distribution (NSL) as a result of the scheme meaning the occupants will not notice a difference in this respect.
40. Sunlight
The BRE guidance recommends that windows of surrounding properties where the main windows face within 90 degrees due south should be assessed. The guidance's standards that a good level of sunlight to a window is 25% annual probable sunlight hours, of which 5% should be in winter months.

All habitable rooms across the site are fully BRE compliant in terms of any alteration in sunlight amenity.
41. Overshadowing
In terms of overshadowing the BRE guidance recommends that outdoor amenity areas to be adequately sunlit throughout the year, at least half of a garden or amenity area should receive at least 2 hours of sunlight on 21 March.

42. Two gardens, one at 53 Wodehouse Avenue and one at 2 Crane Street, experience marginal derogations in the 21st March test and in order to substantiate that the amenity spaces achieve good levels of sunlight within the summertime, when outdoor amenity spaces are enjoyed, the required BRE tests on the 21st June was undertaken. The conclusion was that the changes in sunlight within the summertime are entirely unnoticeable and the levels very high.
43. In summary, the proposed development would not cause significant negative impact to the daylight and sunlight available to the surrounding properties and therefore their residential amenity and quality of living is not significantly impacted.
44. Outlook and overbearing impact
The proposed buildings at the rear of the site are 2 storeys high (maximum) and would not have an overbearing impact on the adjoining properties on Crane Street. There is adequate outlook for the neighbouring residents.
45. Privacy
The rear windows of the apartment block would be more than the minimum 21m distance from the nearest windows of Crane Street properties, which is the minimum required by the council's Residential Design Standards SPD. The houses in the courtyard do not have windows facing the rear boundary. The eastern elevation of the main building is also designed without windows and therefore would not impact on the adjoining site No.97 Peckham Road.
46. Windows are proposed on the western elevation to provide visual interest. Following discussions with the applicant, amended plans have been received to ensure any habitable room windows are designed to minimise direct overlooking to adjacent property No. 87 Peckham Road. This would use a combination of obscured/frosted glazing on certain windows and oriel windows. There is now only one balcony on the western elevation and a 1.7m high screen balustrade is proposed to minimise overlooking. It is considered that with the amended design, the development would not lead to a significant loss of privacy to adjoining occupiers.

Impact of adjoining and nearby uses on occupiers and users of proposed development

47. The site is along a road that has a mix of uses including education, commercial, retail, civic and residential. This part of the site is immediately surrounded by residential uses and a future church hall immediately to the east. The proposed use as residential would be more compatible to the existing uses than a petrol filling station.

Quality of accommodation

48. A few residents have made a point that the proposed development would not be providing good quality of accommodation. The development exceeds the minimum floor space standards and a predominant number of the flats have dual aspect. Tests have been carried out on the sunlight and daylight within the proposed accommodation and meet the BRE guidelines. The schedule of accommodation (expressed as Gross Internal Area) is set out below:

Unit	Floor area (sqm) (national standard in brackets)	Amenity space (sqm)
G.1 (1b/2p)	58 (50)	15
G.2 (2b3p)	77 (61)	13
G.3 (2b/3p)	78 (61)	7

G.4 (1b/2p) WC	64 (50)	13
G.5 (2b/3p) WC	104 (61)	20
G.6 (2b/4p)	102 (70)	20
G.7 (2b/3p) WC	99 (61)	19
G.8 (4b/5p)	98 (90)	15
G.9 (3b/4p)	81 (74)	10
G.10 (1b/2p) WC	69 (50)	11
1.1 (3b/4p)	80 (74)	7
1.2 (2b/4p)	70 (70)	4
1.3 (1b/2p)	64 (60)	7
1.4 Studio	46 (37)	12
2.1 (2b/4p)	73 (70)	11
2.2 (1b/2p)	50 (50)	8
2.3 (1b/2p)	60 (50)	20
2.4 (2b/4p)	81 (70)	8
2.5 (2b/3p)	63 (61)	8
2.6 (2b/3p)	62 (61)	17
3.1 (3b/4p)	80 (74)	10
3.2 (2b/4p)	82 (70)	13
3.3 (3b/4p)	80 (74)	13
3.4 (1b/2p)	54 (50)	9
3.5 (2b/3p)	62 (61)	6
4.1 (1b/2p)	61 (50)	18
4.2 (1b/2p)	69 (50)	18
4.3 (1b/2p)	64 (50)	18
4.4 (3b/4p)	94 (74)	9
4.5 (3b/4p)	88 (74)	9
4.6 (1b/2p)	65 (50)	16
4.7 (1b/2p)	61 (50)	18
4.8 (1b/2p)	63 (50)	18

49. Each residential unit has its own private amenity space in the form of balconies or in the case of those town houses would have a rear garden. All of the 3 bedroom units have a minimum of 10sqm of private amenity space which complies with the Residential Design SPD.
50. Communal amenity space is also provided within the courtyard (approximately 225sqm). In accordance with the Mayor's calculation method, the child yield of 8 would mean a requirement for 82sqm of playspace. It is envisaged that the communal space would be designed flexibly so that all of the space can be used for provision for play and informal recreation and it is suggested that details be submitted prior to commencement.
51. The Council's Environmental Protection Team (EPT) has advised that as the submitted noise assessment only reports the plant noise criteria, this is inadequate. As this development is on busy main road, a noise survey which includes the measurements over a weekend will need to be carried out, to inform the noise insulation design of the façades which have a view of Peckham Road. Officers consider that a pre-commencement condition would be adequate in this instance. Residential uses exist on Peckham Road and it would not constitute a reason for refusal.

Transport issues

52. The application site is located on the A202 Peckham Road which forms part of the

Transport for London Road Network (TLRN), for which TfL are the highway authority.

53. Car parking

A number of residents have objected to the scheme due to lack of parking. The site is located within a high PTAL (Level 3) but directly opposite the site on Peckham Road is a PTAL 6a, which indicates a very good public transport accessibility. It is not located within a Controlled Parking Zone (CPZ). The plans as originally submitted had shown 1 No. off-street disabled parking space to the main building.

54. A parking survey has been carried out and the council's transport planning team has agreed that the one parking space is acceptable and would not add significant parking stress on the surrounding roads.

55. Whilst the local planning guidelines is that there should be one disabled parking space for each wheelchair dwelling, it should be noted that the wheelchair units are to be designed to be adaptable and not every resident would have a car or require a parking space. This is in a very accessible location and as such the guidelines can be relaxed in this instance.

56. As noted below, the applicant has also agreed to provide 3 years car club membership for residents to provide an alternative to using individual private cars. Given the level of on-site parking provided and with the car club also it is considered that an appropriate balance has been struck to promote more sustainable modes of transport whilst ensuring that sufficient on-site parking is provided given the location.

57. TfL has requested tracking diagrams to prove that a car is able to turn within the site and therefore enter and exit in a forward gear. The applicant has supplied this and raises no objections.

58. Cycle parking

Given the 33 residential dwellings then a minimum of 59 spaces plus visitor cycle spaces should be provided.

59. Car Clubs

In order to address the potential overspill parking and to reduce the level of private car ownership, the Council would require the applicant to provide a contribution covering 3 years membership of car club for each eligible adult. Car club bays are measures aimed at mitigating against an under provision of parking or a method to deter private parking and car ownership. This will be included in the S106 agreement.

60. Access

The application proposes to close the existing eastern access point. This would need to be done through a Section 278 agreement with TfL and this should be secured as part of any consent. A Construction Logistics Plan will need to be secured on any consent, to be approved by the Council in consultation with TfL.

61. Refuse and servicing

Servicing for the proposed development will be undertaken on-street from Peckham Road, with vehicles utilising loading-only bays as they do for other frontage developments along Peckham Road or its side roads. In general, residential developments typically attract 8 – 9 deliveries per day per 100 units. In this case, the number of deliveries to the proposed residential unit is therefore likely to be no more than 3 deliveries per day. However, there is no provision on site for refuse bin holding areas. The refuse bins should not be stored on the footway in advance of the refuse vehicle on collection days. An alternative solution should be sought by condition.

62. Refuse will be stored communally on the ground floor level in two locations and is

suitable for collection by the Council's operatives being located within a suitable "wheeling" distance of the road side.

Design issues

63. Massing and height
 Saved Policy 3.12 of the Southwark Plan, requires that developments should achieve a high quality of both architectural and urban design, enhancing the quality of the built environment; new buildings should embody a creative and high quality appropriate design solution, specific to their site's shape, size, location and development opportunities and where applicable, preserving or enhancing the historic environment. Saved Policy 3.13 requires that "In designing new developments, consideration must be given to: Height, scale and massing of buildings – Designing a building that is appropriate to the local context and which does not dominate its surroundings inappropriately".
64. Concerns have been raised by local residents regarding the height of the scheme. The urban form of the proposed building is that of an apartment block with the main part of its massing in line with the residential building adjacent to the west (set back approximately 10m from the street edge). The building steps down in scale to the front of the site engaging positively with the back of pavement edge with the single storey building that is in context to the single storey part of the existing building to the east (that is also back of pavement). Officers originally raised concerns over the maisonettes being too close to the pavement edge on Peckham Road. The applicant has since submitted amended plans to set this back further with soft landscaping in front to provide a further buffer. Officers consider this to be more acceptable and will seek further details on the landscaping via a condition. The alternating set back of the maisonettes at both ground and first floor levels fronting Peckham Road would help to relieve the massing.
65. There is a variety of height in this section of Peckham Road with a combination of medium rise buildings (between 4 and 6 storeys) and lower rise domestic scale buildings (1-3 storeys). The buildings near to the site and to the west tend to be of a greater scale, however, 5 and 6 storey buildings can also be found in amongst the predominantly 3 and 4 storey buildings toward the east. A 6 storey building is located opposite the site (Pelican House, 92 Peckham Road), a 4 storey building is immediately adjacent to the west, and a single storey building (with 2 storey set back) is immediately to the east.
66. The taller part of the building (alternating between 4 and 6 storeys) is set back from the pavement edge, and aligns with the taller building immediately adjacent to the left, reflecting the predominant scale, height and building line of the buildings to the west and opposite. The massing steps down to meet the back of pavement edge (1 and 2 storeys) which is acceptable as it aligns with the approved church hall at 97 Peckham Road.
67. The massing of the building is generally characterised by a stepping parapet/roof line, alternating the height of the façade creating a 'notched' profile. This alleviates the overall massing and provides a varied roofscape.
68. The buildings surrounding the courtyard garden generally alternate between 0, 1 and 2 storeys and have been designed to be no higher than the existing brick wall that currently forms the boundaries.
69. Detailed design
 The style is a contemporary one which is acceptable given the varied styles in this part of Peckham Road. The windows are proposed to be recessed into the wall with

a full brick reveal (c200mm) or 1.5 brick reveal (c300mm) accentuating the solidity of the construction and adding to the 3 dimensional appearance of the facade.

70. The form and massing of the eastern flank wall is designed so that the appearance of the building from the east has a more articulated, notched form with a curved corner. The flank wall allows for the future development of the neighbouring site by including recessed brick 'false windows' to break up the mass and give a scale to the otherwise blank facade. A large feature 'glass box' bay window is located at 3rd floor level on the prominent western corner of the building that will be simply and crisply detailed to be effective as part of the contemporary design. The detailing will include frameless glass panels sealed at junctions with 'invisible' narrow silicon joints. It is considered that with the varied forms, articulation and modulation, the contemporary design would be of high quality. The Metropolitan Police Design Officer raises no objections but recommends a 'Secure by Design' condition.
71. Materials
The main material to be used would be brick (cladded) and the proposed brick is pale yet varied in tone and will sit in harmony with the surrounding area, that has a variety of different brick types and colours. This is considered acceptable subject to details and samples.
72. The glazing system used throughout the scheme is proposed to be composite aluminium/timber window system, with high insulation values. A mid dark green (RAL 6013) or similar is proposed and Officers will decide on the colour via a condition.
73. In summary, the scale and design of the proposed scheme is considered to be acceptable in this location given the prevailing form of development near the site. The proposal will increase the housing offer in the area and will enhance the appearance of the site which is currently occupied by a vacant petrol filling station.

Impact on character and setting of a listed building and/or conservation area

74. The site is not within a conservation area. The Sceaux Gardens is nearby to the west of the application site. However, given the distance it is not considered it would affect views in and out of the conservation area. There is a nearby Grade II listed building (Former Peckham Fire Station) to the south west of the proposed development. Again, given the distance and its high quality design, it would not have a negative impact on its setting.

Impact on trees

75. There are no existing trees on the site, however there is an existing street tree (owned by TfL) adjacent to the south-eastern part of the site, which will need to be protected during construction.
76. The applicant proposes to plant trees on the street and the plan indicates 4 No. trees. As this is on TfL land and is on the existing pavement (4m away from the new building and outside of the red line boundary), there were questions over its feasibility. TfL considered that there is the potential to plant trees at this location and these would improve the streetscape and aesthetics of the area, and TfL are in favour of increasing the canopy area on the TLRN.
77. TfL recommended further investigation are undertaken, given that commitments made to plant trees at this location without a basic level of investigation, significant costs would be incurred to achieve delivery. In light of this, the Council is seeking a S106 contribution of £12,000 to secure its provision. This figure is based on the highways Southwark Street Design Manual should street trees be necessary elsewhere. The

Council will pay TfL the full amount once trial pits found to be successful, if not the Council shall retain for planting on Council land in the vicinity.

78. The proposed development provides a welcome amount of good quality hard and soft landscaping and outside amenity featuring terraces, an internal courtyard and green roof.

Planning obligations (S.106 undertaking or agreement)

79. Saved policy 2.5 'Planning Obligations' of the Southwark Plan, Strategic Policy 14 'Implementation and Delivery' of the Core Strategy and Policy 8.2 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 is reinforced by the Supplementary Planning Document (SPD) on Section 106 Planning Obligations and Community Infrastructure Levy (2015).

80. The Southwark CIL SPD was adopted in April 2015 and the previous S106 financial contributions would now fall away. The intention of the CIL Regulations is that S106 planning obligations should mainly be used to secure site specific infrastructure which is needed to directly address the impact of development. The NPPF which echoes the Community Infrastructure Levy Regulation 122 which requires obligations be:

- a) necessary to make the development acceptable in planning terms;
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development

Only defined site specific mitigation that meets the tests in Regulation 122 can be given weight.

81. Following negotiations with the applicant, the S106 Heads of Terms are as follows:

- The provision of affordable housing;
 - 35 affordable habitable rooms, 11 would be social rented (31%) and 24 would be intermediate rented (69%).
- Car club membership for three years;
- Section 278 agreement with TfL. As part of this Section 278 request that the footway is resurfaced along the site frontage and that the western access point, if retained, is narrowed to provide a better pedestrian environment. Seek to extend the existing mandatory eastbound cycle lane along the site frontage.
- £12,000 to TfL towards the street trees outside of the site.

82. In the event that a satisfactory legal agreement has not been entered into by **15 September 2016** it is recommended that the Director of Planning refuses planning permission, if appropriate, for the following reason:

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

SPD (2015)."

83. Development Viability

Since the application has been submitted the council has adopted the Development Viability SPD. The guidance within this document states that a viability appraisal will be required even where a proposal contains a policy compliant level of affordable housing as is the case here. The applicant has submitted a viability appraisal, which has been assessed by the Council's valuers and considered that the scheme for 35% affordable is deliverable. The S106 agreement shall have review mechanisms in place. If at any time before the affordable housing units are transferred to a Registered Provider the level of affordable housing falls below the policy compliant level either by agreement or statutory procedure the developer shall not permit the occupation of the development or any part of it until submitting a Viability Review update to the Council.

Mayoral and Southwark Community Infrastructure Levy (CIL)

84. Section 143 of the Localism Act states that any financial contribution received in terms of community infrastructure levy (CIL) is a material "local financial consideration" in planning decisions. The requirement for payment of the Mayoral or Southwark CIL is therefore a material consideration. However, the weight attached is determined by the decision maker. The Mayoral CIL is required to contribute towards strategic transport investments in London as a whole, primarily Crossrail, while Southwark's CIL will provide for infrastructure that supports growth in Southwark.

85. In Southwark the Mayoral CIL was established at a rate of £35 per sqm of new development, although this is an index linked payment. The Southwark CIL rate is based on the type and location of the development.

The Mayoral CIL MCIL (prior Social Housing Relief) = $2657 \times £35 \times 275 / 223 =$
£114,679.93

The SCIL for this Residential Zone 3 (prior Social Housing Relief) = $2657 \times £50$
 $\times 275 / 260 =$ £140,514.42

Sustainable development implications

86. Policy 5.2 of the London Plan requires major developments to provide an assessment of their energy demands and to demonstrate that they have taken steps to apply the Mayor's energy hierarchy. Strategic Policy 13 'High Environmental Standards' of the Core Strategy also stipulate that development should be designed of the highest environmental standards.

87. The applicant has submitted a Sustainability Statement and an Energy Statement and has made the following targets:

88. Be Lean:

Passive design and energy efficient features are considered paramount for reducing energy demand. The proposed energy efficiency measures include a well-insulated building fabric, alongside a combination of natural and mechanically ventilated spaces. These measures would reduce the Dwelling Emissions rate (DER) by 10.7% below the Target Emissions Rate (TER).

89. Be Clean:

The development is considered to be too small for incorporation of any combined heating plant technology, which Officers accept.

90. **Be Green:**
The applicant has investigated the feasibility of Low or Zero-Carbon (LZC) energy technologies and has recommended the incorporation of photovoltaic panels (PVs), which should reduce CO2 emissions of the site by further 34.8%.
91. The combination of energy efficiency (Be Lean) and Photovoltaics (Be Green), reduces the total CO2 emissions of the development by 41.8%, and thereby meeting the building regulations Part L (2013) and Southwark Planning Policy.

Other matters

92. Air Quality
The development is within the Council's declared Air Quality Management Area (AQMA). While there will be an increase in vehicles servicing the site it is not regarded as having a significant effect on existing air quality bearing in mind the current traffic levels in that area.
93. The submitted air quality report is satisfactory, however there is a recommendation in paragraph 9.3, that mitigation is required for a number of apartments. The plans of the various floors do not indicate that this recommendation has been designed into the development. Officers consider a condition would suffice in securing the further details.
94. Land contamination
The applicant has submitted an assessment given the use of the site as a petrol filling station. EPT considers more information is required, but Officers feel that a pre-commencement condition requesting further intrusive testing and site investigation would suffice.
95. Water
The application site is within Flood Zone 1 and at a low risk of flooding from rivers and seas but the Council's Flood and Drainage team was consulted as this a major development in the Central Southwark Critical Drainage Area and requested further information. Subsequent to the receipt of this the drainage team has no objections subject to conditions.

Conclusion on planning issues

96. The proposed development would replace the existing Sui generis use with residential use. Given that the site is not in an area where employment use is protected by planning policies, the introduction of residential in this area is acceptable in land use terms. The density is marginally over the maximum range for this area, but as there is no significant adverse impacts upon amenity and the design is considered to be appropriate and the proposal would provide for much needed housing including affordable housing this would meet Southwark's planning policies and objectives.
97. The mitigation measures proposed would ensure that there is no significant impact on neighbouring residents' outlook, natural light or privacy. There is good quality of living accommodation proposed for the future residents and the design is considered to be of high quality and would improve the local townscape.
98. The level of parking is considered acceptable and in this high PTAL location there would not be significant impact on the local highway network or safety. The scheme would also be of sustainable design and would not harm the environment significantly. It is therefore recommended for approval.

Community impact statement

99. 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.
 - b) The following issues relevant to particular communities/groups likely to be affected by the proposal have been identified as: None.
 - d) The likely adverse or less good implications for any particular communities/groups have been also been discussed above.

Consultations

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

Consultation replies

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

Summary of consultation responses

102. There has been a total of 21 objections and their comments are summarised below:
103. Density
The density represents over-development of the site; it fills the site at the expense of dwelling layouts, open space particularly for children, parking provision and general amenity.
104. Excessive height and loss of natural light
The building 6 storeys would affect daylight to surrounding buildings; there is an important error in the daylight and sunlight assessment in respect of 92 Peckham Road, the assessment assumes the building is residential from the third floor where in fact it is residential from the first floor; a repeated assessment should also take into account the large trees in front of 92 Peckham Road; the sunlight incidence upon outdoor amenity space has not been considered in the Daylighting Study forming part of the application; the loss of existing views from neighbouring properties will adversely affect the residential amenity of neighbouring owners; the building is too high, over bearing and imposing with the foot print covering the entire site; The scale and size of the proposed plans will create a dominant structure on the road and will be two storeys taller than hose building alongside; the building should not be allowed to exceed the exiting height of the petrol station roof; it will change the visual look form both sides of Peckham Road.
105. Excessive height and loss of natural light
The building 6 storeys would affect daylight to surrounding buildings; there is an important error in the daylight and sunlight assessment in respect of 92 Peckham Road, the assessment assumes the building is residential from the third floor where in fact it is residential from the first floor; a repeated assessment should also take into account the large trees in front of 92 Peckham Road; the sunlight incidence upon outdoor amenity space has not been considered in the Daylighting Study forming part of the application; the loss of existing views from neighbouring properties will

adversely affect the residential amenity of neighbouring owners; the building is too high, over bearing and imposing with the foot print covering the entire site; The scale and size of the proposed plans will create a dominant structure on the road and will be two storeys taller than hose building alongside; the building should not be allowed to exceed the exiting height of the petrol station roof; it will change the visual look form both sides of Peckham Road.

106. Excessive height and loss of natural light

The building 6 storeys would affect daylight to surrounding buildings; there is an important error in the daylight and sunlight assessment in respect of 92 Peckham Road, the assessment assumes the building is residential from the third floor where in fact it is residential from the first floor; a repeated assessment should also take into account the large trees in front of 92 Peckham Road; the sunlight incidence upon outdoor amenity space has not been considered in the Daylighting Study forming part of the application; the loss of existing views from neighbouring properties will adversely affect the residential amenity of neighbouring owners; the building is too high, over bearing and imposing with the foot print covering the entire site; the scale and size of the proposed plans will create a dominant structure on the road and will be two storeys taller than hose building alongside; the building should not be allowed to exceed the exiting height of the petrol station roof; it will change the visual look form both sides of Peckham Road

107. Privacy

Loss of privacy to adjoining residents.

108. Design

The dwellings proposed are not of a high standard of design as maintained in the D&A Statement; the development would be out of keeping.

109. Poor quality of accommodation

These are very poor even though the space standards are higher than the Council's minimum standards; Some rooms are awkward, difficult to furnish and all the day-rooms are multifunction places; some of the flats have north aspect; lack of lifts; poor means of fire escape.

110. Access and parking

The lack of parking and knock on impact on parking in the surrounding area; how will this affect parking requirements of the adjoining Church and Health Centre?; proposals for construction access, subsequent maintenance, deliveries (furniture, groceries and parcels), emergency access, access for the disabled and waste removal are either perfunctory or non-existent; this development would significantly worsen the situation putting exceptional strain on the already overcrowded street parking and congested roads nearby.

111. Affordable Housing

It is noted that the project provides the minimum number of affordable units based on habitable rooms rather than dwellings, thus producing a lower provision than would otherwise be the case; the only low cost housing is at ground level which on this busy street will give the residents little privacy. The ground floor should have shops etc which are lacking in this area of dense housing; the 'affordable' flats should actually be affordable by the local community. So much development is going on in Peckham but local people are unable to purchase these properties; only a very small percentage of the 35% will actually be contributing towards Southwark Councils target of building more council homes, as most will be shared ownership rather than local authority rentals.

112. Loss of the ATM
Would like to see provision for a shop and ATM at ground level in this development.
113. Ground stability and drainage
Concerns about the impact that the proposed works could have on the stability of their property.
114. Environment
Nuisance from rats and vermin infestation.

There is a total of **4 letters** of support and their comments are summarised below:

115. This will be a positive addition to the area; The design appears well thought through and will provide much needed additional housing; this development taking place as it will improve the aesthetic of Peckham Road; More affordable homes are welcomed in the community and I am happy to see Peckham grow; do not believe it is too tall as the building opposite is a full 6 storeys and only parts of the proposed building are a similar height.

Officers' response

Many of the objections have been addressed above. With regards to ground stability, there is no significant excavation involved. Vermin infestation would be resolved by environmental legislation. The provision of an ATM is not a policy requirement. The wheelchair units are on the ground floor level and therefore would not need two lifts.

Human rights implications

116. 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.
117. This application has the legitimate aim of providing residential development. The rights potentially engaged by this application, including the right to a fair trial and the right to respect for private and family life are not considered to be unlawfully interfered with by this proposal.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Site history file: TP/2282-97	Chief Executive's Department 160 Tooley Street London SE1 2QH	Planning enquiries telephone: 020 7525 5403
Application file: 16/AP/1393		Planning enquiries email: planning.enquiries@southwark.gov.uk
Southwark Local Development Framework and Development Plan Documents		Case officer telephone: 020 7525 5729
		Council website: www.southwark.gov.uk

APPENDICES

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

AUDIT TRAIL

Lead Officer	Simon Bevan, Director of Planning	
Report Author	Wing Lau, Senior Planning Officer	
Version	Final	
Dated	4 July 2016	
Key Decision	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director of Finance and Governance	No	No
Strategic Director of Environment and Leisure	No	No
Strategic Director of Housing and Modernisation	No	No
Director Of Regeneration	No	No
Date final report sent to Constitutional Team		7 July 2016

APPENDIX 1**Consultation undertaken****Site notice date:** 05/05/2016**Press notice date:** 12/05/2016**Case officer site visit date:** 05/05/2016**Neighbour consultation letters sent:** 05/05/2016**Internal services consulted:**

Ecology Officer
 Economic Development Team
 Environmental Protection Team Formal Consultation [Noise / Air Quality / Land Contamination / Ventilation]
 Flood and Drainage Team
 HIGHWAY LICENSING
 Highway Development Management
 Waste Management

Statutory and non-statutory organisations consulted:

Environment Agency
 London Fire & Emergency Planning Authority
 Metropolitan Police Service (Designing out Crime)
 Thames Water - Development Planning
 Transport for London (referable & non-referable app notifications and pre-apps)

Neighbour and local groups consulted:

Flat 2 15 Crane Street SE15 5JU	8 Moody Road London SE15 5JB
Flat 3 15 Crane Street SE15 5JU	10 Moody Road London SE15 5JB
Flat 4 15 Crane Street SE15 5JU	12 Moody Road London SE15 5JB
22 Crane Street London SE15 5JU	Flat 4 105 Peckham Road SE15 5LE
24 Crane Street London SE15 5JU	Flat 5 105 Peckham Road SE15 5LE
Flat 1 15 Crane Street SE15 5JU	Flat 6 105 Peckham Road SE15 5LE
Flat 8 15 Crane Street SE15 5JU	Flat 1 105 Peckham Road SE15 5LE
Flat 1 87 Peckham Road SE15 5JW	Flat 2 105 Peckham Road SE15 5LE
Flat 2 87 Peckham Road SE15 5JW	Flat 3 105 Peckham Road SE15 5LE
Flat 5 15 Crane Street SE15 5JU	Flat 2 57 Kelly Avenue SE15 5LZ
Flat 6 15 Crane Street SE15 5JU	Flat 3 57 Kelly Avenue SE15 5LZ
Flat 7 15 Crane Street SE15 5JU	Flat 4 57 Kelly Avenue SE15 5LZ
4 Crane Street London SE15 5JU	Flat 8 55 Kelly Avenue SE15 5LX
6 Crane Street London SE15 5JU	Flat 1 57 Kelly Avenue SE15 5LZ
8 Crane Street London SE15 5JU	Flat 8 57 Kelly Avenue SE15 5LZ
11 Crane Street London SE15 5JU	4 Moody Road London SE15 5JB
13 Crane Street London SE15 5JU	6 Moody Road London SE15 5JB
2 Crane Street London SE15 5JU	Flat 5 57 Kelly Avenue SE15 5LZ
16 Crane Street London SE15 5JU	Flat 6 57 Kelly Avenue SE15 5LZ
18 Crane Street London SE15 5JU	Flat 7 57 Kelly Avenue SE15 5LZ
20 Crane Street London SE15 5JU	Flat 7 105 Peckham Road SE15 5LE
10 Crane Street London SE15 5JU	44 Kelly Avenue London SE15 5NA
12 Crane Street London SE15 5JU	Flat 1 49 Kelly Avenue SE15 5LB
14 Crane Street London SE15 5JU	14 Moody Road London SE15 5JB
Flat 3 87 Peckham Road SE15 5JW	24 Kelly Avenue London SE15 5LL
25 Wodehouse Avenue London SE5 7FD	40 Kelly Avenue London SE15 5LL
27 Wodehouse Avenue London SE5 7FD	42 Kelly Avenue London SE15 5LL
29 Wodehouse Avenue London SE5 7FD	2 Grumant Road London SE15 5NQ
19 Wodehouse Avenue London SE5 7FD	2 Moody Road London SE15 5JB

21 Wodehouse Avenue London SE5 7FD
 23 Wodehouse Avenue London SE5 7FD
 37 Wodehouse Avenue London SE5 7FD
 39 Wodehouse Avenue London SE5 7FD
 41 Wodehouse Avenue London SE5 7FD
 31 Wodehouse Avenue London SE5 7FD
 33 Wodehouse Avenue London SE5 7FD
 35 Wodehouse Avenue London SE5 7FD
 Flat 7 87 Peckham Road SE15 5JW
 Flat 8 87 Peckham Road SE15 5JW
 Flat 9 87 Peckham Road SE15 5JW
 Flat 4 87 Peckham Road SE15 5JW
 Flat 5 87 Peckham Road SE15 5JW
 Flat 6 87 Peckham Road SE15 5JW
 1c Grummant Road London SE15 5NQ
 103 Peckham Road London SE15 5LJ
 Flat 10 87 Peckham Road SE15 5JW
 Flat 11 87 Peckham Road SE15 5JW
 9 Crane Street London SE15 5JU
 Flat 9 Berkeley Court SE15 5AD
 Flat 10 Berkeley Court SE15 5AD
 Flat 11 Berkeley Court SE15 5AD
 Flat 6 Berkeley Court SE15 5AD
 Flat 7 Berkeley Court SE15 5AD
 Flat 8 Berkeley Court SE15 5AD
 Flat 15 Berkeley Court SE15 5AD
 Flat 16 Berkeley Court SE15 5AD
 Flat 17 Berkeley Court SE15 5AD
 Flat 12 Berkeley Court SE15 5AD
 Flat 13 Berkeley Court SE15 5AD
 Flat 14 Berkeley Court SE15 5AD
 4 Grummant Road London SE15 5NQ
 6 Grummant Road London SE15 5NQ
 8 Grummant Road London SE15 5NQ
 14 Lyndhurst Way London SE15 5AT
 16 Lyndhurst Way London SE15 5AT
 3 Grummant Road London SE15 5NQ
 Flat 3 Berkeley Court SE15 5AD
 Flat 4 Berkeley Court SE15 5AD
 Flat 5 Berkeley Court SE15 5AD
 9b Grummant Road London SE15 5NQ
 Flat 1 Berkeley Court SE15 5AD
 Flat 2 Berkeley Court SE15 5AD
 18a Lyndhurst Way London SE15 5AT
 8 Charles Coveney Road London SE15 5JP
 10 Charles Coveney Road London SE15 5JP
 12 Charles Coveney Road London SE15 5JP
 5 Moody Road London SE15 5JH
 4 Charles Coveney Road London SE15 5JP
 6 Charles Coveney Road London SE15 5JP
 3 Crane Street London SE15 5JU
 5 Crane Street London SE15 5JU
 7 Crane Street London SE15 5JU
 14 Charles Coveney Road London SE15 5JP
 16 Charles Coveney Road London SE15 5JP
 1 Crane Street London SE15 5JU
 9a Grummant Road London SE15 5NQ
 Ground Floor 84-86 Peckham Road SE15 5LQ
 97 Peckham Road London SE15 5LJ
 18b Lyndhurst Way London SE15 5AT
 7a Grummant Road London SE15 5NQ
 8a Grummant Road London SE15 5NQ
 1a Grummant Road London SE15 5NQ
 1 Moody Road London SE15 5JH
 3 Moody Road London SE15 5JH
 7b Grummant Road London SE15 5NQ
 Peckham Service Centre 95 Peckham Road SE15 5LJ
 1b Grummant Road London SE15 5NQ
 43 Wodehouse Avenue London SE5 7FD
 8 Heron House Pelican Estate Grummant Road SE15 5NJ
 9 Heron House Pelican Estate Grummant Road SE15 5NJ
 1 Kingfisher House Pelican Estate Grummant Road SE15 5LG
 52 Heron House Pelican Estate Grummant Road SE15 5NJ
 6 Heron House Pelican Estate Grummant Road SE15 5NJ
 7 Heron House Pelican Estate Grummant Road SE15 5NJ
 13 Kingfisher House Pelican Estate Grummant Road SE15 5LG
 14 Kingfisher House Pelican Estate Grummant Road SE15 5LG
 15 Kingfisher House Pelican Estate Grummant Road SE15 5LG
 10 Kingfisher House Pelican Estate Grummant Road SE15 5LG
 Flat 3 50 Kelly Avenue SE15 5LH
 Flat 5 50 Kelly Avenue SE15 5LH
 Flat 6 50 Kelly Avenue SE15 5LH
 Flat 8 105 Peckham Road SE15 5LE
 32 Kelly Avenue London SE15 5LL
 Flat 4 49 Kelly Avenue SE15 5LB
 34 Kelly Avenue London SE15 5LL
 28 Kelly Avenue London SE15 5LL
 26 Kelly Avenue London SE15 5LL
 51 Kelly Avenue London SE15 5LB
 Flat 3 53 Kelly Avenue SE15 5LD
 Flat 1 50 Kelly Avenue SE15 5LH
 Flat 7 55 Kelly Avenue SE15 5LX
 Flat 2 49 Kelly Avenue SE15 5LB
 Flat 3 49 Kelly Avenue SE15 5LB
 Flat 6 46 Kelly Avenue SE15 5NA
 47 Kelly Avenue London SE15 5LB
 48 Kelly Avenue London SE15 5NA
 Flat 2 50 Kelly Avenue SE15 5LD
 Flat 4 50 Kelly Avenue SE15 5LH
 Flat 7 50 Kelly Avenue SE15 5LH
 Flat 5 49 Kelly Avenue SE15 5LB
 Flat 6 49 Kelly Avenue SE15 5LB
 30 Kelly Avenue London SE15 5LL
 36 Kelly Avenue London SE15 5LL
 38 Kelly Avenue London SE15 5LL
 Basement Flat 3 Grummant Road SE15 5NQ
 5 Grummant Road London SE15 5NQ
 22 Kelly Avenue London SE15 5LL
 Flat 3 46 Kelly Avenue SE15 5NA
 Flat 4 46 Kelly Avenue SE15 5NA
 Flat 5 46 Kelly Avenue SE15 5NA
 Flat 1 46 Kelly Avenue SE15 5NA
 Flat 2 46 Kelly Avenue SE15 5NA
 Flat 8 50 Kelly Avenue SE15 5LH
 Flat 7 53 Kelly Avenue SE15 5LD
 Flat 8 53 Kelly Avenue SE15 5LD
 Flat 4 53 Kelly Avenue SE15 5LD
 Flat 5 53 Kelly Avenue SE15 5LD
 Flat 6 53 Kelly Avenue SE15 5LD
 Flat 4 55 Kelly Avenue SE15 5LX
 Flat 5 55 Kelly Avenue SE15 5LX
 Flat 6 55 Kelly Avenue SE15 5LX
 Flat 1 55 Kelly Avenue SE15 5LX
 Flat 2 55 Kelly Avenue SE15 5LX
 Flat 3 55 Kelly Avenue SE15 5LX
 Flat 3 52 Kelly Avenue SE15 5LH
 Flat 4 52 Kelly Avenue SE15 5LH
 Flat 5 52 Kelly Avenue SE15 5LH
 Flat 2 52 Kelly Avenue SE15 5LH
 Flat 1 52 Kelly Avenue SE15 5LH
 Flat 1 53 Kelly Avenue SE15 5LD
 Flat 2 53 Kelly Avenue SE15 5LD
 Flat 6 52 Kelly Avenue SE15 5LH
 Flat 7 52 Kelly Avenue SE15 5LH
 Flat 8 52 Kelly Avenue SE15 5LH
 Flat 65 Pelican House SE15 5PY
 Flat 66 Pelican House SE15 5PY
 Flat 67 Pelican House SE15 5PY
 Flat 62 Pelican House SE15 5PY
 Flat 63 Pelican House SE15 5PY
 Flat 64 Pelican House SE15 5PY
 Flat 71 Pelican House SE15 5PY
 Flat 72 Pelican House SE15 5PY
 Flat 73 Pelican House SE15 5PY
 Flat 68 Pelican House SE15 5PY
 Flat 69 Pelican House SE15 5PY
 Flat 70 Pelican House SE15 5PY
 Flat 53 Pelican House SE15 5PY
 Flat 54 Pelican House SE15 5PY
 Flat 55 Pelican House SE15 5PY
 Flat 50 Pelican House SE15 5PY
 Flat 51 Pelican House SE15 5PY
 Flat 52 Pelican House SE15 5PY
 Flat 59 Pelican House SE15 5PY
 Flat 60 Pelican House SE15 5PY
 Flat 61 Pelican House SE15 5PY
 Flat 56 Pelican House SE15 5PY
 Flat 57 Pelican House SE15 5PY

11 Kingfisher House Pelican Estate Grummant Road SE15 5LG
 12 Kingfisher House Pelican Estate Grummant Road SE15 5LG
 44 Heron House Pelican Estate Grummant Road SE15 5NJ
 45 Heron House Pelican Estate Grummant Road SE15 5NJ
 46 Heron House Pelican Estate Grummant Road SE15 5NJ
 41 Heron House Pelican Estate Grummant Road SE15 5NJ
 42 Heron House Pelican Estate Grummant Road SE15 5NJ
 43 Heron House Pelican Estate Grummant Road SE15 5NJ
 5 Heron House Pelican Estate Grummant Road SE15 5NJ
 50 Heron House Pelican Estate Grummant Road SE15 5NJ
 51 Heron House Pelican Estate Grummant Road SE15 5NJ
 47 Heron House Pelican Estate Grummant Road SE15 5NJ
 48 Heron House Pelican Estate Grummant Road SE15 5NJ
 49 Heron House Pelican Estate Grummant Road SE15 5NJ
 16 Kingfisher House Pelican Estate Grummant Road SE15 5LG
 16 Mallard House Pelican Estate Grummant Road SE15 5NH
 3 Mallard House Pelican Estate Grummant Road SE15 5NH
 4 Mallard House Pelican Estate Grummant Road SE15 5NH
 13 Mallard House Pelican Estate Grummant Road SE15 5NH
 14 Mallard House Pelican Estate Grummant Road SE15 5NH
 15 Mallard House Pelican Estate Grummant Road SE15 5NH
 8 Mallard House Pelican Estate Grummant Road SE15 5NH
 5 Mallard House Pelican Estate Grummant Road SE15 5NH
 6 Mallard House Pelican Estate Grummant Road SE15 5NH
 7 Mallard House Pelican Estate Grummant Road SE15 5NH
 3 Kingfisher House Pelican Estate Grummant Road SE15 5LG
 4 Kingfisher House Pelican Estate Grummant Road SE15 5LG
 5 Kingfisher House Pelican Estate Grummant Road SE15 5LG
 17 Kingfisher House Pelican Estate Grummant Road SE15 5LG
 18 Kingfisher House Pelican Estate Grummant Road SE15 5LG
 2 Kingfisher House Pelican Estate Grummant Road SE15 5LG
 9 Kingfisher House Pelican Estate Grummant Road SE15 5LG
 11 Mallard House Pelican Estate Grummant Road SE15 5NH
 12 Mallard House Pelican Estate Grummant Road SE15 5NH
 6 Kingfisher House Pelican Estate Grummant Road SE15 5LG
 7 Kingfisher House Pelican Estate Grummant Road SE15 5LG
 8 Kingfisher House Pelican Estate Grummant Road SE15 5LG
 40 Heron House Pelican Estate Grummant Road SE15 5NJ
 1 Heron House Pelican Estate Grummant Road SE15 5NJ
 10 Heron House Pelican Estate Grummant Road SE15 5NJ
 11 Heron House Pelican Estate Grummant Road SE15 5NJ
 110 Peckham Road London SE15 5EU
 15 Heron House Pelican Estate Grummant Road SE15 5NJ
 16 Heron House Pelican Estate Grummant Road SE15 5NJ
 17 Heron House Pelican Estate Grummant Road SE15 5NJ
 12 Heron House Pelican Estate Grummant Road SE15 5NJ
 13 Heron House Pelican Estate Grummant Road SE15 5NJ
 14 Heron House Pelican Estate Grummant Road SE15 5NJ
 51 Wodehouse Avenue London SE5 7FD
 53 Wodehouse Avenue London SE5 7FD
 55 Wodehouse Avenue London SE5 7FD
 45 Wodehouse Avenue London SE5 7FD
 47 Wodehouse Avenue London SE5 7FD
 49 Wodehouse Avenue London SE5 7FD
 Oliver Goldsmith Primary School Peckham Road SE5 8UH
 4a Grummant Road London SE15 5NQ
 2a Grummant Road London SE15 5NQ
 18 Heron House Pelican Estate Grummant Road SE15 5NJ
 32 Heron House Pelican Estate Grummant Road SE15 5NJ
 33 Heron House Pelican Estate Grummant Road SE15 5NJ
 34 Heron House Pelican Estate Grummant Road SE15 5NJ
 3 Heron House Pelican Estate Grummant Road SE15 5NJ
 30 Heron House Pelican Estate Grummant Road SE15 5NJ
 31 Heron House Pelican Estate Grummant Road SE15 5NJ
 38 Heron House Pelican Estate Grummant Road SE15 5NJ
 39 Heron House Pelican Estate Grummant Road SE15 5NJ
 4 Heron House Pelican Estate Grummant Road SE15 5NJ
 35 Heron House Pelican Estate Grummant Road SE15 5NJ
 36 Heron House Pelican Estate Grummant Road SE15 5NJ
 37 Heron House Pelican Estate Grummant Road SE15 5NJ
 21 Heron House Pelican Estate Grummant Road SE15 5NJ
 22 Heron House Pelican Estate Grummant Road SE15 5NJ
 23 Heron House Pelican Estate Grummant Road SE15 5NJ
 19 Heron House Pelican Estate Grummant Road SE15 5NJ
 2 Heron House Pelican Estate Grummant Road SE15 5NJ
 20 Heron House Pelican Estate Grummant Road SE15 5NJ
 27 Heron House Pelican Estate Grummant Road SE15 5NJ
 28 Heron House Pelican Estate Grummant Road SE15 5NJ
 29 Heron House Pelican Estate Grummant Road SE15 5NJ
 Flat 58 Pelican House SE15 5PY
 Flat 74 Pelican House SE15 5PY
 Flat 8 Walmer Castle Court SE15 5BE
 Ground Floor Flat 3 Grummant Road SE15 5NQ
 First Floor Flat 3 Grummant Road SE15 5NQ
 Flat 5 Walmer Castle Court SE15 5BE
 Flat 6 Walmer Castle Court SE15 5BE
 Flat 7 Walmer Castle Court SE15 5BE
 Workshop 97 Peckham Road SE15 5LJ
 Car Wash 97 Peckham Road SE15 5LJ
 Lister Primary Care Centre 101 Peckham Road SE15 5LJ
 Peckham Pelican Pelican House SE15 5PY
 Flat 78 Pelican House SE15 5PY
 Flat 79 Pelican House SE15 5PY
 Flat 80 Pelican House SE15 5PY
 Flat 75 Pelican House SE15 5PY
 Flat 76 Pelican House SE15 5PY
 Flat 77 Pelican House SE15 5PY
 Flat 2 Walmer Castle Court SE15 5BE
 Flat 3 Walmer Castle Court SE15 5BE
 Flat 4 Walmer Castle Court SE15 5BE
 Basement And Ground Floor Rear Lord Denning Court SE15 5PZ
 Flat 1 Walmer Castle Court SE15 5BE
 Flat 49 Pelican House SE15 5PY
 Flat 15 Pelican House SE15 5PY
 Flat 16 Pelican House SE15 5PY
 Flat 17 Pelican House SE15 5PY
 Flat 12 Pelican House SE15 5PY
 Flat 13 Pelican House SE15 5PY
 Flat 14 Pelican House SE15 5PY
 Flat 21 Pelican House SE15 5PY
 Flat 22 Pelican House SE15 5PY
 Flat 23 Pelican House SE15 5PY
 Flat 18 Pelican House SE15 5PY
 Flat 19 Pelican House SE15 5PY
 Flat 20 Pelican House SE15 5PY
 Flat 3 Pelican House SE15 5PY
 Flat 4 Pelican House SE15 5PY
 Flat 5 Pelican House SE15 5PY
 Flat 1 Pelican House SE15 5PY
 Flat 2 Pelican House SE15 5PY
 Flat 9 Pelican House SE15 5PY
 Flat 10 Pelican House SE15 5PY
 Flat 11 Pelican House SE15 5PY
 Flat 6 Pelican House SE15 5PY
 Flat 7 Pelican House SE15 5PY
 Flat 8 Pelican House SE15 5PY
 Flat 24 Pelican House SE15 5PY
 Flat 40 Pelican House SE15 5PY
 Flat 41 Pelican House SE15 5PY
 Flat 42 Pelican House SE15 5PY
 Flat 37 Pelican House SE15 5PY
 Flat 38 Pelican House SE15 5PY
 Flat 39 Pelican House SE15 5PY
 Flat 46 Pelican House SE15 5PY
 Flat 47 Pelican House SE15 5PY
 Flat 48 Pelican House SE15 5PY
 Flat 43 Pelican House SE15 5PY
 Flat 44 Pelican House SE15 5PY
 Flat 45 Pelican House SE15 5PY
 Flat 28 Pelican House SE15 5PY
 Flat 29 Pelican House SE15 5PY
 Flat 30 Pelican House SE15 5PY
 Flat 25 Pelican House SE15 5PY
 Flat 26 Pelican House SE15 5PY
 Flat 27 Pelican House SE15 5PY
 Flat 34 Pelican House SE15 5PY
 Flat 35 Pelican House SE15 5PY
 Flat 36 Pelican House SE15 5PY
 Flat 31 Pelican House SE15 5PY
 Flat 32 Pelican House SE15 5PY
 Flat 33 Pelican House SE15 5PY
 294 Southampton Way London SE5 7HQ
 31 Pelican House 92 Peckham Road SE155PY
 92 Peckham Road Flat 2 SE15 5PY
 Flat 3, 76-78 Montpelier Road London SE15 2HE
 Flat 7, 107 Peckham Road London SE15 5LE
 Flat 10 2 Bamber Road SE15 5JS
 27 Denman Road London Se15 5ns

24 Heron House Pelican Estate Grummant Road SE15 5NJ
25 Heron House Pelican Estate Grummant Road SE15 5NJ
26 Heron House Pelican Estate Grummant Road SE15 5NJ
12 Lyndhurst Way London SE15 5AT
16 Moody Road London SE15 5JB
18 Moody Road London SE15 5JB

17 Shenley Road London SE5 8ND
43 South City Grove 52 Peckham Grove se15 6fr
Flat 7 Walmer Castle Court, 102 Pec Peckham SE155BE
Flat 3, 62 Choumert Road Peckham Se15 4AX
42 Goldsmith Road London se15 5tn
91 Lyndhurst Grove London SE15 5AW
10 Lyndhurst Square London SE15 5AR

Re-consultation: n/a

APPENDIX 2

Consultation responses received

Internal services

Environmental Protection Team Formal Consultation - inadequate information on noise and contamination.

Flood and Drainage Team - Further information received and no objections subject to conditions.

Statutory and non-statutory organisations

Thames Water - Development Planning - No objections subject to condition and informative.

Transport for London - Further information was requested in relation to swept paths and comments relating to car parking, cycle storage and access and trees. No significant objections raised.

Neighbours and local groups

There has been a total of **21 objections** and their comments are summarised below:

Density

The density represents over-development of the site; it fills the site at the expense of dwelling layouts, open space particularly for children, parking provision and general amenity

Excessive height and loss of natural light

The building 6 storeys would affect daylight to surrounding buildings; there is an important error in the daylight and sunlight assessment in respect of 92 Peckham Road, the assessment assumes the building is residential from the third floor where in fact it is residential from the first floor; a repeated assessment should also take into account the large trees in front of 92 Peckham Road; the sunlight incidence upon outdoor amenity space has not been considered in the Daylighting Study forming part of the application; the loss of existing views from neighbouring properties will adversely affect the residential amenity of neighbouring owners; the building is too high, over bearing and imposing with the foot print covering the entire site; The scale and size of the proposed plans will create a dominant structure on the road and will be two storeys taller than hose building alongside; the building should not be allowed to exceed the existing height of the petrol station roof; it will change the visual look form both sides of Peckham Road

Privacy

Loss of privacy to adjoining residents.

Design

The dwellings proposed are not of a high standard of design as maintained in the D&A Statement; the development would be out of keeping.

Poor quality of accommodation

These are very poor even though the space standards are higher than the Council's minimum standards; Some rooms are awkward, difficult to furnish and all the day-rooms are multifunction places; some of the flats have north aspect; lack of lifts; poor means of fire escape.

Access and parking

The lack of parking and knock on impact on parking in the surrounding area; how will

this affect parking requirements of the adjoining Church and Health Centre?; proposals for construction access, subsequent maintenance, deliveries (furniture, groceries and parcels), emergency access, access for the disabled and waste removal are either perfunctory or non-existent; this development would significantly worsen the situation putting exceptional strain on the already overcrowded street parking and congested roads nearby.

Affordable Housing

It is noted that the project provides the minimum number of affordable units based on habitable rooms rather than dwellings, thus producing a lower provision than would otherwise be the case; the only low cost housing is at ground level which on this busy street will give the residents little privacy. The ground floor should have shops etc which are lacking in this area of dense housing; the 'affordable' flats should actually be affordable by the local community. So much development is going on in Peckham but local people are unable to purchase these properties; only a very small percentage of the 35% will actually be contributing towards Southwark Councils target of building more council homes, as most will be shared ownership rather than local authority rentals.

Loss of the ATM

Would like to see provision for a shop and ATM at ground level in this development.

Ground stability and drainage

Concerns about the impact that the proposed works could have on the stability of my property;

Environment

Nuisance from rats and vermin infestation.

Support

There is a total of 4 letters of support and their comments are summarised below:

This will be a positive addition to the area; The design appears well thought through and will provide much needed additional housing; this development taking place as it will improve the aesthetic of Peckham Road; More affordable homes are welcomed in the community and I am happy to see Peckham grow; do not believe it is too tall as the building opposite is a full 6 storeys and only parts of the proposed building are a similar height.

**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	Peckham Road Investments Limited	Reg. Number	16/AP/1393
Application Type	Full Planning Permission	Case Number	TP/2282-97
Recommendation	Grant subject to Legal Agreement		

Draft of Decision Notice

Planning Permission was GRANTED for the following development:

Demolition of existing petrol filling station and erection of part-2, part-4 and part-6 storey residential development accommodating 33 dwellings, together with access, hard landscaping and other associated works.

At: 95 PECKHAM ROAD, LONDON SE15 5LJ

In accordance with application received on 12/04/2016 08:04:01
and revisions/amendments received on 29/06/2016
01/07/2016

and Applicant's Drawing Nos. Existing:

141_P_001 P06, 141_P_110 P02, 141_P_210 P02

Proposed

141_P_100 P10, 141_P_101 P06, 141_P_102 P06, 141_P_103 P06, 141_P_104 P06, 141_P_105 P06, 141_P_106 P06,
141_P_200 P05, 141_P_201 P04, BXMW/HI-RISE (E)

Supporting documents:

Planning Statement, Design and Access Statement, Affordable Housing Statement, Air Quality Assessment, Daylight and Sunlight Assessment, Overshadowing Analysis, Contaminated Land Assessment and Remediation Strategy, Sustainability Report, Preliminary Planning Compliance Review (Noise), Note on Transport, Viability Appraisal Executive Summary, Viability Assessment,

Subject to the following twenty-one conditions:

Time limit for implementing this permission and the approved plans

- 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:

141_P_100 P10, 141_P_101 P06, 141_P_102 P06, 141_P_103 P06, 141_P_104 P06, 141_P_105 P06,
141_P_106 P06, 141_P_200 P05, 141_P_201 P04, BXMW/HI-RISE (E)

Reason:

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

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

- 3 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 (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) Any 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 will 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 works 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 works and measures identified in the approved remediation strategy, a verification report providing evidence that all works required by the remediation strategy have been completed shall be submitted to and approved in writing by the Local Planning Authority.

d) In the event that potential 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 off-site receptors in accordance with saved policy 3.2 'Protection of amenity' of the Southwark Plan (2007), strategic policy 13 'High environmental standards' of the Core Strategy (2011) and the National Planning Policy Framework 2012.

- 4 Before any work hereby authorised begins, the applicant shall submit a piling method statement (detailing the depth and 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 the programme for the works) to this Local Planning Authority (in consultation with Thames Water) and approved in writing; the development shall not be carried out otherwise than in accordance with any such approval given.

Reason

The proposed works will be in close proximity to underground sewerage utility infrastructure and in accordance with the National Planning Policy Framework 2012, Strategic Policy 13 - High Environmental Standards and Saved Policy 3.9 Water of the Southwark Plan 2007.

- 5 Prior to works commencing, full details of all proposed planting of four trees on Peckham Road shall be submitted to and approved in writing by the Local Planning Authority. This will include tree pit cross sections, planting and maintenance specifications and confirmation of location, species, sizes, nursery stock type, supplier and defect period. All tree planting shall be carried out in accordance with those details and at those times.

To ensure the proposed development will preserve and enhance the visual amenities of the locality and is designed for the maximum benefit of local biodiversity, in addition to the attenuation of surface water runoff in accordance with The National Planning Policy Framework 2012 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 3.2 Protection of amenity; Policy 3.12 Quality in Design; Policy 3.13 Urban Design and Policy 3.28 Biodiversity.

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

- 6 Details of all the external materials including detailed sections and samples (2 copies) to be used in the carrying out of this permission shall be submitted to and approved by the Local Planning Authority before any above grade work in connection with this permission is carried out and the development shall not be carried out otherwise than in accordance with any such approval given.

Reason:

In order to ensure that these samples will make an acceptable contextual response in terms of materials to be used, and achieve a quality of design and detailing in accordance with The National Planning Policy Framework 2012, Strategic Policy 12 - Design and Conservation of The Core Strategy 2011 and Saved Policies: 3.12 Quality in Design and 3.13 Urban Design of The Southwark Plan 2007.

- 7 Prior to the commencement of any works above grade, details of the proposed children's play area and associated landscaping (including management arrangements) shall be submitted to, and approved in writing by the local planning authority. No part of the development hereby approved shall be occupied, until works agreed in accordance with the agreed details are completed on site.

Reason: To improve the public realm, provide quality communal amenity space and playspace in accordance with policies 2.5 Planning Obligations and 4.2 Quality of residential accommodation of the Southwark Plan 2007

- 8 Before any above grade work hereby authorised begins, details of the photovoltaic panels 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 photovoltaic panels are to 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 to ensure the proposal complies with The National Planning Policy Framework 2012, 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.

- 9 Before any above grade work hereby authorised begins, detailed drawings of a hard and soft landscaping scheme showing the treatment of all parts of the site not covered by buildings (including cross sections, surfacing materials of any 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.

The planting, seeding and/or turfing shall be carried out in the first planting season following completion of building works and any trees or shrubs that is found to be dead, dying, severely damaged or diseased within five years of the completion of the building works OR five years of the carrying out of the landscaping scheme (whichever is later), shall be replaced in the next planting season by specimens of the same size and species in the first suitable planting season. Planting shall comply to BS: 4428 Code of practice for general landscaping operations, BS: 5837 (2012) Trees in relation to demolition, design and construction and BS 7370-4:1993 Grounds maintenance Recommendations for maintenance of soft landscape (other than amenity turf).

Reason

So that the Council may be satisfied with the details of the landscaping scheme in accordance with The National Planning Policy Framework 2012 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 3.2 Protection of amenity; Policy 3.12 Quality in Design; Policy 3.13 Urban Design and Policy 3.28 Biodiversity.

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

M4(3)(2a) Adaptable:- 4 units - 2 x 1 bed 2 person (ground floor) and 2 x 2 bed 3 person (ground floor)

Reason

To ensure the development complies with Core Strategy 2011 Strategic Policy 5 (Providing new homes) and London Plan 2015 Policy 3.8 (Housing choice).

- 11 Before any above grade work hereby authorised begins, details of the means of enclosure for all site boundaries shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise than in accordance with any such approval given.

Reason

In the interests of visual and residential amenity in accordance with Strategic Policy 12 Design and conservation of The Core Strategy 2011 and Saved Policies 3.2 Protection of amenity, 3.12 Quality in Design, and 3.13 Urban design of the Southwark Plan 2007.

- 12 No below grade works shall commence until details of a surface water drainage strategy, incorporating sustainable drainage principles, to achieve a reduction in surface water run-off rates from the site to a minimum of 50% of that for the existing site during a 1% Annual Exceedance Probability (AEP) event has been submitted to (2 copies) and approved in writing by Local Planning Authority. The site drainage must be constructed to the approved details. Reason: To minimise the potential for the site to contribute to surface water flooding in accordance with saved policy 3.9 Water of the Southwark Plan, Strategic policy 13 of the Core Strategy (2011) and guidance in the Sustainable Design and Construction SPD (2009).

- 13 The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the development. Before any work in connection with this permission is carried out above grade, details of security measures shall be submitted and approved in writing by the Local Planning Authority and any such security measures shall be implemented prior to occupation in accordance with the approved details which shall seek to achieve the 'Secured by Design' certification award from the Metropolitan Police.

Reason

In pursuance of the Local Planning Authority's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions and to improve community safety and crime prevention in accordance with The National Planning Policy Framework 2012, Strategic Policy 12 Design and Conservation of The Core Strategy 2011 and Saved Policy 3.14 Designing out Crime of the Southwark Plan 2007.

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

- 14 Prior to occupation of the unit/s hereby approved, 1 No. disabled parking space, as shown on the drawings hereby approved, shall be made available, and retained for the purposes of car parking for the disabled for as long as the development is occupied.

Reason

To ensure that the parking spaces for disabled people are provided and retained in accordance with The National Planning Policy Framework 2012, Strategic Policy 2 - Sustainable Transport of The Core Strategy 2011 and Saved Policy 5.7 Parking standards for disabled people and the mobility impaired of the Southwark Plan 2007.

- 15 Before the first occupation of the building the cycle storage facilities as shown on the approved drawing 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 than 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 The National Planning Policy Framework 2012, Strategic Policy 2 - Sustainable Transport of The Core Strategy and Saved Policy 5.3 Walking and Cycling of the Southwark Plan 2007.

- 16 Before the first occupation of the building hereby permitted a Delivery and Servicing Plan detailing how all elements of the site are to be serviced shall be submitted to and approved in writing 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 compliance with The National Planning Policy Framework 2012, Strategic Policy 2 Sustainable Transport of The Core Strategy 2011 and Saved Policy 5.2 Transport Impacts of the Southwark Plan 2007.

- 17 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 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 The National Planning Policy Framework 2012, Strategic Policy 13 High Environmental Standards of the Core Strategy 2011 and Saved Policies 3.2 Protection of Amenity and Policy 3.7 Waste Reduction of The Southwark Plan 2007

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

- 18 The window(s) on the west elevation of the development shall be obscure glazed upon first installation as indicated on the approved plans and shall be retained as such thereafter for the life of this permission and shall not be replaced other than with obscure glazing.

Reason

In order to protect the privacy and amenity of the occupiers and users of the adjoining premises at Crown House, East Dulwich Road from undue overlooking 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.

- 19 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 might 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 The National Planning Policy Framework 2012, Strategic Policy 12 - Design and Conservation of The Core Strategy 2011 and Saved Policies 3.2 Protection of Amenity and 3.13 Urban Design of the Southwark Plan 2007.

- 20 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 building as shown on elevational drawings.

Reason

In order to ensure that no additional plant 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 The National Planning Policy Framework 2012, Strategic Policy 12 - Design and Conservation of The Core Strategy 2011 and Saved Policies 3.2 Protection of Amenity and 3.13 Urban Design of the Southwark Plan 2007.

- 21 The development hereby permitted shall be constructed to achieve at least a 35% carbon saving against the 2013 Building Regulations.

Reason

To ensure the development complies with the National Planning Policy Framework 2012, Strategic Policy 13 (High environmental standards) of the Core Strategy 2011, saved policies 3.3 Sustainability and Energy Efficiency of the Southwark Plan and Policy 5.15 of the London Plan 2015 (Minimising carbon dioxide emissions).

Statement of positive and proactive action in dealing with the application

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



© Crown copyright and database rights 2011 Ordnance Survey (0100019252)

Item No. 7.3	Classification: OPEN	Date: 19 June 2016	Meeting Name: Planning Sub-Committee A
Report title:	Development Management planning application: Council's own development Application 16/AP/1991 for: Council's Own Development - Reg. 3 Address: BOURNEMOUTH CLOSE (LAND AT THE REAR OF 177-207 RYE LANE), LONDON SE15 4TP Proposal: Development to provide a mix of retail (Use Class A1) with associated food and beverage (Use Class A3/A4/A5) uses and business (Use Class B1) and community facilities (Use Class D1).		
Ward(s) or groups affected:	The Lane		
From:	Director of Planning		
Application Start Date 17/05/2016		Application Expiry Date 12/07/2016	
Earliest Decision Date 19/06/2016			

RECOMMENDATION

1. Grant planning permission, subject to conditions.

BACKGROUND INFORMATION

2. This application has been referred to the planning sub-committee following member request.

Site location and description

3. The application site (1,418sqm) is "housing land" owned by Southwark Council. The land is currently occupied by 22 garages which are linked to properties within the adjacent Bournemouth Close. The application site is located at the rear of 177 to 211 Rye Lane and has residential properties to its eastern side (Nos. 11 to 18 Birch Close and 1 to 5 Hazel Grove).
4. The site is accessed via vehicle from Bournemouth Road and then Bournemouth Close. It is also accessed by two pedestrian routes, one from Copeland Road at the south of the site and from Birch Close leading to Rye Lane.
5. The application site is not listed. However, it is located within Rye Lane Peckham Conservation area, Air Quality Management Area, Urban Density Zone, Major Town Centre, Peckham and Nunhead Action area and Peckham Core Action Areas.

Details of proposal

6. The proposals are to deliver 14 new commercial units for retail and community uses. The units vary in size and total 348sqm (GIA). The units have a range of proposed flexible use classes proposed including A1, A3, A4, A5, B1 & D1. There are 10 units

with A1, A3, A4 use class proposed, 2 units with A1, A3, A4, A5 use class proposed, 1 unit with A1, B1, D1 use class proposed and 1 unit with A1, D1 use class proposed.

7. The breakdown of commercial space is below:

Use Class/type of use	Net Sqm
A1/A3/A4/ - Shops Net Tradeable Area	232
A1/A3/A4/A5 - Restaurants and cafes	20
A1/B1/ D1 - Office (other than A2) (facilities)	47
A1/D1 - Non-residential institutions	28
B1 - Office (other than A2) (facilities)	20
Total	348

Covered Circulation Space 197

Total Building footprint (exc external circulation) 544

8. The operating times for the proposed uses are:

Use	Hours of Operation
A1 Use Class	
Monday to Friday	09:00 - 23:00
Saturday	10:00 - 23:00
Sunday and Bank Holidays	10:00 - 23:00
Other (A3,B1,D1)	
Monday to Friday	08:45 - 23:15
Saturday	09:45 - 23:15
Sunday and Bank Holidays	09:45 - 23:15

9. The proposed building is principally triangle in shape which tapers towards the southern end of the site. The exterior of the building would have a principal access to the north elevation and two further accesses positioned centrally on the western elevation. There would be shop frontages on the western elevation leaving the eastern elevation blank as this area is covered by adjoining walls. The southern elevation would have one full to ceiling height window. There would be a sloped roof that covers the entire space and provides a sheltered walkway through the scheme. Three rooflights would be provided facing north, angled away from the residential units of Hazel Grove and Birch Close.
10. Building dimensions:
Length 55m, the width at northern elevation is 17.9m which is setback on the southwesterly corner by 6.5m. The building then tapers to 7.84m at the southern elevation. The building would be 5.6m high at the central point, which would run the length of the building. At the eaves the building would be 3.6m.
11. Internally, the building would have a central spine with commercial premises on either side. At the southern tip ancillary facilities would be positioned. At the central point the

commercial units stop on the westernside and a community space is provided. The community space would have two external openings that access the side road. The units internally would have high contrasting shop frontages that are independent of one another.

12. The commercial space being provided is for local traders who are being displaced by the proposed development at Peckham Station Square. The majority of the occupiers of the proposal are independent retailers specialising in hair and beauty and would be relocated to these new premises.
13. **Planning history**

15/AP/0080 Application type: Full Planning Permission (FUL) - Resurfacing works to vehicle access and associated landscaping including x8 additional car parking bays; x1 loading bay and bin store. Decision date 06/05/2015 Decision: Granted (GRA)

16/EQ/0085 Application type: Pre-Application Enquiry (ENQ) - Demolition of 22 existing garages to enable to construction of a single storey steel frame structure to provide 667 sqm of covered indoor market space comprising 'A class' accommodation for a range of independent, local retailers along with new 'D class' community-related facilities for the neighbouring residents of the Atwell Estate. Decision date 16/05/2016 Decision: Pre-application enquiry closed (EQC)

Planning history of adjoining sites

14. 16/AP/0131. Address: 213 RYE LANE, LONDON SE15 4TP. Description: Partial demolition of existing buildings and redevelopment to provide buildings ranging from 1 to 7 storeys in height accommodating ground floor commercial space (Class A1/B8) with 40 residential units above (Class C3), raised amenity courtyard. Pending.
15. 03/AP/0316. Address: 195-197 Rye Lane SE15. Description: Demolition of existing first floor and construction of a two storey extension plus a mansard roof to the front of the building for use as three 2 bedroomed flats and a two storey extension for use as a maisonette at the rear of the site.
16. 14/AP/0947. Address: 193 RYE LANE, LONDON, SE15 4TP. Description: Erection of replacement building facing Rye Lane comprising four storeys with an A1 commercial unit and associated shopfront to the ground floor and two self contained residential units above; erection of three storey building to rear.
17. 14/AP/1016. Address: 191 RYE LANE, LONDON, SE15 4TP. Description: Construction of a new part 4, part 3 storey building with a 3 storey rear section comprising a commercial A1 unit (retail) on the ground floor with three floors of residential accommodation above comprising 1 x studio unit, 1 x 1 bedroom maisonette.

KEY ISSUES FOR CONSIDERATION

Summary of main issues

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

- b) Impact of proposed development on the amenity of adjoining residents
- c) Impact of proposed development on character of the surrounding area and the nearby Conservation Area.
- d) Traffic, pedestrian and highway safety

Planning policy

19. National Planning Policy Framework (the Framework)
 - 1 Building a strong, competitive economy
 - 2 Ensuring the vitality of town centres
 - 7 Requiring good design
 - 8 Promoting healthy communities
 - 12 Conserving and enhancing the historic environment

20. London Plan July 2015 consolidated with alterations since 2011
 - Policy 3.1 Ensuring equal life chances for all
 - Policy 4.6 Support for and enhancement of arts, culture, sport and entertainment
 - Policy 4.7 Retail and town centre development
 - Policy 4.8 Supporting a successful and diverse retail sector and related facilities and services
 - Policy 4.9 Small shops
 - Policy 4.12 Improving opportunities for all
 - Policy 7.2 An inclusive environment
 - Policy 7.3 Designing out crime
 - Policy 7.4 Local character
 - Policy 7.5 Public realm
 - Policy 7.6 Architecture

21. Core Strategy 2011
 - Strategic Policy 1 - Sustainable Development
 - Strategic Policy 2 - Sustainable Transport
 - Strategic Policy 3 - Shopping, leisure and entertainment
 - Strategic Policy 10 - Jobs and Businesses
 - Strategic Policy 12 - Design and Conservation
 - Strategic Policy 13 - High Environmental Standards

22. Southwark Plan 2007 (July) - saved policies

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 1.5 - Small Business Unit
 - Policy 1.7 - Development Within Town And Local Centres
 - Policy 2.2 Provision of new community facilities
 - Policy 3.2 - Protection of amenity
 - Policy 3.12 - Quality in design
 - Policy 3.13 - Urban design
 - Policy 3.16 - Conservation areas
 - Policy 3.18 - Setting of listed buildings, conservation areas and world heritage sites

Policy 5.2 - Transport Impacts

Sustainable Design and Construction SPD 2009

Principle of development

23. The proposals is to deliver 14 new commercial units for retail and community use of varying size with flexible Class A1-A5, B1 and D1 use, totalling 544sqm (GIA).
24. The proposed use is acceptable in principle. In land use terms Local Plan policy 1.7 supports the growth of Peckham as a Major Town Centre where uses such as retail (A1, A3, A4, A5 Use Class), and other commercial activities like B1 (Office) and community floorspace (D1 Use Class) are promoted.
25. While there are no specific policies protecting private car parking in town centres. Policy 5.2 Transport Impacts & 5.6 Car parking supports the reduction of vehicular movements where sites are highly accessible. This site and the surrounding residential are highly accessible and therefore the loss of carparking garages is acceptable.
26. However, in addition to broad land use considerations, it is also necessary to consider the proposal in the context of neighbouring amenity, servicing and detailed design issues - this assessment is set out below.

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

27. The proposed building would sit along the eastern boundary in a similar position to the existing garages. The height of the proposed building would be 3.6m at the boundary line, which is adjacent the existing alleyway wall. The existing alleyway wall and garden fences are 2.6m high. This would result in a 1m height increase at the boundary line with the alley. The garages sit 200mm below the boundary height. The majority of the roof (35m) would slope immediately from the eastern elevation to the maximum height of 5.6m. The southern part of the roof (19.5m) is flat but would then slope upwards to a maximum 5.6m.
28. Three distances between the residential units and the building wall have been taken. These are shown in the cross-sections provided. It is evident at the closest point the proposal would be 7.44m apart. This is an isolated occurrence with the corner of No.18. The majority of units have a 7.8m separation. Where the proposed roof is flat (19.5m) there is a separation of 9.9m. In addition, the flat roof is 4.2m wide before the incline starts.
29. The daylight/sunlight assessments undertaken show that in all instances the proposed building by virtue of only being 1m higher at the boundary line would not impact on the daylight/sunlight or vertical sunlight component achievable from the residential units. Further, whilst the building would be taller, it would still be single storey and would not significantly overshadow the adjacent gardens to an extent that would warrant refusal.
30. To the west of the site there is one residential building in close proximity. This is a backland development of 195-197 Rye Lane. The living accommodation of this unit starts at first floor and therefore there is no impact on daylight/sunlight or vertical sunlight component.
31. The exterior of the building takes a simple form of folded and colour-coated metal cladding. The colour would be dark grey and on the north, west and south edges with bespoke metal blades that protrude beyond the elevations. The colour of the building

including the roof is purposely dark to blend within the context and allow, when looking east to west, the historical features of the buildings on Rye Lane to stand out. There is one section of roof that would have polycarbonated panels to allow natural light into the covered circulation area. These panels face towards the back of Rye Lane and would not be visible from the properties on Hazel Grove and Birch Close.

32. The buildings exterior would have a presence when considering the view from the residential properties to the east. However, part of this is covered by the existing boundary wall and the remaining part is designed to subtly fade out of the visual by keeping its appearance simple and allowing views to the historical buildings on Rye Lane. Samples of all materials would be conditioned.
33. The roof is designed to ensure no rainwater runoff enters third party land.
34. Hours of Operation:
The site is within the Major Town Centre designation where many of the surrounding uses have opening hours that can extend into the early hours of the morning. However, the applicant has proposed the limited hours of operation of 8:45-23:15.
35. While, it is accepted there is a residential presence the activities are focused inwards and towards the west where the buildings are more of a commercial nature. Further, the roof design covering the building would also help restrict noise pollution escaping from the building. As such, officers are of the view that noise emitted would not cause a detrimental impact on the residential amenity of neighbouring properties.
36. The isolated residential block on the rear of Rye Lane is elevated from ground level by 3.56m and setback 8.3m. Given the distances and proposed hours of operation, it is considered the impact on these residents of activities up to 23:15 would be negligible. As stated the site is within the designated Major Town Centre and therefore late night activities can be expected and are actively promoted to improve the local economy and security of the area.
37. The hours of operation are acceptable and comply with the Environmental Protection Teams guidance, however a condition would be proposed in order to restrict future hours to these times.
38. Security:
There were a number of objections raised in regards to security. The proposal is considered in the whole to improve security by increasing public presence in what is dark and empty garage facility. In addition the introduction of new lighting, CCTV and a management team would further increase surveillance within the area.
39. The building design is also aimed at reducing anti-social behaviour by illuminating the western elevation and breaking the mass blank wall by introducing perforated shutters and panels to provide partial views of the animated shop fronts and community area.
40. The roof of the building would be designed to restrict access and crucially hinder the ability to access the rear gardens of the neighbouring properties. Compared to the existing garages the proposal would significantly hinder access to the rear gardens of the neighbouring residential dwellings.
41. It is considered that overall the proposal would bring improvements to the security of the area and bring down anti-social behaviour/crime.
42. It is considered that the possible impacts on neighbouring occupiers have appropriately been addressed by the design of the proposal. The scheme is in line with policy requirements and is viewed to be appropriate development in a town centre

while protecting the amenity of surrounding occupiers.

Impact of adjoining and nearby uses on occupiers and users of proposed development

43. The scheme has the potential to create opportunities within the local area by creating new workspaces of varying size. As such the adjoining commercial premises could provide supplies to the future occupants. This supports the local economy and reduces the need to travel by vehicles. It is considered the relationship between the nearby uses and occupiers would be positive. It is also viewed users would improve security by having a presence around the site.

Transport issues

44. The site is highly accessible, with a public transport accessibility level (PTAL) of 6a, an excellent rating. The nearest transport station is Peckham Rye (approx. 400 metres away) with routes to London Bridge. There are also a number of bus stops along Rye Lane, with buses serving central London through both day and night.
45. The site is Southwark Council housing land and has 22 garages that adjoin the eastern boundary. These garages back onto the residential properties of Hazel Grove and Birch Close. Out of the 22 garages only 5 are used. There are two pedestrian through routes; one to the north that connects Atwell Road to Birch Close and a second at the southern end of the site that connects Hazel Close to Atwell Road. The road forms part of a CPZ and has double yellow lines throughout except for a loading bay. The site has informally been used for a number of years for servicing by owners of the shops facing Rye Lane.
46. Servicing
- Vehicular access shall remain via Bournemouth Road leading into Bournemouth Close. This will provide the servicing route for the proposed development and the shops that back onto the site. The refuse store for the development shall be at the north aspect of the site to allow a refuse vehicle to use the proposed turning head.
47. Following camera surveys the number of existing trips were recorded for a typical 7 day period. On average there was 69 vehicles per day within Bournemouth Close recorded with 37 being identified as servicing vehicles. The camera surveys also identified that vehicles movements were predominantly between 08:00 - 21:00 with an average of 5.4 per hour between these times.
48. There are two turning areas proposed, one being at the north and one at the south. The north turning head is capable of handling larger delivery vehicles and refuse collections that can use the space to unload and turn to leave in forward gear.
49. The southern turning head is slightly smaller and while larger vehicles could turn, albeit using multiple manoeuvres, they would be discouraged and expected to use the northern turning head. The majority of servicing vehicles currently using the space are via cars, vans and LGV. These vehicles would be able to navigate the southern turning head. The southern turning head principally serves the two new proposed loading bays that are inset within the footway.
50. In order to assess the impact of the proposed development the combination of the existing and proposed trips have been combined and assessed against the capacity of loading areas proposed. To provide a robust assessment cars parked for brief periods were included as they may have been servicing. Cars parked overnight or for longer periods were discounted. As such on average 54 vehicles per day access

Bournemouth close and given that the majority of vehicles arrive between 08:00 - 21:00 this generates approximately 4.2 vehicles per hour.

51. The existing units that are expected to relocate to these premises to enable the Peckham Station Square to be implemented were surveyed and it was identified the majority of occupiers have no daily deliveries. One stated they had one delivery per day. This is considered factual as the nature of the business means supplies can be bought locally or in some cases customers bring their own product.
52. However, for a comprehensive assessment one delivery per day has been allocated to the units. As such 14 delivery/servicing trips have been accounted for in the assessment. 67 is the average number of vehicle trips per day that would amount to 5.15 on an average between the hours of 08:00 - 21:00. If this figure is then considered against the capacity of the proposed loading bays and vehicles dwelled for between 16.4 - 29.7 minutes (the recorded dwell time) the bays would have capacity to accommodate between 4.0 - 7.3 vehicles per hour. As such the loading bays would be able to accommodate in almost all situations the entire servicing/refuse collection trips. It should be noted that in addition to these servicing areas the northern turning head can accommodate vehicles as the southern turning head permits turning for vehicles using the proposed bays. The servicing requirements of the Rye Lane shops can also be accommodate on Rye Lane. This would significantly reduce the impact on Bournemouth Close.
53. The proposed loading bays provide ample servicing capacity for the existing and proposed number of trips generated. Subsequently, while the loading bays are not in use they can be used as footway for pedestrians.
54. There has been mention of the neighbouring site using the southern turning area for its refuse collection. Without consent of the council's housing team this would not be possible as a refuse vehicle could not turn without the removal of street furniture and perimeter wall. There is capacity to allow two disabled parking spaces to be accessed from Bournemouth Close and stored off the area required for turning.

55. Circulation

As addressed above two turning areas, one to the north and one to the south shall be provided. These would permit sufficient space for large vehicles including refuse vehicles to turn and leave in forward gear. Auto-tracking has been provided to show the ability of vehicles to turn. The informal parking has been removed as this would no longer be able to occur though.

56. Pedestrian Safety

In addition the camera survey also recorded the pedestrian movements through the site. On average 476 individuals traversing the site each day. This was predominately between 07:00 - 21:00. It has been assumed the proposal would generate 260 customers per day, which would result in a total 736 pedestrians per day.

57. The existing site has a 20mph speed limit and is expected to have a relatively small number of vehicle movements per hour/day. The number of deliveries are lower during the weekend when it can be expected the highest number of pedestrians would arrive. Further, the scheme is expected to resurface the area around the site to improve the quality and appearance of the facility.
58. By way of design the scheme would lead to people convening in and around the proposed building. The presence of people is a natural precursor for drivers to slow down. Bearing this in mind, the 20mph speed limit and the management teams

presence, it is expected drivers would enter the site with caution and would appropriately respect the shared space. This combination of factors allows confidence in the proposed layout that it would not create a highway safety concern.

59. Parking

At present formal, informal and unauthorised parking is taking place at the site. This shall be removed as no parking on site would be provided. In relation to displaced parking it was documented that only 5 of the garages were actually being used while the informal and unauthorised parking was ad-hoc. Out of the 5 garages only one had a vehicle in, one was unknown and a third had a mobility scooter in. The other two were used for storage. The mobility scooter shall be rehoused near the users residence.

60. The informal parking predominately takes place at the south end of the site. As part of this development the space at the south of the site would need to be kept clear to ensure servicing vehicles can turn and leave in forward gear. As part of the management of the area it would be the responsibility of the security team and Southwark's traffic wardens to enforce the no parking restrictions.

61. It is considered that the impact on parking has been appropriately assessed and this matter would not cause a detrimental impact to the neighbouring highway.

62. Cycling

The number of proposed cycle parking spaces is policy compliant and would promoted sustainable means of transport to the site. The location of the cycle parking would be conditioned because at present they block the footway that connects Birch Close with Atwell Road/Bournemouth Close.

Design issues

63. The design of the building was revised following consultation and design review. As such the north elevation was set-back in the north western corner, the western elevation was redesigned to improve the appearance and the internal layout was slightly altered to create to smaller units of Takeaway (A5 Class Use).

64. The building is triangle in shape and tapers towards the southern end. Two access points are proposed, one being on the north elevation and the second on the western elevation. The northern access is the principle entrance. The accesses provide a circulation route through the site and link with the pedestrian route at the south, which leads to Hazel Grove. The principle access has been orientated with a slight set back on the western corner to provide clear views into the covered parade. The design of the proposal has been changed to allow for a more interesting appearance and the ability for potential users to see the shop frontages. The large doors on the western elevation shall be open during the day to allow a 'spill out' area which will help animate the external spaces around the building.

65. Scale/Massing

The massing of the building has been designed to minimise the impact on the residential properties to the east. As such the proposed building is single storey, though rising to 5m internally and approximately 5.6m when including the parapets. The building would sit 1m higher than the existing boundary wall on the eastern side. This would have a minimal impact on the outlook for the neighbouring properties and would not restrict their received daylight/sunlight. It has been purposely factored in that the roof inclines toward the central of the building to allow a good internal height

while protecting the amenity of adjoining properties.

66. The majority of the roof (35m) would slope immediately from the eastern elevation to the maximum height of the building, which is 5.6m. The remaining 19.5m of the roof starts flat and 4.2m in starts to slope upwards to the same height.
67. Whilst the massing would be slightly larger than the existing buildings, it would not be substantially larger than the existing row of garages and would not visually dominate the area or surrounding buildings, as such it is considered appropriate within this location.
68. The proposed building is 1m higher than the existing adjoining wall. As such the height of the building would create a negligible increase in overshadowing, which would be towards the alleyway between the proposed building and rear gardens of Hazel Grove and Birch Close. As such the impact is considered acceptable and would not be a reason for refusal.
69. Appearance

The building has a simple form. As such the building would comprise a series of folded panels and would be dark grey in colour. It is intended to keep the exterior of the building simple to deliberately contrast with the interior. However, the building would be softened by treating the elevations with adding colour to the soffit linings on the north and western elevations. This is largely to brighten up the exterior on the western elevation to overcome concerns about anti-social behaviour and creating an uninviting access road.

70. The primary form of the roof comprises two simple pitches with a single rectilinear pitch roof above the eastern spine of accommodation. A second pitched roof, which is triangular, covers the western block. The roof is angled allowing for an internal open space with high ceilings. Internally at the highest point it would be 5m. The appropriate tests have been undertaken to demonstrate that from the residential properties to the east adequate sunlight/daylight is achievable. None of the residential units would see deterioration in their sunlight/daylight. On the edges of the roof the roof panels would be pressed to provide a visually interesting blade-like profile.
71. Ventilation for the building and in particular the food establishments would have plant set behind louvers.
72. Western elevation

Design changes have been incorporated into the scheme following concerns about the appearance of the western elevation and how the design had the potential to lead to anti-social behaviour. The design changes have included changing the underside of the eaves by adding colour, which would add visual depth of the elevation. During the day the shops shall have highly animated frontages. When the shops are closed the proposed roller shutters would be colourful and perforated to allow views of the shop frontages and the community space. The western elevation shall also be lit along its length to aid with security concerns. The lighting would be carefully orientated to light up the soffits and elevation. It is considered this would add visual interest along the frontage and reduce the perceived perception that the road is dangerous to traverse at night.

73. Shop fronts

The individual shop fronts would be purpose-designed. This would allow each shop tenant the ability to reflect in their own way the diversity of Peckham's hair and beauty

business. The proposed finalised design of the shop fronts would be conditioned to ensure appropriate designs but are expected to be brightly coloured with an array of reflective materials.

Materials

74. Exterior

Folded metal coloured dark grey. Perforated roller shutters and the underside of the soffit's are to be brightly coloured.

75. Interior

Shop fronts: highly textured casting set with printed plywood panels that surround the shop doors and windows.

76. The design of the proposed building is considered to be of good design to offer an interesting appearance while maximising the internal floorspace. The scheme is appropriate in scale and would protect the privacy and outlook of neighbouring properties. As such the building would be of satisfactory design and would not be a reason for refusal.

Impact on character and setting of a listed building and/or conservation area

77. The site sits in close proximity to the Rye Lane Peckham Conservation Area, though none of the development sits within the conservation area itself. The buildings currently occupying the site comprise a row of garages and associated buildings housing electrical equipment constructed in the 1970's. These have brick perimeter walls and piers, flat felt roofs and painted metal garage doors though some are boarded up. These buildings are of no architectural quality and their removal is not considered to affect the historic character of the town centre.
78. Several of the buildings which form the western boundary of the site are of high architectural quality, however their more significant facades all face away from the site and onto Rye Lane. The eastern frontages which face the development have been heavily modified over time and act as service entrances to the shops on Rye Lane. All of these buildings have deep yards and outbuildings. While occasional views of the upper storeys can be seen from the development site, these 'back' views of the historic buildings are not considered as contributing to the character of the Conservation Area nor do they afford significant views of any historic building frontages.
79. The buildings to the east hold no architectural merit and do not form part of the conservation area.
80. The building would not be visible from the conservation area and the rear of the buildings within the conservation area that adjoin the site are of not of significant architectural merit. Their contribution to the conservation area is the principal elevations facing Rye Lane. As such it is considered the proposal is not detrimental to the conservation area.

Landscaping and external lighting

81. The scheme has been designed to incorporate improvements to the external areas. These principally relates to resurfacing the area around the site, introducing a number of lighting apparatus and soft planting, which would include a number of palm trees in freestanding planters.

82. The proposals are welcomed as they would significantly improve the visual appearance of the site and would add to the sense of interest. However, officers would seek an improvement to the materials proposed for the turning head and section of access road that doubles as the turning head, but also the main entrance. This would contribute significantly to characterising this area as a mixed/shared space for vehicles and then people when it is not needed for servicing purposes.
83. In addition officers would promote a single surface throughout the site to reinforce the shared space. It would also provide greater overall useable space for pedestrians and for vehicles.
84. The interior of the main arcade, which is semi-external in character, would be surfaced in bound gravel. While it is promoted this would extend to the footway around the site. Given the above, officer consider that it is prudent that a hard and soft landscaping condition is applied to ensure the scheme enhances the appearance of the proposal.

Planning obligations (S.106 undertaking or agreement)

85. 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 as 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. The application is CIL liable because it would constitute as chargeable development under the CIL Regulations 2010 (as amended).

Proposed GIA = 277 + 80.6 = 357.6sqm
Existing GIA = 247.6sqm

MCIL = 110sqm x £35x 275/223 = £ 4,748

SCIL (B1 Zone 3) = Nil rate

SCIL (Zone3 Retail A uses or flexi uses including retail) = 110sqm x £125 x275/260 = £ 14,543

Sustainable development implications

86. Heating/Cooling
The design of the building lends itself to natural heating and cooling by having a central spine that connects the main entrance with the community engagement area. The two openings would create a channelling of air that would regulate the temperature of the building. However, to prevent overheating or cooling each unit would have ventilation louvers that would discharge into the main spinal area and carried away by the natural design of the building. Units would be provided with individual heater/cooler mounted systems but these are not expected to be needed as the building will comply with current building standards.
87. Ventilation/Odour
It is expected the two A3-A5 use units shall not be sufficient size to accommodate any large-scale takeaway. They are more suited to small independent suppliers of food and most likely take-away products. The units would be appropriately designed to allow for ventilation plant to be installed. This would include any acoustic insulation. The building has been designed to allow extraction louvers on the underside of the oversailing roof. A condition would be applied requiring details of any unit used for

cooking foods under the A3/A5 Class use in relation to the proposed ventilation system.

88. Lighting
Light fittings would be low-energy LED lamps and where possible fitted with PIR controls.
89. Noise
A noise survey assessment has been undertaken using data measured for a duration of four days at a location representative of local residential receptors. Noise limits at the nearest residential development have been calculated based on the averaged background noise levels measured for the anticipated operational time and potential night-time operation of the building services plant. These limits would be used in the detailed design process by the Mechanical and Electrical Engineers involved in the development such that the cumulative noise level from building services plant associated with the development meet Southwark standards. A condition would be attached to the planning permission requiring the applicant to demonstrate the proposed plant achieves a 10db below existing noise levels.
90. Land Contamination
To ensure that there is no risk of exposure to potential contaminants during construction and in the completed development a land contamination exploration and assessment will be required.

Other matters

91. The number of units shall be restricted that can operate as an A3 use. This is to protect the vitality of the hair and beauty market in Peckham that has subsequently been displaced as part of the enabling works at Peckham Station Square. It is clear should all of these units become A3 uses it would have the potential to cause significant harm to amenity and viability. As such, officers feel that it would be prudent to restrict the number of A3 uses through a condition to show that no more than 3 of the 10 units A1/A3/A4 (only) shall be used as A3 uses. This gives the potential for a maximum 5 units out of 14, which is considered reasonable.

Conclusion on planning issues

92. The proposed development is suited to the locality and is in line with policy direction. The proposal would offer improved commercial accommodation for the occupants and as such is acceptable. The proposal is recommended for approval subject to conditions.

Community impact statement

93. 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.
- b) There are no issues relevant to particular communities/groups.
- c) There are no likely adverse implications for any particular communities/groups.
94. Details of consultation and any re-consultation undertaken in respect of this

application are set out in Appendix 1.

Consultation replies

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

Summary of consultation responses

96. London Fire & Emergency Planning Authority:
The Fire Authority has considered the proposal and has no objection.
97. TfL:
Welcomes the cycle parking but could not comment on the construction impact as no management plan was submitted. A condition would be attached requiring a Construction Management Plan.
98. Thames Water:
There are no objections to the proposal. A standard informative was recommended: 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.
99. Metropolitan Police:
No specific comments were received from the Metropolitan Police as the building falls below their threshold. As a result officers have been pro-active in altering the scheme to improve lighting and appearance of the building to help alleviate received and actual safety concerns.
100. Highways/Transport:
A subsequent transport statement was provided following the original missing crucial information. The findings demonstrate the proposal can be adequately serviced from the proposed loading bays and turning areas. There are no highway safety concerns.
101. Urban Forester:
No objection
102. Public Consultation Feedback (19):
Objections (6)
Crime and Community safety, Restricted Pedestrian access, Cumulative impact of a number of proposed developments, management and viability, Equalities, Road Closures, Noise disturbance, Construction Impact, overlooking, appearance, loss of car parking,
103. Support/Neutral (9/4)
Are enough units being provided? The benefits to the local community and economy. Improving safety of a largely empty space.

Human rights implications

104. 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.
105. This application has the legitimate aim of providing commercial space to support the local economy. The rights potentially engaged by this application, including the right to

a fair trial and the right to respect for private and family life are not considered to be unlawfully interfered with by this proposal.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Site history file: TP/2742-A Application file: 16/AP/1991 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 4004 Council website: www.southwark.gov.uk

APPENDICES

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

AUDIT TRAIL

Lead Officer	Simon Bevan, Director of Planning	
Report Author	Craig Newton, Planning Officer	
Version	Final	
Dated	5 July 2016	
Key Decision	Yes	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director of Finance And Governance	No	No
Strategic Director of Environment And Leisure	No	No
Strategic Director of Housing And Modernisation	No	No
Director Of Regeneration	No	No
Date final report sent to Constitutional Team	7 July 2016	

APPENDIX 1**Consultation undertaken****Site notice date:** 27/05/2016**Press notice date:** 26/05/2016**Case officer site visit date:** n/a**Neighbour consultation letters sent:** 27/05/2016**Internal services consulted:**

Environmental Protection Team Formal Consultation [Noise / Air Quality / Land Contamination / Ventilation]
 HIGHWAY LICENSING
 Highway Development Management
 Waste Management

Statutory and non-statutory organisations consulted:

London Fire & Emergency Planning Authority
 Metropolitan Police Service (Designing out Crime)
 Thames Water - Development Planning
 Transport for London (referable & non-referable app notifications and pre-apps)

Neighbour and local groups consulted:

11 Birch Close London SE15 4UG	Flat 1 175 Rye Lane SE15 4TL
10 Birch Close London SE15 4UG	Flat Above 177 Rye Lane SE15 4TP
12 Birch Close London SE15 4UG	Flat 2 175 Rye Lane SE15 4TP
15 Birch Close London SE15 4UG	Flat B 195-197 Rye Lane SE15 4TP
14 Birch Close London SE15 4UG	Flat C 195-197 Rye Lane SE15 4TP
13 Birch Close London SE15 4UG	Flat 3 175 Rye Lane SE15 4TP
1 Hazel Close London SE15 4UF	Flat Above 181 Rye Lane SE15 4TP
6 Atwell Road London SE15 4TW	189 Rye Lane London SE15 4TP
4 Atwell Road London SE15 4TW	187 Rye Lane London SE15 4TP
2 Hazel Close London SE15 4UF	185 Rye Lane London SE15 4TP
5 Hazel Close London SE15 4UF	191 Rye Lane London SE15 4TP
4 Hazel Close London SE15 4UF	211 Rye Lane London SE15 4TP
3 Hazel Close London SE15 4UF	209 Rye Lane London SE15 4TP
16 Birch Close London SE15 4UG	203-205 Rye Lane London SE15 4TP
First Floor Flat 179 Rye Lane SE15 4TP	199-201 Rye Lane London SE15 4TT
First Floor And Second Floor Flat 189 Rye Lane SE15 4TP	First Floor Flat 213a Rye Lane SE15 4TP
First Floor And Second Floor Flat 191 Rye Lane SE15 4TP	T And S Afro Cosmetics 213a Rye Lane SE15 4TP
Flat 1 203-205 Rye Lane SE15 4TP	175 Rye Lane London SE15 4TL
Shop 213 Rye Lane SE15 4TP	181 Rye Lane London SE15 4TP
Flat 3 203-205 Rye Lane SE15 4TP	177-179 Rye Lane London SE15 4TP
Flat 2 203-205 Rye Lane SE15 4TP	205 Rye Lane London SE15 4TP
9 Birch Close London SE15 4UG	Jamica Spice London SE15 4TP
18 Birch Close London SE15 4UG	Transconnection Services London SE15 4TP
17 Birch Close London SE15 4UG	128 Rye Lane London SE15 4RZ
183 Rye Lane London SE15 4TP	3 Birch Close London SE15 4UG
1-3 Atwell Road London SE15 4TW	3 Birch Close London SE15 4UG
195-197 Rye Lane London SE15 4TP	3 Birch Close London SE15 4UG
207 Rye Lane London SE15 4TP	1 Birch Close London SE15 4UG
2 Atwell Road London SE15 4TW	8 Blenheim Grov London
Flat B 187 Rye Lane SE15 4TP	6 Blenheim Grove London
Flat D 195-197 Rye Lane SE15 4TP	10 Blehaim Close London
Flat A 195-197 Rye Lane SE15 4TP	7 Hazel Close Peckham SE15 4UF
Flat A 187 Rye Lane SE15 4TP	8 Hazel Close Peckham Se15 4uf

Flat 2 207 Rye Lane SE15 4TP
Flat 1 207 Rye Lane SE15 4TP

8 Vestry Road SE5 8NX
135a Rye Lane Peckham SE15 4ST

Re-consultation: n/a

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

None

Statutory and non-statutory organisations

London Fire & Emergency Planning Authority
 Metropolitan Police Service (Designing out Crime)
 Thames Water - Development Planning
 Transport for London (referable & non-referable app notifications and pre-apps)

Neighbours and local groups

Jamica Spice London SE15 4TP
 Transconnection Services London SE15 4TP
 1 Birch Close London SE15 4UG
 10 Blehaim Close London
 128 Rye Lane London SE15 4RZ
 135a Rye Lane Peckham SE15 4ST
 135a Rye Lane Peckham SE15 4ST
 135a Rye Lane Peckham SE15 4ST
 16 Birch Close London SE15 4UG
 183 Rye Lane London SE15 4TP
 205 Rye Lane London SE15 4TP
 3 Birch Close London SE15 4UG
 3 Birch Close London SE15 4UG
 3 Brich Close London SE15 4UG
 4 Hazel Close London SE15 4UF
 6 Blenhiem Grove London
 7 Hazel Close Peckham SE15 4UF
 8 Blenheim Grov London
 8 Hazel Close Peckham Se15 4uf
 8 Vestry Road SE5 8NX

RECOMMENDATION

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

Applicant	Ms Lauren Sharkey Southwark Council	Reg. Number	16/AP/1991
Application Type	Council's Own Development - Reg. 3	Case	TP/2742-A
Recommendation	Grant permission	Number	

Draft of Decision Notice

Permission was GRANTED, subject to the conditions and reasons stated in the Schedule below, for the following development:

Development to provide a mix of retail (Use Class A1) with associated food and beverage (Use Class A3/A4/A5) uses and business (Use Class B1) and community facilities (Use Class D1).

At: BOURNEMOUTH CLOSE (LAND AT THE REAR OF 177-207 RYE LANE) LONDON SE15 4TP

In accordance with application received on 16/05/2016 08:00:57

and Applicant's Drawing Nos. A628SP001 Site Plan 01, A628GA 001 Ground Floor Plan Proposed 01, A628GA 002 Roof Plan Proposed 01, A628EL 002 West Elevation Proposed REV 01, A628SE 002 Section DD Proposed 01, Design & Access Statement, A-628-SE-002 REV 01 - PROPOSED SECTION CC AND DD, A-628-DM-001 - GARAGE DEMOLITION, existing - A-628-EX-003 - ELEVATIONS, Plan - proposed - A-628-EL-001 - 01 NORTH ELEVATION 30/06/16, proposed - A-628-EL-003 - SOUTH AND EAST ELEVATION, proposed - A-628-SE-002 - SECTION CC, proposed - A-628-SE-001 - SECTION AA & SECTION BB

Subject to the following fifteen conditions:

Time limit for implementing this permission and the approved plans

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

A628SP001 Site Plan 01, A628GA 001 Ground Floor Plan Proposed 01, A628GA 002 Roof Plan Proposed 01, A628EL 002 West Elevation Proposed REV 01, A628SE 002 Section DD Proposed 01, Design & Access Statement, A-628-SE-002 REV 01 - PROPOSED SECTION CC AND DD, Plan - proposed - A-628-EL-001 - 01 NORTH ELEVATION 30/06/16, proposed - A-628-EL-003 - SOUTH AND EAST ELEVATION, proposed - A-628-SE-002 - SECTION CC, proposed - A-628-SE-001 - SECTION AA & SECTION BB
Reason:
For the avoidance of doubt and in the interests of proper planning.

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

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

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

- 3 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. The Statement shall provide for:

the parking of vehicles of site operatives and visitors;
loading and unloading of plant and materials;
storage of plant and materials used in constructing the development;
the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;

wheel washing facilities;
 measures to control the emission of dust and dirt during construction;
 a scheme for recycling / disposing of waste resulting from demolition and construction works

Reason:

To ensure that occupiers of neighbouring premises 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.

- 4 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. 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. 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.

- 5 Shop drawings (scale 1:1, 1:2, 1:5 delete as appropriate) for all new shop fronts 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 are in the interest of the special architectural or historic qualities of the listed building in accordance with The National Planning Policy Framework 2012, Strategic Policy 12 - Design and Conservation of The Core Strategy 2011 and Saved Policies: 3.15 Conservation of the Historic Environment; 3.16 Conservation Areas; 3.17 Listed Buildings; of The Southwark Plan 2007.

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

- 6 Before the first occupation of the building hereby permitted a Management Plan detailing how all elements of the site are to be managed shall be submitted to and approved in writing by the Local Planning Authority. The management of the site shall be carried out in accordance with the approval given and shall remain for as long as the development is occupied.

Reason:

To ensure that occupiers of neighbouring premises 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.

- 7 Prior to above grade works commencing, material samples/sample-panels/sample-boards of all external facing materials to be used in the carrying out of this permission shall be presented on site/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.

Reason:

In order to ensure that these samples will make an acceptable contextual response in terms of materials to be used, and achieve a quality of design and detailing in accordance with The National Planning Policy Framework 2012, Strategic Policy 12 - Design and Conservation of The Core Strategy 2011 and Saved Policies: 3.12 Quality in Design and 3.13 Urban Design of The Southwark Plan 2007.

- 8 Before any above grade work hereby authorised begins details (1:50 scale drawings) of the facilities to be provided for the secure and covered storage of cycles 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 The National Planning Policy Framework 2012, Strategic Policy 2 - Sustainable Transport of The Core Strategy and Saved Policy 5.3 Walking and Cycling of the Southwark Plan 2007.

- 9 Before any above grade work hereby authorised begins, detailed drawings of a hard and soft landscaping scheme showing the treatment of all parts of the site not covered by buildings (including boundary treatments, cross sections, surfacing materials of any parking, access, or pathways layouts, materials and edge details), shall be submitted to and approved in writing by the Local Planning Authority. The landscaping shall not be carried out otherwise than in accordance with any such approval given and shall be retained for the duration of the use.

The planting, seeding and/or turfing shall be carried out in the first planting season following completion of building works and any trees or shrubs that is found to be dead, dying, severely damaged or diseased within five years of the completion of the building works OR five years of the carrying out of the landscaping scheme (whichever is later), shall be replaced in the next planting season by specimens of the same size and species in the first suitable planting season.

Reason

So that the Council may be satisfied with the details of the landscaping scheme in accordance with The National Planning Policy Framework 2012 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 3.2 Protection of amenity; Policy 3.12 Quality in Design; Policy 3.13 Urban Design and Policy 3.28 Biodiversity.

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

- 10 Before the first occupation of the building/extension hereby permitted, the refuse storage arrangements shown on the approved drawing/s referenced A-628-GA-001 01 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 The National Planning Policy Framework 2012, Strategic Policy 13 High Environmental Standards of the Core Strategy 201 and Saved Policies 3.2 Protection of Amenity and Policy 3.7 Waste Reduction of The Southwark Plan 2007

- 11 Prior to the commencement of use full particulars and details of a scheme for the ventilation of the premises to an appropriate outlet level, including details of sound attenuation for any necessary plant and the standard of dilution expected, has been submitted to and approved by the Local Planning Authority and the development shall not be carried out otherwise than in accordance with any approval given.

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 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.

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

- 12 The use hereby permitted for A3, A4, A5, B1 & D1 purposes shall not be carried on outside of the hours 08:45:00 - 23:15:00 on Monday to Friday or 09:45:00 - 23:15:00 on other days.

Reason:

To safeguard the amenities of neighbouring residential properties 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.

- 13 The use hereby permitted for A1 Use Class purposes shall not be carried on outside of the hours 09:00:00 - 23:00:00 on Monday to Friday or 10:00:00 - 23:00:00 on other days.

Reason:

To safeguard the amenities of neighbouring residential properties 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.

- 14 Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order and any associated provisions of the Town and Country Planning General Permitted Development Order 2015 (including any future amendment or enactment of those Orders) the premises shall have a maximum of 3 Units of the 10 Units with flexible A1, A3 & A4 Class Use (highlighted Pink on the Ground Floor Plan) be used as A3 (Food and Drink) and/or A4 (Drinking Establishments).

Reason

In granting this permission the Local Planning Authority has had regard to the special circumstances of this case and wishes to have the opportunity of exercising control over any subsequent alternative use in accordance with Strategic Policy 13 - High environmental standards of The Core Strategy 2011 and Saved Policy 3.2 Protection of Amenity of the Southwark Plan 2007 and the National Planning Policy Framework 2012.

- 15 Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order and any associated provisions of the Town and Country Planning General Permitted Development Order 2015 (including any future amendment or enactment of those Orders) the D1 use hereby permitted shall not include any use as a Place of Worship.

Reason

In granting this permission the Local Planning Authority has had regard to the special circumstances of this case and wishes to have the opportunity of exercising control over any subsequent alternative use in accordance with Strategic Policy 13 - High environmental standards of The Core Strategy 2011 and Saved Policy 3.2 Protection of Amenity of the Southwark Plan 2007 and the National Planning Policy Framework 2012.

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

Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

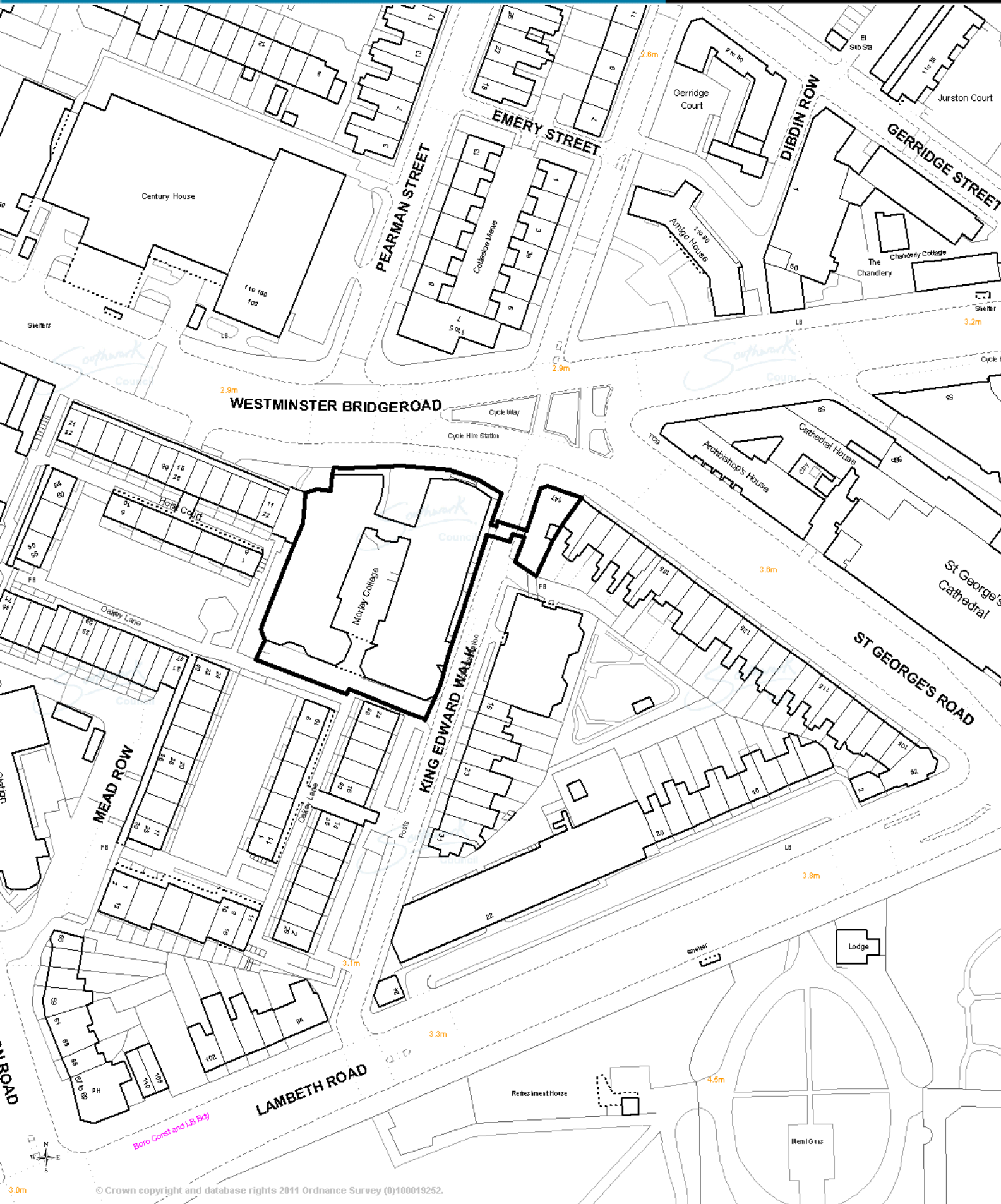
There is a Thames Water main crossing the development site which may/will need to be diverted at the

Developer's cost, or necessitate amendments to the proposed development design so that the aforementioned main can be retained. Unrestricted access must be available at all times for maintenance and repair. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.

You are advised that prior to the commencement of works you must obtain the approval of the Council for any changes, alterations or other works to the highway or footway. Please contact the Highways Department. (tel: 020 7525 5000).

Ordnance Survey

Date 6/7/2016



© Crown copyright and database rights 2011 Ordnance Survey (0)100019252.

Item No. 7.4	Classification: OPEN	Date: 19 July 2016	Meeting Name: Planning Sub-Committee A
Report title:	Development Management planning application: Application 16/AP/0631 for: Full Planning Permission Address: MORLEY COLLEGE, KING EDWARD WALK, LONDON SE1 7HT Proposal: Erection of a new bridge linking the main Morley College building with the Morley Gallery across King Edward Walk including alterations to the entrance of the Morley Gallery on St Georges Road and extensions to the Morley Gallery at first, second and roof level to accommodate the new bridge, circulation space, lift overrun and other elevational alterations. [Forming part of a wider development including alterations to the main entrance area and display window of the main Morley College Building and extensions to the Emma Cons Hall and other elevational alterations. These elements of the development fall within the London Borough of Lambeth].		
Ward(s) or groups affected:	Cathedrals		
From:	Terence McLellan		
Application Start Date 22/02/2016		Application Expiry Date 18/04/2016	
Earliest Decision Date 02/04/2016			

RECOMMENDATION

1. Grant planning permission, subject to conditions.

BACKGROUND INFORMATION

2. This application has been referred to the planning sub-committee following member request.

Site location and description

3. The application site refers to Morley College which is located on the southern side of Westminster Bridge Road approximately 150 metres from Lambeth North Underground Station. The main campus of Morley College lies to the west of King Edward Walk within the administrative boundary of the London Borough of Lambeth whilst the satellite buildings at the Morley Gallery and Nancy Sear Building lie to the east of King Edward Walk within the London Borough of Southwark. The surrounding area is characterised by mixed use residential, commercial and educational use with building heights in the immediate locality around three to four storeys. The portion of the site within Southwark lies within the West Square Conservation Area and there are nearby listed buildings at 105-145 St George's Road (Grade II), telephone kiosk on Westminster Bridge Road (Grade II) and 15-31 King Edward Walk (Grade II).

Details of proposal

4. Planning consent is sought for the erection of a new bridge linking the main Morley

College building with the Morley Gallery across King Edward Walk including alterations to the entrance of the Morley Gallery on St Georges Road and extensions to the Morley Gallery at first, second and roof level to accommodate the new bridge, circulation space, lift overrun and other elevational alterations.

5. Planning history

14/EQ/0087 Application type: Pre-Application Enquiry (ENQ) Alterations to College buildings including construction of an elevated walkway linking the buildings to improve usability and accessibility Decision date 16/07/2014 Decision: Pre-application enquiry closed (EQC)
14/EQ/0268 Application type: Pre-Application Enquiry (ENQ) Extensions and alterations to college buildings to improve usability, accessibility and visibility Decision date 13/03/2015 Decision: Pre-application enquiry closed (EQC)
16/OB/0012 Application type: Formal Observations (OBS) Alterations to College Campus comprising a new entrance and display area, extensions to the Emma Cons Hall and the erection of a new bridge link across King Edward Walk. Decision date 26/04/2016 Decision: No Objections (NOBJ)

Planning history of adjoining sites

6. None of specific relevance although it should be noted that a sister application was submitted to and approved by the London Borough of Lambeth for the wider redevelopment of the site including alterations to the main entrance area and display window of the main Morley College Building as well as extensions to the Emma Cons Hall and other elevational alterations.

KEY ISSUES FOR CONSIDERATION

Summary of main issues

7. The main issues to be considered in respect of this application are:
- a) Principle of development and land use;
 - b) Design quality;
 - c) Heritage impacts;
 - d) Access and transport;
 - e) All other relevant material considerations.

Planning policy

8. Planning policy designations (Proposals Map)
Air Quality Management Area
Bankside and Borough District Town Centre
Bankside, Borough and London Bridge Opportunity Area
Central Activities Zone
West Square Conservation Area
9. National Planning Policy Framework (the Framework)
Section 7 - Requiring good design
Section 8 - Promoting healthy communities
Section 12 - Conserving and enhancing the historic environment

10. London Plan July 2015 consolidated with alterations since 2011
 Policy 3.18 Education facilities
 Policy 7.4 Local character
 Policy 7.5 Public realm
 Policy 7.6 Architecture
 Policy 7.8 Heritage assets and archaeology
11. Core Strategy 2011
 Strategic policy 1 - Sustainable development
 Strategic Policy 4 Places for learning, enjoyment and healthy lifestyles
 Strategic policy 12 - Design and conservation
 Strategic policy 13 - High environmental standards
12. Southwark Plan 2007 (July) - saved policies
 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 2.3 – Enhancement of educational establishments
 Policy 3.2 – Protection of amenity
 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 5.2 – Transport Impacts
13. Supplementary Planning Documents
 Design and Access Statements SPD (2007)
 West Square Conservation Area Appraisal

Principle of development

14. In land use terms there remain no objections to the provision of a link bridge or the additional improvement works required to meet the bridge link at the Morley Gallery. The improved access between the Morley Gallery and the main Morley College building is welcomed. The main issues in the case will be design, heritage and transport impacts.

Environmental impact assessment

15. An environmental impact assessment is not required for an application of this nature.

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

16. The proposed bridge link is located a sufficient distance from the nearest residential properties to ensure that there will be no adverse amenity impacts.

Impact of adjoining and nearby uses on occupiers and users of proposed development

17. There will be no conflict of use detrimental to amenity.

Transport issues

18. The main issue in terms of transport relates to clearance height for servicing vehicles such as bin collection trucks. The London Borough of Lambeth is the Highways Authority for King Edward Walk and confirmed at pre-application stage that the clearance height being proposed would be sufficient. Southwark Councils own Transport Team and Highways Team have been consulted on the proposal and raise no objections.

Design and heritage

19. In design terms the bridge has an important role to play, proving a contextual link between two buildings of completely different scale and detailed design. The bridge link is successful in this respect, proposing a contemporary design that is staggered when viewed on plan. This allows the bridge to have two distinct scales - a larger bridge where it leaves the post war main college building and a much reduced scale on the other side of King Edward Walk where it meets the Morley Gallery and the proposed new extension. The fact that a contemporary design has been proposed allows the bridge to site comfortably in its context between buildings of different styles. The remaining works such as the extension to the Morley Gallery to accommodate the bridge, the proposed lift overrun and the new entrance arrangements are considered to be minor works that have a neutral impact on the host building.
20. It is noted that the site lies within the West Square conservation area and in this respect views into and out of the Conservation Area along King Edward Walk are important. It is considered that the bridge link is of a high standard of design that will enhance the setting of the conservation area by providing a contemporary addition that raises the standard of modern architecture in the immediate locality where it is noted in the conservation area appraisal that there are some buildings that do not enhance the conservation area, notably the Emma Cons Hall and the Nancy Sears Building. As such the bridge link has an important role to play and is considered to be successful in that respect.

Impact on trees

21. No impact.

Planning obligations (S.106 undertaking or agreement) and CIL

22. Not required for an application of this nature. As the site is entirely in educational use, the proposal is exempt from both Mayoral and Southwark CIL.

Sustainable development implications

23. The proposal raises no sustainability issues.

Other matters

24. The submitted plans show the scope of works to be undertaken across the whole of the Morley College site however the majority of these works are under the planning authority of the London Borough of Lambeth. As such, this consent only relates to the works shown within the administrative area of the London Borough of Southwark.

Conclusion on planning issues

25. The proposed bridge link and associated works to the Morley Gallery are considered to be acceptable in the context of the development plan. The design is of a high standard and would enhance the setting of the West Square Conservation Area and the Morley Gallery building which is a locally important heritage asset. The development will have no adverse amenity impacts and is considered to be acceptable on transport grounds. As such it is recommended that detailed planning permission be granted, subject to conditions to secure high quality materials.

Community impact statement

26. 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.
 - b) There are no issues relevant to particular communities/groups.
 - c) There are no likely adverse implications for any particular communities/groups.

Consultations

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

Consultation replies

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

Summary of consultation responses

29. LBS Design and Conservation (Surgery) - No objections, high standard of design. Clarification sought on materials - recommend materials condition.
30. LBS Highways - No objection subject to S.278 works.
31. LBS Transport - No objections.
32. Following neighbour consultation, six letters of objection have been received, the main points of which have been summarised and addressed below;
33. Objection - The proposed bridge is of a poor design that will not complement the historic buildings or the heritage setting.

Response - The bridge is considered to be of a high standard of design that successfully contextualises with the range of building styles at the north end of King Edward Walk and in this respect it is considered to enhance the heritage setting.

34. Objection - The bridge is bulky, domineering, aggressive, and oppressive to the street.

Response - In design terms the bridge has an important role to play, proving a contextual link between two buildings of completely different scale and detailed design. The bridge link is successful in this respect, proposing a contemporary design that is staggered when viewed on plan. This allows the bridge to have two distinct scales - a larger bridge where it leaves the post war main college building and a much reduced scale on the other side of King Edward Walk where it meets the Morley Gallery and the proposed new extension

35. Objection - The proposal to move the main entrance to the Gallery onto St Georges Road is wrong and needs to be reconsidered.

Response - No objections are raised to the relocation of the Morley Gallery entrance onto St George's Road.

36. Objection - The proposed extension/alteration of the Morley Gallery does not respect the context of the conservation area, having regard to the content of the conservation area appraisal. It involves the loss of existing traditional features of interest which make a positive contribution to the character or appearance of the Conservation Area and introduces design details or features that are out of character with the area and non-traditional materials that do not complement and enhance the Conservation Area.

Response - The fact that a contemporary design has been proposed allows the bridge to site comfortably in its context between buildings of different styles. The remaining works such as the extension to the Morley Gallery to accommodate the bridge, the proposed lift overrun and the new entrance arrangements are considered to be minor works that have a neutral impact on the host building. A planning condition will be imposed on any consent issued to ensure that the materials will be of a high standard.

37. Objection - Creating new floorspace above a historic street is a highly unusual proposal, and in this instance would result in a bulky, obtrusive structure which partially obscures a key view into the conservation area.

Response - The main aim of the bridge is to provide improved access and this is evident in its limited scale. The potential for seating areas/reflection space is secondary to the access improvements. In any event, the scale, massing and detailed design are considered to be proportionate and of a high standard.

38. Objection - The proposal does not comply with local, regional or national planning guidance.

Response - The proposal is considered to be compliant in terms of land use. The design issues, whilst subjective, are considered to be in alignment with the aspirations of the development plan, including all supplementary planning guidance.

Human rights implications

39. 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.
40. This application has the legitimate aim of providing improved facilities and access. The rights potentially engaged by this application, including the right to a fair trial and the right to respect for private and family life are not considered to be unlawfully interfered with by this proposal.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Site history file: TP/1373-1 Application file: 16/AP/0631 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 5365 Council website: www.southwark.gov.uk

APPENDICES

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

AUDIT TRAIL

Lead Officer	Simon Bevan, Director of Planning	
Report Author	Terence McLellan, Team Leader Planning	
Version	Final	
Dated	19 July 2016	
Key Decision	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director of Finance and Governance	No	No
Strategic Director of Environment and Leisure	No	No
Strategic Director of Housing and Modernisation	No	No
Director Of Regeneration	No	No
Date final report sent to Constitutional Team		7 July 2016

APPENDIX 1**Consultation undertaken**

Site notice date: 07/03/2016

Press notice date: 10/03/2016

Case officer site visit date: n/a

Neighbour consultation letters sent: n/a

Internal services consulted:

Highway Development Management

Statutory and non-statutory organisations consulted:

London Borough of Lambeth

Neighbour and local groups consulted:

27 King Edward Walk London SE1 7PR
19 King Edward Walk London SE1 7PR

31 King Edward Walk London SE1 7PR
21 Cable Road Wirral CH47 2AY
137c St Georges Road London SE1 6HY

Re-consultation: n/a

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

None

Statutory and non-statutory organisations

None

Neighbours and local groups

137c St Georges Road London SE1 6HY

19 King Edward Walk London SE1 7PR

21 Cable Road Wirral CH47 2AY

27 King Edward Walk London SE1 7PR

31 King Edward Walk London SE1 7PR

31 King Edward Walk London SE1 7PR

RECOMMENDATION

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

Applicant	Morley College	Reg. Number	16/AP/0631
Application Type	Full Planning Permission	Case	TP/1373-1
Recommendation	Grant permission	Number	

Draft of Decision Notice

Planning Permission was GRANTED for the following development:

Erection of a new bridge linking the main Morley College building with the Morley Gallery across King Edward Walk including alterations to the entrance of the Morley Gallery on St Georges Road and extensions to the Morley Gallery at first, second and roof level to accommodate the new bridge, circulation space, lift overrun and other elevational alterations. [Forming part of a wider development including alterations to the main entrance area and display window of the main Morley College Building and extensions to the Emma Cons Hall and other elevational alterations. These elements of the development fall within the London Borough of Lambeth].

At: MORLEY COLLEGE, KING EDWARD WALK, LONDON SE1 7HT

In accordance with application received on 19/02/2016 16:02:37

and Applicant's Drawing Nos.

Existing drawings

Site Location Plan 0343-PL-010, 0343-PL-020, 0343-PL-030, 0343-PL-031, 0343-PL-032, 0343-PL-033, 0343-PL-034, 0343-PL-035, 0343-PL-050, 0343-PL-051, 0343-PL-052, 0343-PL-060, 0343-PL-061.

Proposed drawings

0343-PL-070, 0343-PL-100, 0343-PL-101, 0343-PL-102, 0343-PL-103, 0343-PL-104, 0343-PL-105, 0343-PL-110, 0343-PL-200, 0343-PL-201, 0343-PL-202, 0343-PL-203, 0343-PL-204, 0343-PL-205, 0343-PL-300, 0343-PL-301, 0343-PL-302, 0343-PL-350, 0343-PL-351, 0343-PL-500, 0343-PL-501, 0343-PL-502

Planning documents

Design and Access Statement, Flood Risk Assessment, Planning Statement.

Subject to the following three conditions:

Time limit for implementing this permission and the approved plans

- 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: 0343-PL-070, 0343-PL-100, 0343-PL-101, 0343-PL-102, 0343-PL-103, 0343-PL-104, 0343-PL-105, 0343-PL-110, 0343-PL-200, 0343-PL-201, 0343-PL-202, 0343-PL-203, 0343-PL-204, 0343-PL-205, 0343-PL-300, 0343-PL-301, 0343-PL-302, 0343-PL-350, 0343-PL-351, 0343-PL-500, 0343-PL-501, 0343-PL-502

Reason:

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

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

- 3 Samples of all external materials to be used in the carrying out of this permission shall be presented on site at the Morley College for inspection and approval in writing by the Local Planning Authority before any work in

connection with this permission is carried out and the development shall not be carried out otherwise than in accordance with any such approval given.

Reason:

In order to ensure that these samples will make an acceptable contextual response in terms of materials to be used, and achieve a quality of design and detailing in accordance with The National Planning Policy Framework 2012, Strategic Policy 12 - Design and Conservation of The Core Strategy 2011 and Saved Policies: 3.12 Quality in Design and 3.13 Urban Design of The Southwark Plan 2007.

Statement of positive and proactive action in dealing with the application

The application benefitted from pre-application discussions and the application was decided in a timely manner.

Informative

The submitted plans show the scope of works to be undertaken across the whole of the Morley College site however the majority of these works are under the planning authority of the London Borough of Lambeth. As such, this consent only relates to the works shown within the administrative area of the London Borough of Southwark.

This page is intentionally blank.

PLANNING SUB-COMMITTEE A AGENDA DISTRIBUTION LIST (OPEN) MUNICIPAL YEAR 2016-17

NOTE: Original held by Constitutional Team all amendments/queries to Gerald Gohler Tel: 020 7525 7420

Name	No of copies	Name	No of copies
To all Members of the sub-committee			
Councillor Leo Pollak (Chair)	1	Environment & Leisure	1
Councillor Ben Johnson (Vice-Chair)	1	Environmental Protection Team	
Councillor Radha Burgess	1		
Councillor Helen Dennis	1		
Councillor Nick Dolezal	1	Communications	By
Councillor David Noakes	1	Louise Neilan, media manager	email
Councillor James Coldwell		Total:	18
electronic copy only		Dated: 6 July 2016	
(Reserves to receive electronic copies only)			
Councillor Tom Flynn			
Councillor Lucas Green			
Councillor David Hubber			
Councillor Sarah King			
Councillor Kieron Williams			
Officers			
Constitutional Officer, Hub 2 (2 nd Floor), Tooley St.	7		
Jacqui Green/Selva Selvaratnam, Hub 2 (5 th Floor) Tooley St.	3		
Margaret Foley, Legal Services Hub 2 (2 nd Floor) Tooley St.	1		