

Planning Committee

Tuesday 15 January 2019

6.30 pm

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

Membership

Councillor Martin Seaton (Chair)
Councillor Lorraine Lauder MBE (Vice-Chair)
Councillor James McAsh
Councillor Hamish McCallum
Councillor Adele Morris
Councillor Jason Ochere
Councillor Cleo Soanes
Councillor Kath Whittam

Reserves

Councillor James Coldwell
Councillor Tom Flynn
Councillor Renata Hamvas
Councillor Darren Merrill
Councillor Jane Salmon

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

Virginia Wynn-Jones on 020 7525 7055 or email: virginia.wynn-jones@southwark.gov.uk

Members of the committee are summoned to attend this meeting

Eleanor Kelly

Chief Executive

Date: 7 January 2019



Planning Committee

Tuesday 15 January 2019
6.30 pm

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

Order of Business

Item No.	Title	Page No.
	PART A - OPEN BUSINESS	
	PROCEDURE NOTE	
1.	APOLOGIES	
	To receive any apologies for absence.	
2.	CONFIRMATION OF VOTING MEMBERS	
	A representative of each political group will confirm the voting members of the committee.	
3.	NOTIFICATION OF ANY ITEMS OF BUSINESS WHICH THE CHAIR DEEMS URGENT	
	In special circumstances, an item of business may be added to an agenda within five clear days of the meeting.	
4.	DISCLOSURE OF INTERESTS AND DISPENSATIONS	
	Members to declare any personal interests and dispensation in respect of any item of business to be considered at this meeting.	
5.	MINUTES	3 - 10
	To approve as a correct record the minutes of the open section of the meeting held on 4 December 2018 and 18 December 2018.	
6.	DEVELOPMENT MANAGEMENT	11 - 15

Item No.	Title	Page No.
6.1.	DOCKLEY ROAD INDUSTRIAL ESTATE, 2 DOCKLEY ROAD, LONDON, SE16 3SF	16 - 74
6.2.	49-53 GLENGALL ROAD, LONDON	75 - 170

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

EXCLUSION OF PRESS AND PUBLIC

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

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

PART B - CLOSED BUSINESS

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

Date: 7 January 2019



Planning Committee

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

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

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

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

5. If there are a number of people who are objecting to, or are in support of, an application or an enforcement of action, you are requested to identify a representative to address the committee. If more than one person wishes to speak, the 3-minute time allowance must be divided amongst those who wish to speak. Where you are unable to decide who is to speak in advance of the meeting, you are advised to meet with other objectors in the foyer of 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.
6. Speakers should lead the committee to subjects on which they would welcome further questioning.
7. Those people nominated to speak on behalf of objectors, supporters or applicants, as well as ward members, should sit on the front row of the public seating area. This is for ease of communication between the committee and the speaker, in case any issues need to be clarified later in the proceedings; it is **not** an opportunity to take part in the debate of the committee.

8. Each speaker should restrict their comments to the planning aspects of the proposal and should avoid repeating what is already in the report. The meeting is not a hearing where all participants present evidence to be examined by other participants.
9. This is a council committee meeting which is open to the public and there should be no interruptions from the audience.
10. No smoking is allowed at committee.
11. 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: General Enquiries
Planning Section, Chief Executive's Department
Tel: 020 7525 5403

Planning Committee Clerk, Constitutional Team
Finance and Governance
Tel: 020 7525 5485



Planning Committee

MINUTES of the Planning Committee held on Tuesday 4 December 2018 at 6.30 pm
at Ground Floor Meeting Room G01A - 160 Tooley Street, London SE1 2QH

PRESENT: Councillor Martin Seaton (Chair)
Councillor James McAsh
Councillor Hamish McCallum
Councillor Adele Morris
Councillor Jason Ochere
Councillor Cleo Soanes
Councillor Kath Whittam

OTHER MEMBERS PRESENT: Councillor Richard Livingstone

OFFICER SUPPORT: Simon Bevan (Director of Planning)
Jon Gorst (Legal Officer)
Colin Wilson (Head of Regeneration Old Kent Road)
Patrick Cronin (Development Management)
Tom Butterick (Old Kent Road Team)
Pip Howson (Transport Policy)
Gerald Gohler (Constitutional Officer)

1. APOLOGIES

The meeting adjourned for ten minutes to give members time to study the tabled items.

There were apologies from absence from Councillor Lorraine Lauder MBE.

2. CONFIRMATION OF VOTING MEMBERS

The members present were confirmed as the voting members.

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

The chair gave notice of the following additional papers which were circulated at the meeting:

- Addendum report relating to items 5.1 and 5.2
- Members' pack relating to items 5.1 and 5.2.
- The supplemental agenda No.1 containing an item deferred at the planning committee meeting on 27 November 2018.

4. DISCLOSURE OF INTERESTS AND DISPENSATIONS

There were none.

5. DEVELOPMENT MANAGEMENT

RESOLVED:

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 agenda be considered.
2. That the decisions made on the planning applications be subject to the conditions and/or made for the reasons set out in the reports 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.

5.1 78-94 ORMSIDE STREET, LONDON SE15 1TF

PROPOSAL:

Redevelopment of the site, involving the demolition of existing buildings and structures, to deliver a mixed use building of up to nine storeys (ten storeys including the mezzanine at entrance level) plus rooftop plant. The building will comprise 2058 square metres of new and replacement commercial floor space (Class B1) together with 56 residential units (Class C3) and will include the creation of a new basement, hard and soft landscaping, reconfigured servicing arrangements and other associated works.

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

The committee heard the officers' introduction to the report and addendum report. Councillors asked questions of the officers.

A two objectors addressed the meeting. Members of the committee asked questions of the objectors.

The applicant's agents addressed the committee, and answered questions from the committee.

There were no supporters who lived within 100 metres of the development site present at

the meeting that wished to speak.

Councillor Richard Livingstone addressed the meeting in his capacity as ward councillors, and answered questions from the committee.

The committee put further questions to the officers and discussed the application.

A motion to grant the application with one additional condition was moved, seconded, put to the vote and declared carried.

RESOLVED:

1. That full planning permission be granted for 18/AP/1049, subject to:
 - the conditions set out in the report and addendum report
 - an additional condition requiring details of adequate adaptations to the floorspace to make it suitable light industrial use, and setting out an appropriate proportion of B1 (C) use, to be submitted to officers
 - and the applicant entering into a satisfactory legal agreement.
2. That in the event that the legal agreement is not entered into by 4 April 2019 the director of planning be authorised to refuse planning permission for 18/AP/1049, if appropriate, for the reasons set out in paragraph 192 of the report.

Councillors requested that in future, viability reports be included in the reports as addenda.

5.2 LAND AT 313-349 ILBERTON ROAD, LONDON SE15

PROPOSAL:

ORIGINAL DESCRIPTION

Mixed use redevelopment comprising, demolition of existing buildings and construction of two buildings: one of part 11 and 13 storeys and one of part 13 and 15 storeys to provide 1,888sqm (GIA) of commercial floorspace (use class B1) at part basement, ground and first floors, 130 residential dwellings above (51 x 1 bed, 52 x 2 bed and 27 x 3 bed), with associated access and highway works, amenity areas, cycle, disabled and commercial car parking and refuse/recycling stores.

REVISED DESCRIPTION

Full application for full planning permission for mixed use redevelopment comprising: Demolition of existing buildings and construction of two buildings one of part 11 and 13 storeys and one of part 13 and 15 storeys to provide 1,661sqm (GIA) of commercial floorspace (use class B1) at part basement, ground and first floors, 130 residential dwellings above (44 x 1 bed, 59 x 2 bed and 27 x 3 bed), with associated access and highway works, amenity areas, cycle, disabled and commercial car parking and refuse/recycling stores.

(This application represents a departure from strategic policy 10 'Jobs and businesses' of the Core Strategy (2011) and saved policy 1.2 'strategic and local preferred industrial locations' of the Southwark Plan (2007) by virtue of proposing to introduce residential accommodation in a preferred industrial location).

The committee heard the officers' introduction to the report and addendum report. Councillors asked questions of the officers.

A two objectors addressed the meeting. Members of the committee asked questions of the objectors.

The applicant and his agents addressed the committee, and answered questions from the committee.

There were no supporters who lived within 100 metres of the development site present at the meeting that wished to speak.

Councillor Richard Livingstone addressed the meeting in his capacity as ward councillors, and answered questions from the committee.

The committee put further questions to the officers and discussed the application.

A motion to grant the application was moved, seconded, put to the vote and declared carried.

RESOLVED:

1. That planning permission for application number 17/AP/4819 be granted, subject to:
 - The recommended planning conditions set out in the report and addendum report;
 - The applicant entering into an appropriate legal agreement by no later than 27 April 2019;
 - Referral to the Mayor of London.
 - Referral to the Secretary of State
2. That in the event that the s106 agreement is not completed by 27 April 2019, the director of planning be authorised to refuse planning permission, if appropriate, for the reasons set out in paragraph 235 of the report.

The meeting ended at 10.20 pm

CHAIR:

DATED:



Planning Committee

MINUTES of the OPEN section of the Planning Committee meeting held on Tuesday 18 December 2018 at 6.30 pm at 160 Tooley Street, London SE1 2QH

PRESENT: Councillor Martin Seaton (Chair)
 Councillor Lorraine Lauder MBE
 Councillor James McAsh
 Councillor Hamish McCallum
 Councillor Adele Morris
 Councillor Jason Ochere
 Councillor Kath Whittam

OTHER MEMBERS PRESENT: Councillor David Noakes, Ward Councillor

OFFICER SUPPORT: Simon Bevan, Director of Planning
 Michael Glasglow, Team Leader, Strategic Applications
 Michael Tsoukaris, Group Manager, Design & Conservation
 Yvonne Lewis, Group Manager, Strategic Applications Team
 Alistair Huggett, Planning Projects Manager
 Samuel Hepworth, Senior Transport Planner
 Jon Gorst, Legal Services
 Everton Roberts, Constitutional Team

1. APOLOGIES

Apologies for absence were received from Councillor Cleo Soanes.

2. CONFIRMATION OF VOTING MEMBERS

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

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

The chair gave notice of the following additional papers which were circulated at the meeting:

Addendum report relating to item 7.1
Members' pack relating to item 7.1

4. DISCLOSURE OF INTERESTS AND DISPENSATIONS

There were no disclosures of interests or dispensations.

5. MINUTES

RESOLVED:

That the minutes of the meeting held on 27 November 2018 be approved as a correct record and signed by the chair.

6. PARKS PROGRAMME - RELEASE OF £432,459.21 S106 MONIES TOWARDS IMPROVING PARKS AND OPEN SPACES

Alistair Huggett, Planning Projects Manager introduced the report.

RESOLVED:

That the allocation of funds totalling £432,459.21 (including accrued interest) to be released from the listed Legal Agreements associated with developments across the borough, towards the delivery of nine park improvement projects as set out in paragraphs 10 – 50 be agreed.

7. DEVELOPMENT MANAGEMENT

RESOLVED:

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 agenda be considered.
2. That the decisions made on the planning applications be subject to the conditions and/or made for the reasons set out in the reports 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.

7. 1 - 5 PARIS GARDEN AND 16 - 19 HATFIELDS, LONDON SE1 8ND

PROPOSAL:

Phased redevelopment comprising:

Phase 1: Demolition of 4-5 Paris Garden and 18-19 Hatfields to create a part 23 and part 26 storey tower building (+ double basement)(up to 115.75m AOD) to be used for offices (Class B1), above a new public space with flexible retail/professional services/restaurant uses (Classes A1/A2/A3) at ground floor level and restaurant/bar uses (Classes A3/A4) at third floor level;

Phase 2: Partial demolition, refurbishment and extensions to 16-17 Hatfields and 1-3 Paris Garden for continued use as offices (Class B1) with flexible use of the ground floor level (Classes A1/A2/A3/A4/B1) and restaurant/bar uses (Classes A3/A4) at part fifth floor level; creation of a new public, landscaped roof terrace at part fifth floor level and green roof at sixth floor level; lowering of existing basement slab; new landscaping and public realm; reconfigured vehicular and pedestrian access; associated works to public highway; cycle parking; ancillary servicing and plant and other associated works.

The committee heard the officers' introduction to the report. Members of the committee asked questions of the officers.

A number of objectors addressed the committee. Members of the committee asked questions of the objectors.

The applicant's agents addressed the committee, and answered questions by the committee.

There were no supporters who lived within 100 metres of the development site present at the meeting that wished to speak.

Councillor David Noakes addressed the meeting in his capacity as ward councillor, and answered questions by the committee.

The committee put further questions to the officers and discussed the application.

RESOLVED:

That In relation to application 17/AP/4230:

- a. Planning permission be granted subject to conditions and the completion of an appropriately worded s106 agreement, and referral to the Mayor for London;
- b. In the event that the s106 agreement is not completed by 31 March 2019, the Director of Planning be authorised to refuse planning permission, if appropriate, for the reasons set out in paragraph 164 of the committee report.

That in relation to application 17/AP/4231:

- a. Listed Building Consent be granted, subject to conditions.

The meeting ended at 8.10pm

CHAIR:

DATED:

Item No. 6.	Classification: Open	Date: 15 January 2019	Meeting Name: Planning Committee
Report title:		Development Management	
Ward(s) or groups affected:		All	
From:		Proper Constitutional Officer	

RECOMMENDATIONS

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

BACKGROUND INFORMATION

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

KEY ISSUES FOR CONSIDERATION

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

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

Community impact statement

11. Community impact considerations are contained within each item.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Law and Democracy

12. A resolution to grant planning permission shall mean that the director of planning 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 director of planning 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 director of planning 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 law and democracy, and which is satisfactory to the director of planning. 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 law and democracy. 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	Virginia Wynn-Jones 020 7525 7055
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 the Planning Department 020 7525 5403

APPENDICES

No.	Title
None	

AUDIT TRAIL

Lead Officer	Chidi Agada, Head of Constitutional Services	
Report Author	Virginia Wynn-Jones, Principal Constitutional Officer Jonathan Gorst, Head of Regeneration and Development	
Version	Final	
Dated	7 January 2019	
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		7 January 2019

ITEMS ON AGENDA OF THE PLANNING COMMITTEE
on Tuesday 15 January 2019

Appl. Type	Full Planning Application	Reg. No.	18-AP-0091
Site	DOCKLEY ROAD INDUSTRIAL ESTATE, 2 DOCKLEY ROAD, LONDON, LONDON SE16 3SF	TP No.	TP/361-128
		Ward	South Bermondsey
		Officer	Terence McLellan

Recommendation GRANT SUBJECT TO LEGAL AGREEMENT

Item 6/1

Proposal

Demolition of the existing industrial units and redevelopment to provide a building ranging from one to nine storeys (32.7m AOD) in height accommodating 1,089sqm of commercial floorspace at ground floor level incorporating industrial use (Use Class B8); retail uses (Use Class A1); and restaurants and cafe uses (Use Class A3) and 111 residential units (Class C3) at upper levels with associated works, including landscaping and 3 disabled car parking spaces.

Appl. Type	Full Planning Application	Reg. No.	17-AP-4612
Site	49-53 GLENGALL ROAD, LONDON, SE15 6NF	TP No.	TP/2364-A
		Ward	Old Kent Road
		Officer	Tom Buttrick

Recommendation GRANT SUBJECT TO LEGAL AGREEMENT AND GLA

Item 6/2

Proposal

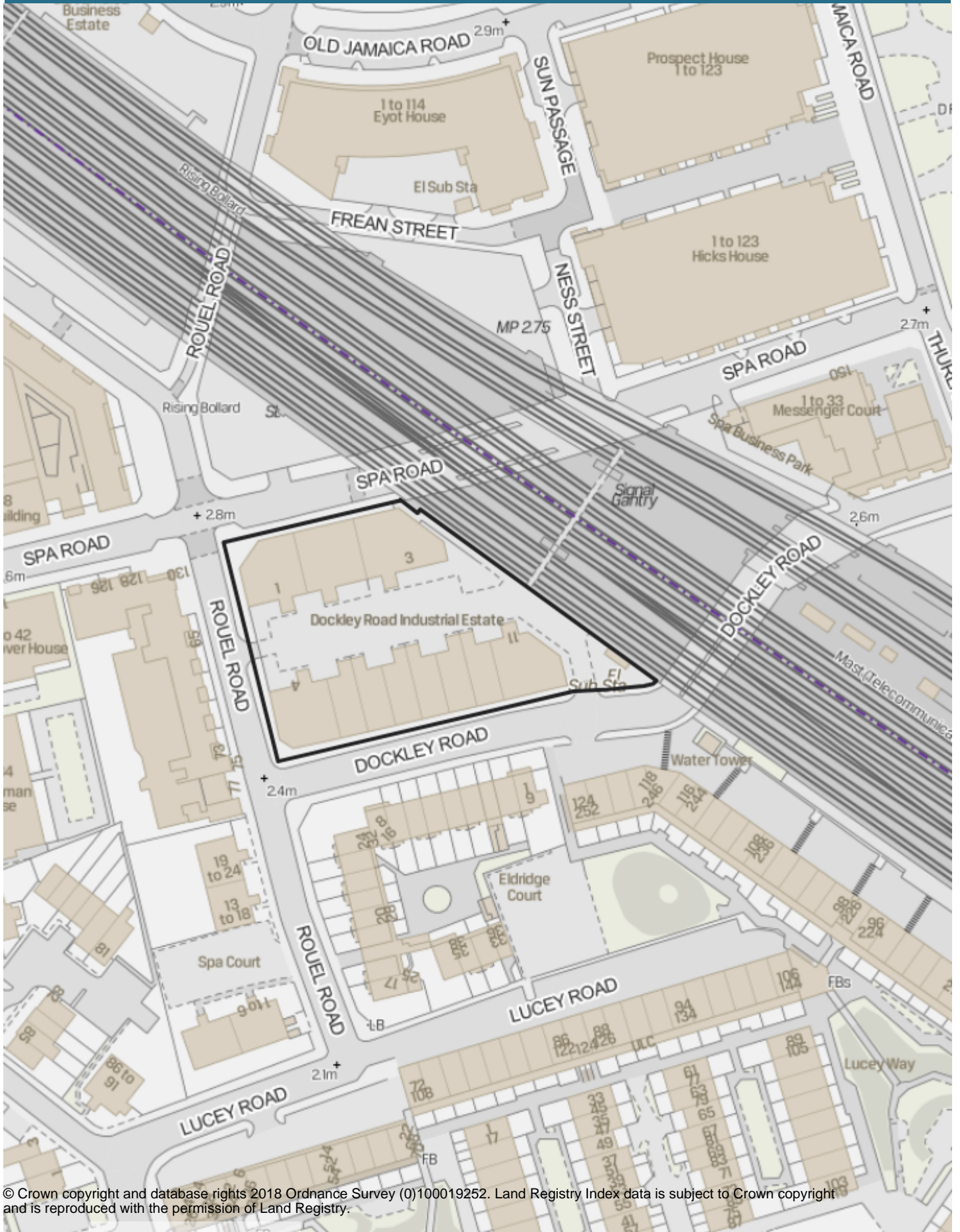
Demolition of all existing buildings and structures (excluding some of the facades along Glengall Road and Bianca Road and the industrial chimney) and erection of a part 6, 8 and 15 storey mixed-use development comprising 3,855 sqm (GIA) of flexible workspace (Use Class B1) and 181 residential units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

(This application represents a departure from strategic policy 10 'Jobs and businesses' of the Core Strategy (2011) and saved policy 1.2 'strategic and local preferred industrial locations' of the Southwark Plan (2007) by virtue of proposing to introduce residential accommodation in a preferred industrial location)

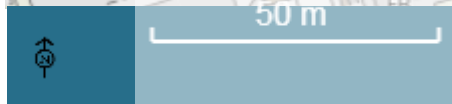
Agenda Item 6.1



Dockley Road Industrial Estate, 2 Dockley Road, London SE16 3SF



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Scale = 1250

4-Jan-2019

Item No. 6.1	Classification: Open	Date: 15 January 2019	Meeting Name: PLANNING COMMITTEE
Report title:	Development Management planning application: Application 18/AP/0091 for: Full Planning Application Address: DOCKLEY ROAD INDUSTRIAL ESTATE, 2 DOCKLEY ROAD, LONDON, SE16 3SF Proposal: Demolition of the existing industrial units and redevelopment to provide a building ranging from one to nine storeys (32.7m AOD) in height accommodating 1,089sqm of commercial floorspace at ground floor level incorporating industrial use (Use Class B8); retail uses (Use Class A1); and restaurants and cafe uses (Use Class A3) and 111 residential units (Class C3) at upper levels with associated works, including landscaping and 3 disabled car parking spaces.		
Ward(s) or groups affected:	South Bermondsey		
From:	Director of Planning		
Application Start Date 02/02/2018		Application Expiry Date 04/05/2018	
Earliest Decision Date 10/03/2018			

RECOMMENDATION

1. (a) That planning permission be granted, subject to conditions and the applicant entering into an appropriate legal agreement by no later than 31 May 2019.

(b) In the event that the requirements of (a) are not met by 31 May 2019, that the Director of Planning be authorised to refuse planning permission, if appropriate, for the reasons set out at paragraph 137 of this report.

EXECUTIVE SUMMARY

2. In 2017 the Council granted planning consent for the redevelopment of the site at Dockley Road Industrial Estate. The consented scheme was designed as a podium building arranged in a horseshoe shape open to the railway viaduct. The consented scheme included Class A1 (retail) and B8 (storage/warehouse) floorspace as well as 59 apartments in a building rising to seven storeys. 25 car parking spaces were provided in the ground floor podium. This permission has not been implemented.
3. The proposed development maintains many aspects of the consented scheme, particularly with regards to the basic building form and range of uses. There would be a significant uplift in the number of residential units (from 59 to 111) as well as an increase in the level of affordable housing being provided (from 30% to 35%). The

increased number of homes would be achieved through increasing the height from seven storeys to a maximum of nine storeys.

4. The proposed development would provide a policy compliant mix and type of housing as well as 35% on site affordable housing with an appropriate split between social rented and shared ownership (70:30). The new homes would offer an exemplary standard of accommodation for future occupiers as well as high quality communal amenity spaces and play spaces for children.
5. There is no policy requirement in this location to replace B Class floorspace when sites are redeveloped, so the reduction in employment floorspace is acceptable in this instance. The scheme does however include a range of units for retail and warehousing purposes which activate the ground floor frontages and some of these units face onto a 'Low Line' route alongside the viaduct which would be open to the public at weekends to complement the existing market trading in the area.
6. There would be noticeable impacts on some neighbouring residents in terms of daylight and sunlight however these are considered to be acceptable within the context of the BRE guidelines and the surrounding townscape.
7. Thirty two objections have been received from neighbours raising concerns primarily relating to height, design, massing and density, sunlight and daylight impacts, parking provision and commercial uses.
8. The proposal would incorporate measures to reduce its carbon dioxide emissions, and a contribution to the Council's Carbon Off-set Green Fund would be secured through a s106 agreement. The proposal would be air quality neutral, and conditions are recommended to ensure that surface water drainage, archaeology and ecology would be adequately dealt with. A range of s106 obligations would be secured, including employment and training during the course of construction. Overall, the benefits of the proposal are considered to outweigh the potential harm caused, and it is recommended that planning permission be granted, subject to conditions and the signing of a S106 agreement.

BACKGROUND INFORMATION

Site location and description

9. The application site is the 0.36 hectare Dockley Road Industrial Estate which is located between Spa Road, Dockley Road and Rouel Road in Bermondsey. The north eastern boundary of the site is bounded by the railway viaduct linking South Bermondsey to London Bridge Station.
10. The site is currently occupied by two rows of 1970's brick built industrial sheds comprising 11 Class B8 units with a total net internal floorspace of 1,850sqm. The two rows of buildings face inwards onto a central service yard with accesses onto Rouel Road and Dockley Road which are secured by metal palisade fencing.
11. The surrounding area is characterised by predominantly flatted residential accommodation with some commercial use in the railway arches to the north east. To the south east of the site lies Eldridge Court and the Lucey Way Estate comprising

four to eight storeys of brick built flats. On Rouel Road to the west of the site is the recently completed Porters Building providing flats over four to seven storeys. The residential Bolonachi Building is located to the north west of the site and is part six/part eight storeys high.

12. The wider area has changed significantly over the past decade as a result of new housing schemes being delivered under the 'Bermondsey Spa' programme of redevelopment. This has increased the height and density of development in the area, and created a neighbourhood with a more distinctly residential character.
13. In terms of public transport the site lies approximately 450 metres to the south west of Bermondsey Underground Station and the nearest bus stops are located on Jamaica Road to the north (services 47, 188, 381, C10, N47 and N381) and Southwark Park Road to the south (services 1, N1, 381, N381, P12). The site has a PTAL of 3 which indicates a medium level of access to public transport.
14. The site is not within or close to any conservation areas although the adjacent Spa Road Railway Bridge is Grade II listed.

Image – Site plan



Image – Aerial site plan



Details of proposal

15. Planning consent is sought for a comprehensive mixed-use redevelopment of the site for Class A1 use (Retail); Class A3 use (café/restaurant); Class B8 use (warehouse and distribution); and 111 residential units (including 11 units suitable for wheelchair users), laid out in a perimeter block building ranging from 1-9 storeys in height. The schedule of accommodation is set out below:

Table 1 – Schedule of accommodation

Unit Type	Private (units)	Affordable Housing (units)		Total
		Social Rent	Intermediate	
1 bed	36	5	3	44
2 bed	34	6	5	45
3 bed	11	9	2	22
Total	81	20	10	111

16. Building footprint largely follows the boundaries of the site in a horseshoe form with the open end (above a single storey commercial unit) towards the railway viaduct and a ground level courtyard amenity space located at the centre of the site.
17. The proposed building would be highly articulated in terms of height with the tallest elements located at the corner of Spa Road/Rouel Road and on Dockley Road where it meets the railway viaduct. Heights would gradually step down from these points to

four storeys on Dockley Road and five storeys on Rouel Road with a further small rise to six storeys on the corner of Rouel Road and Dockley Road. At the railway end of the building the height would reduce to one storey.

18. The development would employ robust, industrial materials. The facades would be brick at ground floor level, changing to a metal frame on the upper levels marking the change from commercial to residential. The frame would wrap around all of the upper floors on the street facing facades and would support the triangulated residential balconies. Four residential cores would be provided with all flats accessed from decks facing inwards towards the central courtyard space.
19. The Class A1 and A3 units would be located at ground floor on Spa Road, Rouel Road and Dockley Road. The Class B8 unit would be located to the rear of the site immediately adjacent to the railway viaduct. The route alongside the viaduct would be open to pedestrians at the weekend as part of the wider 'Low Line' aspiration, with the commercial spaces on both sides open as market trading spaces.
20. The proposed development would be car free with the exception of three accessible car parking spaces. A servicing route would be provided at the railway end of the building with one way access from Dockley Road and egress onto Spa Road which is in line with the previously consented scheme.

Planning history

13/AP/2592

21. Planning consent was granted in May 2017 for the demolition of the existing industrial units and erection of buildings up to 7 storeys in height comprising 15 industrial units with B8 and ancillary A1 use at ground floor level and 59 residential units on upper levels with associated landscaping, new access from Spa Road, car and cycle parking.
22. The form of this approved development is similar to that of the proposed scheme in that it is a highly articulated single building in a horseshoe shape, open towards the railway albeit with a podium garden as opposed to a central courtyard and a larger amount of car parking.

17/EQ/0134

23. A pre-application enquiry was received in 2017 from the same applicant, seeking to increase the number of homes and proportion of affordable homes on the site. This pre-application enquiry was the precursor to the current application and the advice given to the applicant by the Council can be summarised as follows:

The redevelopment of the site to provide new homes, improved commercial space and the ability to realise the aspirations for the low line is supported and the development is acceptable in land use terms. The provision of on-site affordable housing would be welcomed as part of the redevelopment of this site. The building heights and massing are considered to be acceptable in design terms although further information is required in order to determine if the height and massing would be acceptable in amenity terms. Further information is also required in terms of justifying

the number of wheelchair parking spaces and information on the servicing strategy. However the broad approach to servicing the development, including the off-street provision, is supported in principle.

Planning history of adjoining sites

24. The most relevant recent applications are those pertaining to the Porters Building and Bolonachi Building which are located to the west and north west of the site respectively.
25. 05/AP/2617 - 89 Spa Road (Bolonachi Building) - Erection of building extending to between 4 and 8 storeys in height to provide 139 new dwellings (38 social rented units, 34 shared ownership units and 72 private units) and 317m² of commercial space (use classes A1, A2, and D1), together with the provision of associated car parking, landscaping, infrastructure works and improvements to the existing playground area. GRANTED with Legal Agreement - 13.09.2007.
26. 03/AP/2385 - 122-124 Spa Road (Porters Building) - Outline application for residential development (all matters reserved). The proposal considered was submitted in outline, with all matters reserved for residential development. The indicative plans submitted showed building heights ranging from 4 to 7 storeys and access from Spa Road comprising 115 flats and 11 houses. GRANTED with Legal Agreement - 17.08.2005.
27. 12/AP/0164 - Erection of a building ranging between 4 and 7 storeys in height, comprising 46 residential units, including a housing mix of 11 x 1-bed, 26 x 2-bed, 5 x 3-bed and 4 x 4-bed units, 12 car parking spaces, cycle parking for each unit and associated landscaping. (AMENDED SCHEME: alterations to housing tenure mix (8 affordable rent units proposed) and minor design amendments including timber privacy screening to balcony on south elevation). GRANTED with Legal Agreement - 30.03.2012.

KEY ISSUES FOR CONSIDERATION

Summary of main issues

28. The main issues to be considered in respect of this application are:
 - Principle of the proposed development in terms of land use and conformity with the development plan
 - Design, including building heights and impacts on townscape
 - Impact on heritage assets
 - Density
 - Affordable housing
 - Mix of dwellings
 - Wheelchair accessible housing
 - Quality of accommodation
 - Trees and landscaping
 - Impact of proposed development on amenity of adjoining occupiers and surrounding area
 - Transport

- Flood risk
- Sustainable development implications
- Archaeology
- Planning obligations (S.106 undertaking or agreement)
- Mayoral and Borough community infrastructure levy (CIL)
- All other relevant material planning considerations

Planning policy

Site designations

29.
 - Air Quality Management Area (AQMA)
 - Archaeological Priority Zone (APZ)
 - PTAL 3
 - Urban Zone
30. The site does not fall within a conservation area and there are no listed buildings adjoining the site, although the central portion of the viaduct is Grade II listed.

National Planning Policy Framework (the Framework) 2018

31. Chapter 2 Achieving sustainable development
 Chapter 5 Delivering a sufficient supply of homes
 Chapter 6 Building a strong, competitive economy
 Chapter 8 Promoting healthy and safe communities
 Chapter 9 Promoting sustainable transport
 Chapter 11 Making effective use of land
 Chapter 12 Achieving well-designed places
 Chapter 14 Meeting the challenge of climate change, flooding and coastal change
 Chapter 15 Conserving and enhancing the natural environment
 Chapter 16 Conserving and enhancing the historic environment

The London Plan 2016

32. Policy 2.5 Sub-regions
 Policy 3.1 Ensuring equal life chances for all
 Policy 3.3 Increasing housing supply
 Policy 3.4 Optimising housing potential
 Policy 3.5 Quality and design of housing developments
 Policy 3.6 Children and young people's play and informal recreation facilities
 Policy 3.7 Large residential developments
 Policy 3.8 Housing choice
 Policy 3.9 Mixed and balanced communities
 Policy 3.13 Negotiating affordable housing on individual private residential and mixed use schemes
 Policy 3.14 Affordable housing thresholds
 Policy 4.4 – Managing industrial land and premises
 Policy 4.12 Improving opportunities for all
 Policy 5.1 Climate change mitigation
 Policy 5.2 Minimising carbon dioxide emissions
 Policy 5.3 Sustainable design and construction

Policy 5.5 Decentralised energy networks
 Policy 5.6 Decentralised energy in development proposals
 Policy 5.7 Renewable energy
 Policy 5.9 Overheating and cooling
 Policy 5.10 Urban greening
 Policy 5.11 Green roofs and development site environs
 Policy 5.12 Flood risk management
 Policy 5.13 Sustainable drainage
 Policy 5.15 Water use and supplies
 Policy 5.21 Contaminated land
 Policy 6.1 Strategic approach (Transport)
 Policy 6.3 Assessing transport capacity
 Policy 6.9 Cycling
 Policy 6.10 Walking
 Policy 6.12 Road network capacity
 Policy 6.13 Parking
 Policy 7.1 Building London's neighbourhoods and communities
 Policy 7.2 An inclusive environment
 Policy 7.3 Secured by design
 Policy 7.4 Local character
 Policy 7.5 Public realm
 Policy 7.6 Architecture
 Policy 7.8 Heritage assets and archaeology
 Policy 7.14 Improving air quality
 Policy 7.15 Reducing noise and enhancing soundscapes
 Policy 7.21 Trees and woodlands
 Policy 8.2 Planning obligations
 Policy 8.3 Community infrastructure levy

Core Strategy 2011

33. Strategic Targets Policy 1 - Achieving growth
 Strategic Targets Policy 2 - Improving places
 Strategic Policy 1 - Sustainable development
 Strategic Policy 2 - Sustainable transport
 Strategic Policy 5 - Providing new homes
 Strategic Policy 6 - Homes for people on different incomes
 Strategic Policy 7 - Family homes
 Strategic Policy 10 - Jobs and businesses
 Strategic Policy 11 - Open spaces and wildlife
 Strategic Policy 12 - Design and conservation
 Strategic Policy 13 - High environmental standards
 Strategic Policy 14 - Implementation and Delivery

Southwark Plan 2007 (July) - saved policies

34. The Council's cabinet on 19 March 2013, as required by para 215 of the NPPF, considered the issue of compliance of Southwark Planning Policy with the National Planning Policy Framework. All policies and proposals were reviewed and the Council satisfied itself that the policies and proposals in use were in conformity with the NPPF. The resolution was that with the exception of Policy 1.8 (location of retail outside town

centres) in the Southwark Plan all Southwark Plan policies are saved. Therefore due weight should be given to relevant policies in existing plans in accordance to their degree of consistency with the NPPF.

Policy 1.1 Access to Employment Opportunities
 Policy 1.4 Employment Sites
 Policy 2.5 Planning Obligations
 Policy 3.2 Protection of Amenity
 Policy 3.3 Sustainability Assessment
 Policy 3.4 Energy Efficiency
 Policy 3.6 Air Quality
 Policy 3.7 Waste Reduction
 Policy 3.9 Water
 Policy 3.11 Efficient Use of Land
 Policy 3.12 Quality in Design
 Policy 3.13 Urban Design
 Policy 3.14 Designing Out Crime
 Policy 3.15 - Conservation of the Historic Environment
 Policy 3.18 Setting of Listed Buildings, Conservation Areas and World Heritage Sites
 Policy 3.19 Archaeology
 Policy 3.28 Biodiversity
 Policy 3.31 Flood Defences
 Policy 4.1 Density of Residential Development
 Policy 4.2 Quality of Residential Development
 Policy 4.3 Mix of Dwellings
 Policy 4.4 Affordable Housing
 Policy 4.5 Wheelchair Affordable Housing
 Policy 5.1 Locating Developments
 Policy 5.2 Transport Impacts
 Policy 5.3 Walking and Cycling
 Policy 5.6 Car Parking
 Policy 5.7 Parking Standards for Disabled People and the Mobility Impaired

Supplementary Planning Documents

35. Affordable housing SPD (2008) and draft (2011)
 Sustainable design and construction SPD (2009)
 Sustainable transport SPD (2010)
 Residential Design Standards SPD (2011)
 Section 106 planning obligations and community infrastructure levy (CIL) SPD (2015)
 Technical update to the Residential Design Standards SPD (2015)

New Southwark Plan

36. For the last 5 years the council has been preparing the New Southwark Plan (NSP) which will replace the saved policies of the 2007 Southwark Plan and the 2011 Core Strategy. The Council concluded consultation on the Proposed Submission version (Regulation 19) on 27 February 2018. It is anticipated that the plan will be adopted in 2019 following an Examination in Public (EIP). As the New Southwark Plan is not yet an adopted plan, it has limited weight. Nevertheless paragraph 48 of the NPPF states that decision makers may give weight to relevant policies in emerging plans according

to the stage of preparation of the emerging plan, the extent to which there are unresolved objections to the policy and the degree of consistency with the Framework. The following emerging policy is relevant to this application.

Draft London Plan

37. The draft New London Plan was published on 30 November 2017 and the first and only stage of consultation closed on 2nd March 2018. The Examination in Public is due to commence in January 2019 and at this stage of preparation it can only be attributed limited weight.

Principle of development

38. The proposed development would not re-provide the full amount of existing employment floorspace however, the existing employment floorspace is not protected by any of the criteria set out in saved policy 1.4 of the Southwark Plan or policy SP10 of the Core Strategy and as such the principle of releasing the land for alternative suitable uses such as new homes, including affordable homes, is supported in principle.
39. The National Planning Policy Framework (NPPF) was updated in 2018. At the heart of the NPPF is a presumption in favour of sustainable development. The framework sets out a number of key principles, including a focus on driving and supporting sustainable economic development to deliver homes.
40. The NPPF promotes the delivery of a wide choice of high quality homes, seeks to widen opportunities for home ownership and create sustainable, inclusive and mixed communities. It encourages the effective use of land by reusing land that has been previously developed and also promotes mixed use developments. The NPPF also states that permission should be granted for proposals unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole.

Employment floorspace

41. Saved Policy 1.4 'Employment sites outside the Preferred Office Locations and Preferred Industrial Locations' of the Southwark Plan sets out a series of criteria to identify sites where employment floorspace must be replaced in full if sites are redeveloped. These criteria include all sites in the CAZ or town centres, and sites which have direct access to a classified road. Where sites do not fall within any of these criteria, the site may be released for other appropriate uses, including housing. Core Strategy policy SP10 'Jobs and Business' continues the same approach. The application site does not fall within any of the locations where employment floorspace is protected by policy, and therefore it is appropriate to release the land for other priority uses. The proposed development would provide 1089sqm of Class B8 and Class A space alongside the housing. This mix is appropriate in terms of activating the street frontages, including the 'Low Line', whilst maximising the delivery of much needed new homes.

Housing

42. The development would provide 111 new homes, including 30 affordable homes, and 11 affordable homes suitable for wheelchair users.
43. There is a pressing need for housing across London and London Plan Policy 3.3 - Increasing Housing Supply sets a minimum target of 27,362 additional homes to be provided in Southwark over a period from 2015-2025. Strategic Policy 5 of the Core Strategy seeks high quality new homes in attractive environments. It states that development will provide as much housing as possible while also making sure that there is enough land for other types of development. The policy sets a target of 24,450 net new homes between 2011 and 2026. A key objective is to provide as much new housing as possible and create places where people would want to live. The proposal would deliver 111 new residential units including 35% affordable housing, which is considered to be a positive aspect of the proposal and would make a significant contribution to the borough's housing target.

Image – Arrangement of ground floor uses



Retail

44. The development would include five new retail units, three allocated to Class A1 use (retail) and two allocated to Class A3 use (restaurant/café). The retail units would help activate the ground floor of the development and would contribute to the vitality of the area as well as providing services for the increase in population. In its current form, the site has no active frontage and the proposal would create a much more attractive and vibrant street environment with retail opening out onto Dockley Road, Rouel Road and Spa Road. The amount and scale of provision is considered to be acceptable and would help to meet the needs of residents and visitors in the area.

Environmental impact assessment

45. Applications where an Environmental Impact Assessment (EIA) is required will either be mandatory or discretionary depending on whether the proposal constitutes

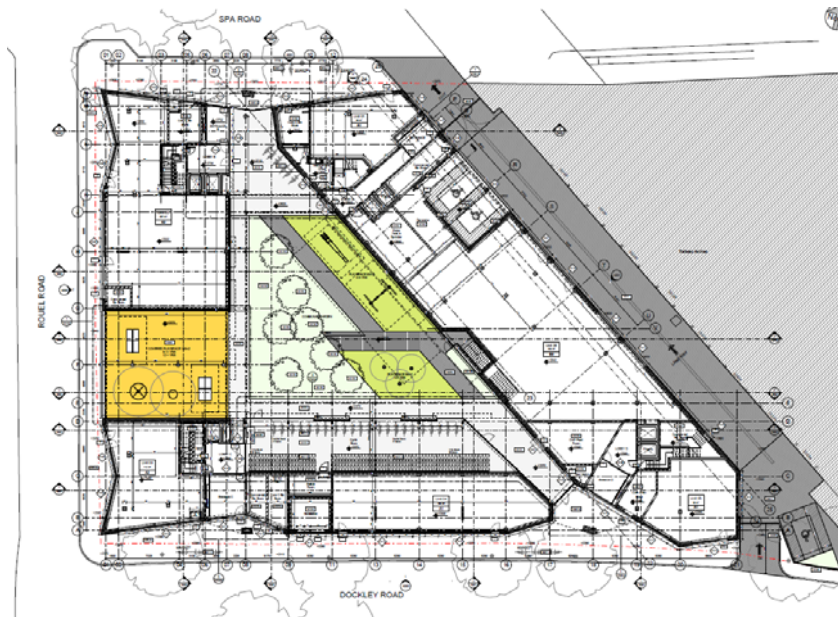
Schedule 1 (mandatory) or Schedule 2 (discretionary) development of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. The proposed development falls within Schedule 2, Category 10(b) 'Urban Development Project' of the EIA Regulations.

46. Whilst a formal Screening Opinion was not sought, the development is not considered to constitute EIA development, based on a review of the scheme against both the EIA Regulations 2017 and the European Commission guidance.

Design

47. Section 12 of the NPPF 'Achieving well-designed places' advises that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development which creates better places in which to live and work. Policy 7.4 of the London Plan requires development to have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establishing an enhanced character for the future function of the area. Policies 7.4 and 7.5 are also relevant which require developments to provide high quality public realm and architecture.
48. Strategic policy 12 of the Southwark Core Strategy (2011) states that all development in the borough will be expected to *"achieve the highest possible standards of design for buildings and public spaces to help create attractive and distinctive places which are safe, easy to get around and a pleasure to be in."* Saved policy 3.12 'Quality in design' of the Southwark Plan asserts that developments should achieve a high quality of both architectural and urban design, enhancing the quality of the built environment in order to create attractive, high amenity environments people will choose to live in, work in and visit. When we consider the quality of a design we look broadly at the fabric, geometry and function of the proposal as they are bound together in the overall concept for the design. Saved policy 3.13 of the Southwark Plan asserts that the principles of good urban design must be taken into account in all developments. This includes height, scale and massing of buildings, consideration of the local context, its character and townscape as well as the local views and resultant streetscape. Saved policy 3.18 of the Southwark Plan requires to the setting of conservation areas, listed buildings and world heritage sites to be preserved.
49. The proposal is located on the southern flank of the railway viaduct and is bounded by Spa Road to the north and Dockley Road to the south. The main street frontage for the site is on Rouel Road to the west. The existing buildings are brick built industrial sheds in two rows that face inwards onto a central service yard with accesses onto Rouel Road and Dockley Road which are secured by metal palisade fencing. The surrounding streets are predominately residential in nature with heights up to seven and eight storeys.

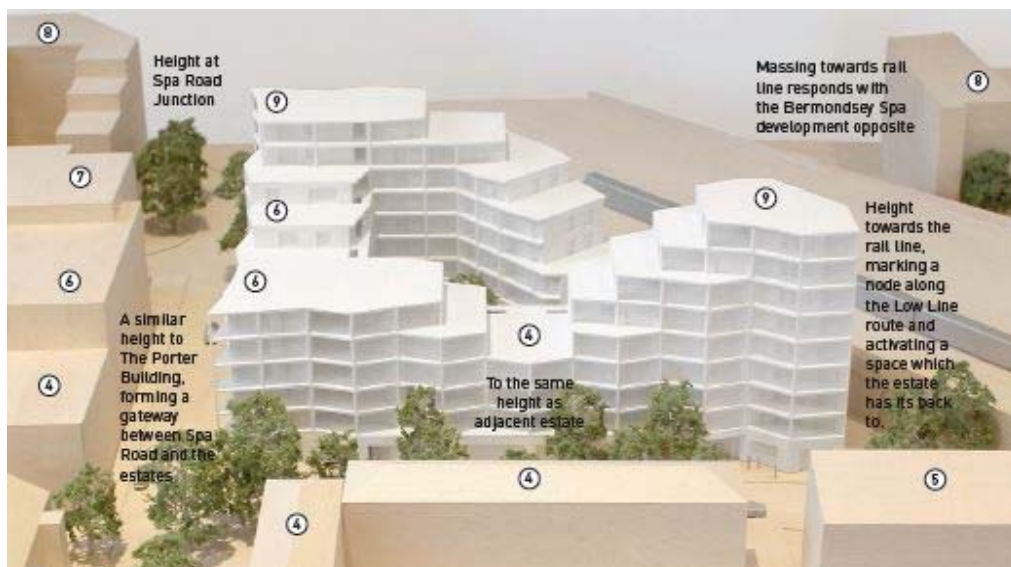
Image – Proposed site plan



Building form, height and massing

50. The proposal takes on the form of the previously consented scheme and is arranged in a horseshoe form facing on to the main street frontages to the east, south and west. It is designed to have a robust base with a more lightweight design to the residential accommodation above. The base has retail units animating its edges, with residential entrances at key locations which residents can use to access their homes via the central garden.

Image – Building heights



51. The height ranges from 5-storeys (19.65m AOD or 16.8m from street level) on Rovel Road and 4-storeys facing the viaduct (16.40m AOD or approx 13.6m from street level) and rises to its maximum height of 9-storeys (32.70m AOD or approx 29.9m

from street) at the opposing south-east and north-west corners. The massing is highly articulated with a stepped arrangement that rises incrementally in single-storey steps which means that above 4-5 storeys each successive floor plate is reduced so that when it reaches the top the scheme has just one or two flats clustered around the core.

52. The form is highly articulate and logical in that it reinforces the street frontages and is arranged around a secure communal garden. The massing mediates between the heights of the older buildings in the area such as Eldridge Court and the higher recent developments such as the Bolonachi Building. The tallest points are located at opposing corners - nearest the railway viaduct and at the corner of Rouel Road and Dockley Road - where the urban context and environmental conditions suggest height is appropriate. Whilst this building would be the tallest in its immediate context, its complex form, and the limited extent of these taller elements means that it will not feel over-bearing.

Architectural design

53. The architectural language of this proposal is intricate and makes some reference to the industrial heritage of the area. The base is proposed to be in a dark masonry finish (black engineering brick), with angled elements lightened and animated by the glazed openings of the commercial units and residential cores. One opening, onto Rouel Road, is wider and contains the covered play area for older children. At the centre is a landscaped communal courtyard which will provide a communal and visual amenity for residents. Above the base is the highly articulated metal framed (and metal finished) residential block. The apartments are designed with a 'saw-tooth' profile with deep-set angled balconies and an exposed structural grid of steel. This architectural device articulates the block and brings depth and animation to the entire street-facing facade. Chamfered frontages also help to minimise overlooking and offer added privacy to the residents. The upper floors are clad in a profiled metal face which is robust and dynamic.

Image – View from Rouel Road



54. The composition is highly articulated within an ordered framework defined by the structural grid and saw-tooth facade. The stepped massing is logical and gives the design a sculptured profile, adjusting in response to its immediate context - lower on Rouel Road, and taller at the prominent corners.

Image – Balcony detail



Heritage assets

55. The Council's policies echo the requirements of the NPPF in respect of heritage assets and require all development to conserve or enhance the significance and the settings of all heritage assets and avoid causing harm. Where there is harm to a heritage asset the NPPF requires the Council to ascertain the scale and degree of the harm caused and to balance that against the public benefits arising as a consequence of the proposal.
56. The site is not located in a conservation area and the nearest heritage asset is the Grade II Listed Spa Road railway bridge. The historic railway bridge is set at the middle of the railway viaduct where it is flanked by modern viaduct widening schemes that have added three lines on either side of the historic railway bridge. This proposal is unlikely to have any impact on the setting of this heritage asset given how deep set it is within the viaduct and its limited visibility from within the viaduct itself. The proposal will have no impact on the setting of any other designated heritage asset. The viaduct itself has been considered as an undesignated heritage asset given its scale and elegant detailing. The proposal is separated from the currently occupied portion of the viaduct by the roadway that serves these premises. In this way it preserves the viaduct and its setting.

Conclusions on design

57. In conclusion, the proposal is appropriate in its urban form and architectural design. It

has no impact on heritage assets and responds appropriately to local character and history. The high quality design will rely to a large degree on the architectural detailing and the choice of materials, in particular the profiled metal cladding and the detailing around window and door openings, parapets, jambs and cills. It is recommended that these details be secured by conditions, as set out in the draft decision notice.

Density

58. Policy 3.4 Optimising Housing Potential of the London Plan states that development should optimise housing output for different types of location within the relevant density range shown in Table 3.2 of the Plan. The draft London Plan suggests that a design-led approach would place less emphasis on the numeric calculation of density. Strategic Policy 5 – Providing new homes of the Core Strategy sets out the density ranges that residential and mixed use developments would be expected to meet. As the site is located within the Urban Zone, a density range of 200-700 habitable rooms per hectare would be sought. In order for a higher density to be acceptable, the development would need to meet the criteria for exceptional design as set out in section 2.2 of the Residential Design Standards SPD.
59. The development as a whole would have a density of 1,082 habitable rooms per hectare. Since the maximum upper limit would be significantly exceeded, the development would need to demonstrate that it would provide exemplary accommodation to the highest design standards. If it can be demonstrated that an excellent standard of accommodation would be provided, and the response to context and impact on local services and amenity to existing occupiers is acceptable, then it's considered that the high density would not in itself raise any issues to warrant withholding permission.
60. The Council's Residential Design Standards SPD requires accommodation to be of an exemplary standard where density ranges would be exceeded. The requirements to be considered exemplary are set out below:

Exemplary residential design criteria from Southwark Residential Design Standards SPD	Commentary
Provide for bulk storage	Each of the apartments proposed would have storage, broadly in compliance with the Residential Design Standards SPD. No bulk storage is provided as the development does not incorporate any basement space.
Exceed minimum privacy distances	Minimum privacy distances would be exceeded in relation to existing neighbours. Some limited instances of lesser distances across the courtyard are mitigated by design and internal layouts.
Good sunlight and daylight standards	Good sunlight and daylight standards would be achieved.
Exceed minimum ceiling heights of	All residential ceiling heights would

2.3m	significantly exceed 2.3m.
Exceed amenity space standards (both private and communal)	The proposed amenity space is set out in detail further below. Whilst there would be a small shortfall on some private amenity spaces, this is restricted to the one and to bedroom units and would be compensated by the significant areas of communal amenity space that would be provided that significantly exceed the SPD requirements.
Secure by Design certification	The scheme should achieve Secure by Design accreditation. Conditions to require this are recommended.
No more than 5% studio flats	No studio apartments are being provided.
Maximise the potential of the site	The potential of the site would be maximised, providing mixed use development with new retail and affordable homes.
Include a minimum 10% of units that are suitable for wheelchair users	10% of the proposed units would be suitable for wheelchair users.
Have excellent accessibility within buildings	The accessibility within the buildings would be excellent.
Have exceptional environmental performance	The environmental performance would be fully policy compliant, taking into account a contribution to the Southwark Green Fund.
Minimise noise nuisance between flats by stacking floors so that bedrooms are above bedrooms, lounges above lounges	Accommodation is generally stacked to minimise disturbance and noise transfer will be further mitigated by condition.
Make a positive contribution to local context, character and communities	The proposed development would make a positive contribution to local context, character and communities in terms of its quality of design and regeneration benefits including affordable housing, retail and Class B8 space as well as opening up a new section of the low line at weekends.
Include a predominance of dual aspect units	Approximately 99% of the proposed units would be dual aspect (only 1 single aspect flat)
Have natural light and ventilation in all kitchens and bathrooms	The vast majority of kitchens would have access to natural light and ventilation.
At least 60% of units contain two or more bedrooms	60% of the total number of units across all tenures would have two or more bedrooms.
Significantly exceed the minimum floor space standards	All units would meet the space standards, and many would exceed

	them, some to a significant degree.
Minimise corridor lengths by having additional cores	This has been achieved through having four separate cores to serve the new homes.

61. In addition, Officers have identified the following exceptional aspects of the residential design:

- Exceptional architectural design, with high quality materials proposed;
- Large, functional balconies and expansive communal amenity spaces;
- Tenure blind design;
- Choice of layouts, with some open plan and others with separate kitchen diners and living rooms;
- Full provision of on site play space.

62. Officers consider that the new homes would be of an exemplary standard despite not all of the requirements in the above table being met in their entirety. It is considered that the proposal would be of an appropriate height, scale and massing and the quantum of development would allow the provision of affordable housing to be maximised. Although there would be adverse impacts upon daylight and sunlight to neighbouring properties, this must be weighed in the balance with all of the benefits arising from the scheme. When all of the benefits and disbenefits are taken into account, it is not considered that exceeding the density threshold would warrant withholding permission in this instance.

Affordable housing

63. The development would provide 35% affordable housing, equating to 30 flats, once the dispensation for wheelchair affordable housing has been taken into account.

64. Section 5 of the NPPF sets out the government's approach to the delivery of significant new housing including a plan-led approach based on a sound evidence base, and policy 3.3 of the London Plan supports the provision of a range of housing types. It sets the borough a minimum target of 27,362 new homes between 2015-2025. Strategic policy 5 of the Core Strategy reinforces the London Plan policy, and requires development to meet the housing needs of people who want to live in Southwark and London by providing high quality new homes in attractive areas, particularly growth areas. Core Strategy SP6 requires that developments with 10 or more units should provide a minimum of 35% affordable housing, subject to viability. Saved policy 4.4 of the Southwark Plan requires an affordable housing tenure split of 70% social rented and 30% intermediate units in this location.

65. The proposed development would provide a total of 366 habitable rooms. As such, the 35% affordable housing requirement for this site would be 128 habitable rooms. Saved Policy 4.5 'Wheelchair affordable housing' of the Southwark Plan allows for one less habitable room of affordable housing to be provided for every one affordable wheelchair units provided in a development. In this case, as the developer is providing 11 affordable homes suitable for wheelchair users, the overall affordable habitable room requirement is reduced to 117.

66. The proposed development would deliver a policy compliant level of affordable

housing comprising 117 affordable habitable rooms which equates to 35% with a tenure split of 70% social rented and 30% intermediate (shared ownership). The mix of affordable units would be as follows:

Unit Type	Private (units)	Affordable Housing (units)		Total
		Social Rent	Shared Ownership	
1 bed	36	5	3	44
2 bed	34	6	5	45
3 bed	11	9	2	22
Total	81	20	10	111

67. It is noted that 37% of the affordable housing units would be three bedroom family units and overall, 74% of the affordable housing would have two or more bedrooms. This is welcomed and the scheme is considered to offer a wide choice of affordable homes.

Viability

68. The application is accompanied by a viability appraisal which has been independently reviewed by GVA on behalf of the Council. The proposed affordable housing offer would be policy compliant and this is demonstrated as being viable in the Financial Viability Appraisal submitted with the application. The delivery of the affordable housing would be secured within the S106.

Housing mix

69. Strategic Policy 7 of the Core Strategy expects developments to provide at least 60% two or more bedrooms and in this at least 20% of units to have 3 or more bedrooms. At least 10% of the units should be suitable for wheelchair users. The proposed housing mix is detailed below.

No of Bedrooms	Total Units (number)	Total Units (%)
1 Bed	44	40%
2 Bed	45	40%
3 Bed	22	20%
Total	111	

70. The proposed housing mix is fully compliant with policy and would offer a range of homes and unit sizes, including a policy compliant level of family sized housing which is fully supported.

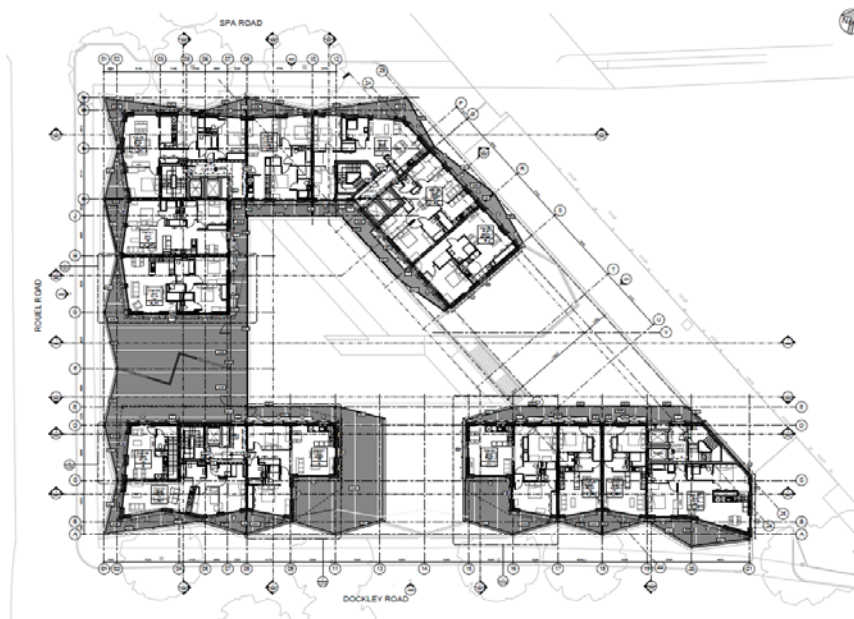
Wheelchair housing

71. A total of 11 units would be provided that would be suitable for wheelchair users. All 11 of these would be affordable units. This meets the policy requirement of 10%. The exact units and level of fit out would be secured via S106 alongside a clawback mechanism to secure £100,000 for every affordable wheelchair unit that is not fully fitted out for occupation by a wheelchair user.

Housing quality

72. Policy 3.5 of the London Plan requires housing developments to be of the highest quality internally, externally, and in relation to their context and to the wider environment. They should enhance the quality of local places, incorporate requirements for accessibility and adaptability, and minimum space standards. In terms of Southwark policy, saved policy 4.2 of the Southwark Plan 'Quality of accommodation' requires developments to achieve good quality living conditions. The Council's Residential Design Standards SPD establishes minimum room and overall flat sizes dependant on occupancy levels, and units should be dual aspect to allow for good levels of light, outlook and cross-ventilation.

Image – Level 5



Unit size

73. Saved Policy 4.2 of the Southwark Plan advises that planning permission will be granted provided the proposal achieves good quality living conditions. The adopted standards in relation to internal layout are set out in the adopted Residential Design Standards SPD 2011 (including 2015 Technical Update).
74. The following table sets out the minimum flat size requirements as set out in the Residential Design Standards 2011, and also the flat sizes that would be achieved.

Unit Type	SPD (sqm)	Size Range (sqm)
1 Bed (flat)	50	50 – 66
2 Bed (flat)	61-70	70– 89
3 Bed (flat)	74-95	76 - 130

75. The proposed flat sizes meet and in many cases significantly exceed the minimum space standards as set out in the SPD which is welcomed and will provide an excellent standard of accommodation.

Aspect

76. 110 of the 111 units (99%) would be dual aspect and the one unit that would be single aspect would be orientated south/south east. This is an exemplary proportion of dual aspect units for a high density scheme.

Overlooking

77. Separation distances vary from between 17.5 metres and 26 metres across the courtyard however there is one instance of a separation distance of 11.5 metres at the inward facing units towards the railway end of the development. The closer distance of 11.5 metres only affects bedrooms and kitchens. Where other distances are less than the expected 21 metres, the splayed layout means that views are oblique which mitigates against intrusive overlooking. Overall, the separation distances are not considered to be significantly detrimental to amenity or the quality of the accommodation.

Internal daylight

78. A Daylight Assessment based on the Building Research Establishment (BRE) Guidance has been submitted which considers light to the proposed dwellings using the Average Daylight Factor (ADF). ADF determines the natural internal light or day lit appearance of a room and the BRE guidance recommends an ADF of 1% for bedrooms, 1.5% for living rooms and 2% for kitchens.
79. Of the 332 rooms tested 236 (71%) would fully comply with the BRE guidance in relation to ADF. Of the 96 rooms that fall short of this target, 70 would be bedrooms or dining rooms and 48 would be within 0.3% of meeting the target. Officers consider the shortfalls to be minor and would affect rooms that are less sensitive to daylight. Overall the proposed units would be well lit by natural light.

Amenity space

80. All new residential development must provide an adequate amount of useable outdoor amenity space. The Residential Design Standards SPD sets out the required amenity space standards which can take the form of private gardens and balconies, shared terraces and roof gardens. Policy 3.6 of the London Plan requires new developments to make provision for play areas based on the expected child population of the development. Children's play areas should be provided at a rate of 10 sqm per child bed space (covering a range of age groups).
81. In terms of the overall amount of amenity space required, the following would need to

be provided:

- For units containing 3 or more bedrooms, 10sqm of private amenity space as required by the SPD;
- For units containing 2 bedrooms or less, ideally 10sqm of private amenity space, with the balance added to the communal gardens;
- 50sqm communal amenity space per block as required by the SPD; and
- 10sqm of children's play space for every child space in the development as required by the London Plan.

82. All of the dwellings would have private amenity space with the three bedroom units either meeting or exceeding the minimum standards. 47 of the one and two bedroom units would fall below the 10sqm requirement but would still have in excess of 7sqm private amenity space. Overall the shortfalls on the one and two bedroom units is minor, equating to 96.5sqm overall which would be comfortably accommodated within the communal amenity space.
83. Communal amenity space totalling 1018sqm would be provided in the form of a central courtyard and two roof terraces. This is more than enough to absorb the small private amenity shortfall of 96.5sqm and the large communal amenity spaces are a significant benefit of the scheme. The level of both private and communal amenity space is welcomed and is considered to be policy compliant.

Children's play space

84. In line with the Mayor's 'Providing for Children and Young People's Play and Informal Recreation' SPG the development would be required to provide 330sqm of children's play space broken down between the various age groups as detailed below.
85. The applicant has proposed 331sqm of child play space against the following child play space requirement:

Age Group	Play Space Requirement	Play Space Provided
Under 5	150	151
5 to 11	110	110
12+	70	70
Total	330	331

86. The play space will all be accommodated within the ground floor central courtyard which is well overlooked by the flats above ensuring that children can be supervised whilst playing outside. The 5-11 and 12+ play is located in the covered area between the courtyard and Rouel Road and a benefit of this is that it can be used in all weathers. The provision of equipment such as table tennis tables in this shaded area is a positive response to meeting the needs of older children. Officers welcome the fully compliant levels of play space being provided entirely on site. Play equipment in the form of swings, slides, roundabouts and table tennis tables will ensure that all age groups are catered for with final details of play equipment to be secured by condition.

Conclusions on housing quality

87. The proposed development would provide a policy compliant mix of homes all of

which would meet or exceed the minimum space standards. All of the new homes would be well lit and ventilated with natural light and air and future occupiers would benefit from high quality private and communal amenity space alongside high quality and secure play spaces for children of all age groups. Officers consider the proposed accommodation to be of a high standard and a very positive aspect of the proposed development.

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

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

Privacy and overlooking

89. In order to prevent harmful overlooking, the Residential Design Standards SPD 2011 requires developments to achieve a distance of 12m at the front of the building and any elevation that fronts a highway and a minimum of 21m at the rear. All outward facing elevations of the proposed development would achieve at least 12 metres separation distance from adjacent buildings and in this respect it is not considered that there will be any adverse impact in terms of overlooking, loss of privacy or loss of outlook.

Impact of proposed uses

90. The proposed uses within the development would comprise Class A1, A3 and B8 as well as residential. Class B8 use is already in operation on the site and Class A1 and A3 uses generally sit comfortably near to residential properties, and the scale of the Class A (retail) uses would not result in any significant loss of amenity. It is recommended that the opening hours of the Class A1, A3 and B8 uses be limited to 7am to 11pm daily by way of a condition. Conditions are also recommended limiting servicing hours and plant noise from the development.

Daylight and sunlight

91. A daylight and sunlight report has been submitted that assesses the scheme based on the Building Research Establishments (BRE) guidelines on daylight and sunlight.
92. The existing buildings that surround the application site currently have unobstructed views across the application site due to the low rise nature of the existing buildings and as such receive unusually high levels of daylight and sunlight for an urban location. As such any redevelopment of the site would result in noticeable changes to daylight to adjacent properties.
93. In this case there would be significant impacts to both the Porter Building and Eldridge

Court. However, taking into account the existing context in the form of a 'mirror image' assessment for the Porter Building and a comparison of the impacts between the consented scheme and the proposed scheme for Eldridge Court, Officers are of the view that whilst the impacts would be significant, they would not be inappropriate. The Council have had the applicant's Daylight and Sunlight assessment independently reviewed and the Council's consultants (GVA) agree with the conclusions of the applicant's report.

94. The BRE Guidance provides a technical reference for the assessment of amenity relating to daylight, sunlight and overshadowing. The guidance within it is not mandatory and the advice within the guide should not be seen as an instrument of planning policy. The guidance notes that within an area of modern high rise buildings, a higher degree of obstruction may be unavoidable if new buildings are to match the height and proportion of existing buildings.
95. The BRE sets out two detailed daylight tests. The first is the Vertical Sky Component test (VSC), which is the most readily adopted. This test considers the potential for daylight by calculating the angle of vertical sky at the centre of each of the windows serving the residential buildings which look towards the site. The target figure for VSC recommended by the BRE is 27% which is considered to be a good level of daylight and the level recommended for habitable rooms with windows on principal elevations. The BRE have determined that the daylight can be reduced by about 20% of their original value before the loss is noticeable.
96. The second method is the No Sky Line (NSL) or Daylight Distribution (DD) method which assesses the proportion of the room where the sky is visible at the working plane, and plots the change in the No Sky Line between the existing and proposed situation. It advises that if there is a reduction of more than 20% in the area of sky visibility, daylight may be affected.
97. The daylight and sunlight assessment submitted by the applicant considers the impact of the development against the following buildings in residential use:
 - Porter Building
 - Bolonachi Building
 - 19-24 Spa Court (79 Rouel Road)
 - 1-16 Eldridge Court
 - 118-124 and 246-252 Lucey Way

Image – Site (outlined in black) and surrounding properties



1. 126 Spa Road (Porter Building)
2. Bolanachi Road
3. 19-24 Spa Court (79 Rouel Road)
4. 1-16 Eldridge Court and
5. 118-124 & 246-252 Lucey Way

98. The daylight and sunlight assessment demonstrates that there would be no adverse impacts beyond the BRE guidance on either the Bolonachi Building or Spa Court. The remaining buildings will be taken in turn.

Porter Building

99. The Porter building sits directly opposite the application site on Rouel Road and rises to seven storeys (with the top floor slightly set back). The daylight and sunlight assessment has assessed 103 windows serving 69 rooms. The Porter Building would experience substantial impacts as a result of the proposed development with 64 of 103 windows (67%) experiencing a loss of VSC beyond the 20% threshold set out in the BRE. In terms of NSL, 28 of the 69 rooms (41%) would see reductions in sky visibility beyond the 20% threshold.
100. The Porter Building sits very close to the boundary on Rouel Road and as set out in the BRE it is reasonable to conduct a 'mirror image' assessment which is used to understand the levels of daylight (VSC) that would be experienced by an existing neighbouring property if there were a building of the same height, massing and positioning opposite.
101. A 'mirror image' assessment has therefore been completed that quantifies the impact on the Porter Building using a mirror image of the Porter Building on the application site to set the alternative baseline condition. If the existing baseline for the Porter Building is set by the mirror image of the Porter Building on the application site, then the proposed development would result in only 12 of the 103 windows (12%)

experiencing a loss of VSC beyond the BRE guidance and in many cases, the VSC results would improve under the proposed development as compared to the baseline 'mirror image'. Similar results are seen under NSL whereby only 12 of the 69 rooms that have been assessed (17%) would experience a 20% reduction under the proposed development using the mirror image as the baseline.

102. The results of the daylight and sunlight assessment demonstrate that there would be a significant impact on the Porter Building in terms of a loss of daylight and sunlight, however giving consideration to the mirror image test as set out under the BRE guidance, the VSC and NSL results are considered acceptable.
103. In terms of sunlight, all but three rooms would remain BRE compliant and the three rooms that would be affected are bedrooms which are less sensitive to sunlight loss given their use.

Eldridge Court

104. A total of 66 windows and rooms at Eldridge Court have been assessed for both VSC and NSL. When comparing the existing baseline versus the proposed development there would be 58 windows (88%) that would experience losses of more than 20% VSC and 33 rooms (50%) that would see at least a 20% reduction in sky visibility.
105. The majority of the windows (61%) would continue to receive VSC in excess of 17% which is not untypical of urban areas. Furthermore, if the consented scheme was used as an alternative baseline, under the proposed scheme 57 windows (86%) would remain BRE compliant and the absolute changes in VSC would equate to 1-5% which is unlikely to be perceptible. Eldridge Court would remain fully compliant in terms of sunlight.

118-124 and 246-252 Lucey Way

106. A total of 12 windows and rooms have been assessed for both VSC and NSL and whilst 50% of the windows and 25% of the rooms would experience reductions in VSC and NSL beyond the BRE guidance it should be noted that all windows would retain VSC levels of at least 22% and in many cases would exceed 24% which is very positive for a site in an urban area.

Conclusions on daylight and sunlight

107. The proposed development would have a significant impact on the Porter Building and Eldridge Court. In the case of the Porter Building, if the mirror image of the Porter building was adopted as an alternative target value, as allowed for in the BRE, then the proposed development would not cause an unacceptable alteration in daylight. When considering Eldridge Court, the residual VSC levels are not untypical of urban areas and the proposed development would not be significantly different to the consented scheme in terms of the level of impact on Eldridge Court. So whilst there will be significant breaches of the BRE Guidelines and a number of these are likely to be noticeable, the extent of change is not unusual in dense urban locations particularly where the height of the existing buildings on the site are so modest. The impacts identified in the Daylight and Sunlight report should be considered against wider policy context, local townscape and the overall benefits of the proposal including

the policy compliant level of affordable housing and the provision of housing of an exemplary standard.

Transport issues

108. The NPPF states that planning decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.
109. Core Strategy Strategic Policy 2 encourages walking, cycling and the use of public transport rather than travel by car. Saved Policy 5.1 of the Southwark Plan states that major developments generating a significant number of trips should be located near transport nodes. Saved Policy 5.2 advises that planning permission will be granted for development unless there is an adverse impact on transport networks; and/or adequate provision has not been made for servicing, circulation and access; and /or consideration has not been given to impacts of the development on the bus priority network and the Transport for London (TfL) road network.

Site context

110. Pedestrian routes around this site connect easterly to Bermondsey Underground Station (Jubilee line) and the bus routes on Jamaica Road and southerly to the buses and shops on Southwark Park Road. In the northbound direction, these routes also join with the "Thames Path" riverside walkway. In the Eastbound direction the site is connected with Southwark Park. The existing Cycle Route Quietway 1 (Greenwich to Waterloo) on Willow Walk can easily be reached via Spa Road/Bacon Grove. A quietway (Abbey Street Quietway -Tower Bridge to Lower Road) is proposed (but not yet committed) through Dockley Road. There are pedestrian crossing facilities along the route to Bermondsey Underground Station in the form of a raised zebra crossing on St James's Road and signalized crossings at the St James's Road/Jamaica Road junction.

Site layout

111. In site layout terms, the proposed building is similar to the consented scheme. The proposed development is set back slightly from Dockley Road and Spa Road to improve the current narrow footways on these roads. It is also proposed to open the Low Line pedestrian route (which is currently a closed service yard) along the adjacent railway line for weekend retail operation of the railway arches businesses. The redundant vehicle crossover on Rouel Road will be removed and the pavement reinstated. The existing vehicle crossover on Dockley Road will be retained as the vehicle entrance to the proposed development with a new egress gate and crossover on Spa Road to create a one-way servicing route along the railway arches. To incorporate the new crossover and ensure that adequate visibility is provided, a 20m length of resident permit holder / pay and display parking bays on the southern side of Spa Road will be removed and relocated to the northern end of Rouel Road. One additional bay will be provided on the southern side of Spa Road, to the west of the new vehicle crossover.

Car parking

112. The site is located on the edge of but not within the GR Controlled Parking Zone (CPZ) with parking permitted for Resident Permit Holders (RPH) only from Monday to Friday between 08:00hrs and– 18:30hrs. The applicant proposes three disabled car parking spaces and no general needs parking.
113. Although the applicant has not proposed any car parking provision, the parking stress surveys that were undertaken on Wednesday 8 November and Thursday 9 November 2017 along the immediate road sections within 200metres walking distance of the Site between 00:30hrs and 05:30hrs have shown an average parking stress in the CPZ area of 74% while outside the CPZ area the parking stress is 98%.
114. A new CPZ proposal in the eastern side of the site (Thorburn Square CPZ) was supported by 53% of residents and subsequently recommended by the council. The introduction of the new CPZ will help to control overspill parking and occupiers of the development will not be eligible for any parking permits in either existing or future CPZs.
115. The number of disabled parking spaces is less than that recommended by the London Plan. However, due to site constraints it has been agreed that the proportion would be reduced from 10% to 3%. Nevertheless at least one car club bay will be required and this will be secured as part of the S106 Agreement.

Cycle parking

116. The applicant has proposed a residential cycle storage containing 176 cycle parking spaces, which is enclosed, secure and weatherproof and located in an accessible area at ground floor next to the central courtyard and is therefore compliant the adopted 2016 London Plan/NSP. However further detail is required on the type, number and location of the long stay cycle parking for the commercial units and this will be secured by condition.

Servicing

117. The applicant proposes that all residential and commercial waste will be collected on-street or along the service road. The bin stores have all been located within 10m of the proposed collection point. This is considered acceptable however a condition will be required to ensure that no doors open out over the highway as is standard.
118. Servicing of the development will occur via the existing service road which runs between the proposed development and the railway viaduct. A servicing bay would be provided on the western side of the service road, designed to accommodate a 10m rigid vehicle. It is proposed that the commercial aspect of this development will be serviced via this route, which will be kept free from obstructions to ensure that loading can occur whilst vehicle circulation along the route is maintained. Residential servicing will also take place along this service route, which will be linked to the residential courtyard via two cores at either end of the route. In addition to the service road within the development, some on-street servicing and refuse collection activity is likely on Dockley Road and Spa Road adjacent to each of the small commercial units proposed. All tenants will be expected to manage their servicing requirements and to co-ordinate with the on-site management team to ensure that demand for the loading bay is managed efficiently. The on-site management team will seek to ensure that no

more than one delivery is scheduled for the loading bay at any one time. A Service Management Plan will be required by condition and this will secure all details of servicing and set out the times within which servicing can take place.

Traffic

119. Officers consider that vehicle trips would increase as a result of the proposed development. Overall, the Transport Team have estimated that this development proposal would produce 22 and 49 vehicle movements in the morning and evening peak hours respectively. It is also forecast that the existing light industrial use of this site would have generated 16 and 11 vehicle movements in the morning and evening peak hours respectively meaning that the actual net additional vehicle movements resulting from this development would be 6 and 38 vehicle movements in the morning and evening peak hours respectively. Although these predicted vehicular trips are higher than those of the applicant's consultants, the Transport Team consider that these levels of vehicular traffic would not have any significant adverse impact on the prevailing vehicle movements or traffic at this location.

Impact on trees

120. The site is bordered by a number of large street trees. The trees presently overhang the existing buildings to a significant degree and have resulted in parts of the highway buckling due to surfacing roots. It is acknowledged that the trees will likely need to be pruned however this is not considered to be a negative impact in and of itself. Officers maintain that tree protection measures are required that will demonstrate how the existing trees will be protected, how their root systems can be managed and the extent of any pruning work that may be required. This will be secured as a pre-commencement condition to ensure that the trees would not be put at risk as a result of the development. Further conditions will be imposed to secure high quality hard and soft landscaping for the communal amenity spaces as well as conditions to secure green roofs and some planting within the service route/low line.

Archaeology

121. Policy 7.8 of the London Plan advises that new development should make provision for the protection of archaeological resources, landscapes and significant memorials. The physical assets should, where possible, be made available to the public on-site. Where the archaeological asset or memorial cannot be preserved or managed on-site, provision must be made for the investigation, understanding, recording, dissemination and archiving of that asset. Saved policy 3.19 of the Southwark Plan is also relevant, which sets out the Council's approach to protecting and preserving archaeology within the borough.
122. The application site is not located within a designated Archaeological Priority Zone (APZ), however, it is close to two existing APZs. Significant multi-phase archaeological remains have been discovered in the general area from a number of sites. For example, a number of ditches dating to the late Iron Age and early Roman periods were found during an evaluation by Museum of London Archaeology at 150 Spa Road between June and July 2010, just the other side of the railway. Roman ditches were also found during an excavation by AOC Archaeology at Spa Road between November 2007 and August 2008 just to the west of the site, and post

medieval features and the remains of a 19th century tannery were also found.

123. Evaluation trenches excavated by the Museum of London Archaeology Service during September 2008 just to the north of the site revealed a range of Post Medieval cut features sealed beneath later levels of material. These features included shallow gullies and a substantial (possible field drainage or a boundary) ditch. This feature may potentially relate to English Civil War defences dating from 1642-3, and mapped by Smith and Kelsey.
124. The applicants have submitted an archaeological Desk Based Assessment (DBA) by AOC and dated December 2017 in support of this planning application. The assessment notes that the site has been truncated by previous development impacts. The Council's archaeologist agrees with the findings of this report and there is sufficient information to establish that the development is not likely to cause such harm as to justify refusal of planning permission provided that appropriate conditions regarding archaeological investigation, recording and mitigation are applied to any consent issued.

Ecology

125. Policy 7.19 of the London Plan 'Biodiversity and access to nature' requires development proposals to make a positive contribution to the protection, enhancement, creation and management of biodiversity wherever possible. Saved policy 3.28 of the Southwark Plan states that the Local Planning Authority will take biodiversity into account in its determination of all planning applications and will encourage the inclusion in developments of features which enhance biodiversity, and will require an ecological assessment where relevant. A preliminary ecological appraisal has been submitted in support of the application.
126. The preliminary ecological assessment makes a number of recommendations which are supported by the Council's Ecology officer and which will be secured by way of condition, including:
- A soft landscaping scheme that includes native species and non-native species that are known to benefit wildlife; and
 - The installation of 40mm entrance hole wall-integrated bird boxes on the new buildings, specifically for use by black redstart (*Phoenicurus ochruros*), which is a species of conservation concern known to be present in the SE London area.
127. The PEA also recommended that green walls be incorporated into the private outdoor amenity spaces however the provision of green walls within these locations is not feasible and instead focus will be on green roofs and planting.

Air Quality

128. The site sits within an air quality management area. Policy 7.14 of the London Plan 'Improving Air Quality' seeks to minimise the impact of development on air quality, and sets a number of requirements including minimising exposure to existing poor air quality, reducing emissions from the demolition and construction of buildings, being at least 'air quality neutral', and not leading to a deterioration in air quality. The Councils

Environmental Protection Team have reviewed the applicants Air Quality Impact assessment produced by AECOM and agree with the reports findings and the development would achieve Air Quality Neutral standard for both vehicle and building emissions. Mitigation measures will be required during construction and this will be secured as part of a Construction Environmental Management Plan.

Noise

129. The Environmental Protection Team have reviewed the applicants Environmental Noise Survey and Noise Impact Assessment Report. In order to meet the councils noise criteria for internal and external spaces, several mitigating conditions will be required as is standard. These conditions will relate to internal and external noise levels as well as noise transfer and noise from plant.

Land contamination

130. Policy 5.21 of the London Plan advises that appropriate measures should be taken to ensure that development on previously contaminated land does not activate or spread contamination. The Council's Environmental Protection Team have reviewed the Desk Study and Ground investigation report which did not find any elevated substances that required remediation. As such no further land contamination conditions are required.

Flood risk

131. The application site is located within Flood Zone 3, which is considered to be 'High Risk' but does benefit from the Thames tidal defences. The Environment Agency has reviewed the applicant's Flood Risk Assessment and considers it to be acceptable. The Environment Agency would also support the recommendation noted within the Flood Risk Assessment subject to conditions and these would be included as a condition on any consent issued.

Planning obligations (S.106 undertaking or agreement)

132. Saved Policy 2.5 of the Southwark Plan and Policy 8.2 of the London Plan advise that planning obligations can be secured to overcome the negative impacts of a generally acceptable proposal. Saved Policy 2.5 of the Southwark Plan is reinforced by the recently adopted Section 106 Planning Obligations 2015 SPD, which sets out in detail the type of development that qualifies for planning obligations. Strategic Policy 14 'Implementation and delivery' of the Core Strategy states that planning obligations will be sought to reduce or mitigate the impact of developments. The NPPF which echoes the Community Infrastructure Levy Regulation 122 which requires obligations be:
- necessary to make the development acceptable in planning terms;
 - directly related to the development; and
 - fairly and reasonably related in scale and kind to the development
133. Following the adoption of Southwark's Community Infrastructure Levy (SCIL) on 1 April 2015, much of the historical toolkit obligations such as Education and Strategic Transport have been replaced by SCIL. Only defined site specific mitigation that meets the tests in Regulation 122 can be given weight.

S106 obligations

134. The application would be supported by the following s106 obligations:

Planning Obligation	Mitigation	Applicant Position
Car Club	Three years membership for all eligible residents.	Agreed
Carbon Offset – Green Fund	£145,215	Agreed
Employment During Construction	17 sustained jobs to unemployed Southwark residents 17 residents trained in pre/post employment short courses. 4 new apprenticeships. Or a payment of £81,650	Agreed
Trees	Not specifically required unless unforeseen issues prevent trees from being planted or they die within five years of planting in which case a contribution will be sought - £6,000 per tree.	Agreed
Admin Charge (2%)	£4,537.	Agreed

135. The S106 Agreement will also secure the following obligations:

- Employment during construction provisions;
- Employment, skills and business support ;
- Delivery of the commercial space before a proportion of the residential space can be occupied;
- Commercial units management plan;
- Provision of affordable housing including a clawback mechanism for any wheelchair units that are not fully fitted out for occupation by wheelchair users;
- Parking permit exemption;
- Affordable housing monitoring fee;
- District heating future proofing provisions;
- Secure opening of low line at weekends;
- Provision of a car club bay and relocation of displaced street permit parking
- Tree contribution of £6K per tree for any proposed tree which cannot be planted on the site or dies within 5 years of the completion of the development;
- Post-construction review of carbon dioxide savings.

136. Highway works which would be delivered through a s278 agreement comprising:

- Provision of a raised table on Dockley Road at the south-eastern end of the site next to the railway underpass to slow vehicles approaching the proposed pedestrian/vehicular access;
- A raised pedestrian crossing at the western side of the retained delivery access on Dockley Road;
- Removal of the bollards currently cluttering the footway on Rouel Road;
- Repaving of the footway around the development on Rouel Road, Dockley Road, and Spa Road using materials in accordance with Southwark's Streetscape Design Manual (concrete paving slabs and granite kerbs);
- Provision of vehicle crossovers on Spa Road and Dockley Road to be constructed/ upgraded to the relevant SSDM standards;
- Redundant crossover on Rouel Road to be reinstated as footway;
- Upgrade the crossing point on the northern side of Rouel Road where it meets Spa Road to current SSDM standards including tactile paving on the full width of the crossing;
- Dropped kerb provisions around the development to be provided to SSDM standards;
- Promote a TRO to amend parking arrangements on Spa Road;
- Relocate the existing lamp columns on Rouel and Dockley Road to the back of footway;
- Replace any gully covers and paving blocks damaged during construction works;
- The Highway Authority wishes to adopt the strip of land (between the public highway and the proposed building line around the development) which currently does not form part of the public highway as publicly maintained. Footway width of at least 1.5m will then be achieved behind the bases of the existing mature trees especially on Dockley Road.

137. In the event that a satisfactory legal agreement has not been entered into by 31 May 2019 it is recommended that the Director of Planning be authorised to refuse 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 (2016) and the Planning Obligations and Community Infrastructure Levy SPD (2015).

Community Infrastructure Levy (CIL)

138. Section 143 of the Localism Act states that any financial contribution received as community infrastructure levy (CIL) is a material 'local financial consideration' in planning decisions. The requirement for payment of the Mayoral or Southwark CIL is therefore a material consideration. However, the weight attached is determined by the decision maker. The Mayoral CIL is required to contribute towards strategic transport invests in London as a whole, primarily Crossrail. While Southwark's CIL will provide for infrastructure that supports growth in Southwark. In this instance an estimated Mayoral CIL payment of £304,360 and an estimated Southwark CIL payment of

£2,061,626 are payable.

Sustainable development implications

139. The London Plan Policy 5.2 sets out that development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the energy hierarchy Be lean: use less energy; Be clean: supply energy efficiently; Be green: use renewable energy. This policy requires development to have a carbon dioxide improvement of 35% beyond Building Regulations Part L 2013 as specified in Mayor's Sustainable Design and Construction SPG.
140. Policy 5.3 states that developments should demonstrate that sustainable design standards are integral to the proposal, including its construction and operation, and ensure that they are considered at the beginning of the design process. Within the framework of the energy hierarchy major development proposals should provide a reduction in expected carbon dioxide emissions through the use of on-site renewable energy generation, where feasible.
141. Strategic Policy 13 of Core Strategy states that development will help us live and work in a way that respects the limits of the planet's natural resources, reduces pollution and damage to the environment and helps us adapt to climate change.
142. The applicants have submitted a Sustainability Statement and Energy Assessment which seeks to demonstrate compliance with the above policy.

Energy

143. An energy statement has been submitted which provides an initial assessment of the energy demand and carbon dioxide (CO₂) emissions and savings associated with the proposed development. The applicant proposes to use a range of 'be lean, be clean and be green' measures in order to achieve the required carbon reduction as set out below:

Be Lean

144. The relevant Be lean measures would generate a CO₂ saving of 9.82%:
- The specification of high performance building fabric, airtightness and thermal bridging to reduce winter heat loss will reduce the scheme's required heating energy.
 - Mechanical ventilation with heat recovery to each flat to reduce the heating energy demand.

Be Clean

145. The relevant Be clean measures would generate a CO₂ saving of 23.86%:
- In accordance with the London Plan and Southwark local planning policy, the new buildings connected to a site wide district heating network and central heat generating energy centre.

- A central CHP unit sized to provide around 20% of the housing's space heating and domestic hot water requirements.
- Hot water to the commercial units will be provided by the centralised LTHW system that serves the residential scheme.
- Tenant fit out heating and cooling to the commercial units will be provided by a variable volume DX system.

Be Green

146. The relevant Be Green measures would generate a CO2 saving of 6.62%:

- The Developer and Project Team propose to reduce carbon dioxide emissions through the use of energy efficiency, CHP and building mounted PV panels.
- A 5.8% reduction in carbon emissions has been provided through the specification of an 80m2 rooftop PV array.

147. The Be lean/Be clean/Be green measures set out above would generate a 40.3% improvement beyond Buildings Regulations Part L 2013 and as such is policy compliant.

Carbon Zero

148. A contribution of £145,215 towards the Council's Carbon Off-set Green Fund will be secured in order to make the residential part of the development Carbon Zero in line with the requirements of the London Plan. It is recommended that the carbon savings be reviewed post-construction, which may require an adjustment to the S106 contribution amount.

BREEAM

149. The BREEAM pre-assessment demonstrates that the commercial spaces can achieve BREEAM Excellent which is supported. This will be secured by condition.

Conclusion on planning issues

150. The proposed development would result in the beneficial redevelopment of an industrial estate that fails to make the most efficient use of the site. There is a pressing need for housing in the borough and the scheme would deliver 111 new homes, including a policy compliant amount of family housing and 30 affordable housing units; this would equate to 35% affordable housing by habitable room, with a policy compliant tenure split of social rented and shared ownership housing.

151. The proposed housing is considered to be of the highest standard as are the communal amenity spaces and play spaces which are positive aspects of the proposed development.

152. The provision of housing, retail and Class B8 use is supported by current development plan policies and will ensure that the scheme provides a range of uses to serve existing and future residents whilst activating what are currently dead frontages.

153. The architectural design would be of the highest quality and the proposal is

appropriate in its urban form, scale and massing. It has no impact on heritage assets and responds appropriately to local character and history.

154. Whilst amenity impacts for some neighbouring buildings would be noticeable, however a detailed assessment has been carried out including a 'mirror image' assessment for the Porter Building and a comparison of the impacts between the consented scheme and the proposed scheme for Eldridge Court. On this basis, it is concluded that whilst the impacts would be significant, they would not be so harmful as to warrant the refusal of planning permission.
155. Officers have assessed the scheme against the relevant development plan policies, including all statutory guidance and subject to the completion of a S106 agreement and appropriate conditions, it is recommended that planning permission be granted.

Consultations

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

Consultation replies

157. Details of consultation responses received are set out in Appendix 2.
158. The following comments have been received from Statutory Consultees in response to the proposed development:
159. Environment Agency – No objections subject to conditions
Response – Noted and agreed, the relevant conditions will be attached to any consent issued.
160. Historic England – No objections, the application should be determined in accordance with national and local policy guidance and on the basis of the Borough's specialist conservation advice.
Response – Noted and agreed, the Council's Design and Conservation Team have been consulted on the proposed development and consider it to be a high quality design and appropriate to the local context.
161. London Fire and Emergency Planning Authority – An undertaking is required that access for fire appliances as required by part B5 of the Building Regulations will be provided.
Response – This will be added as an informative as the development will be required to comply with the building regulations, including Part B5.
162. London Underground – No objections.
Response – Noted.
163. Metropolitan Police Service - The development is suitable to achieve Secured by Design accreditation. The Metropolitan Police seek to have a 'Secured by Design' condition attached to any permission that may be granted in connection with this application.
Response – Noted and agreed, the relevant condition will be attached to any consent

issued.

164. Natural England – No objections.

Response – Noted.

165. Thames Water – No objections subject to conditions and informatives.

Response – Noted and agreed, the relevant conditions and informatives will be added to any consent issued.

Summary of neighbour consultation responses

166. Following neighbour consultation, 32 objections were received in response to the proposed development. The points of objection have been summarised and addressed below:

167. Objection - The proposed development is excessive in scale, massing and height.

Response – Officers consider that the proposed development would be a suitable addition to the area taking into account the local context and existing building heights which reach seven and eight storeys. Building form is similar to the consented scheme with the main variation being the design of the facades and an increase in maximum height from seven to nine storeys.

168. Objection - The proposed development is excessive in density.

Response - The development as a whole would have a density of 1,082 habitable rooms per hectare. Since the maximum upper limit would be significantly exceeded, the development would need to demonstrate that it would provide exemplary accommodation to the highest design standards. Officers consider that the new homes would be of an exemplary standard despite not all of the requirements in the above table being met in their entirety. It is considered that the proposal would be of an appropriate height, scale and massing and the quantum of development would allow the provision of affordable housing to be maximised. Although there would be adverse impacts upon daylight and sunlight to some neighbouring properties, this must be weighed in the balance with all of the benefits arising from the scheme. When all of the benefits and disbenefits are taken into account, it is not considered that exceeding the density threshold would warrant withholding permission in this instance.

169. Objection - The development will over dominate the street and reduce natural light at street level. The proposed building should be no taller than 7 storeys including the ground floor in order to prevent overwhelming existing housing.

Response – The development is considered to be appropriate to the local context in terms of height, scale and massing and is not considered to over dominate the street or surroundings.

170. Objection - The proposed central courtyard should be a public space.

Response – The central courtyard is a communal amenity space provided for occupiers of the proposed development. Public access will be granted along the Low Line at weekends.

171. Objection - Neighbouring residents will experience a detrimental impact on their amenity.

Response – The proposed development would have no adverse impact on

neighbouring residents in terms of a loss of privacy, loss of outlook, or noise from the commercial uses (which can be mitigated by way of condition. It is accepted that there would be impacts on daylight and sunlight and these are discussed in more detail below.

172. **Objection** - The development does not include off-street parking and this will impact on the local area and residents.

Response – The Council support the principle of car free development in order to reduce reliance on cars and promote more sustainable forms of transport. The site lies on the edge of a Controlled Parking Zone (CPZ) and it is likely that a new CPZ will be implemented that will encompass the application site. As such, all future residents and business owners will be made exempt from obtaining parking permits for any existing or future CPZ's within the borough.

173. **Objection** - There will be a significant impact on existing residents on Rouel Road and Dockley Road in terms of a loss of daylight and sunlight.

Response - The proposed development would have a significant impact on the Porter Building and Eldridge Court. In the case of the Porter Building, if the mirror image of the Porter building was adopted as an alternative target value, as set out in the BRE, then the proposed development would not cause an unacceptable alteration in daylight. When considering Eldridge Court, the residual VSC levels are not untypical of urban areas and the proposed development is not significantly different to the consented scheme in terms of the level of impact on Eldridge Court. There will be significant breaches of the BRE Guidelines and a number of these are likely to be noticeable. However, such alterations are not always unusual in dense urban locations and the impacts identified in the Daylight and Sunlight report should be considered against wider policy context, local townscape and the overall benefits of the proposal including the policy compliant level of affordable housing and the provision of housing of an exemplary standard.

174. **Objection** - The proposed commercial uses within the scheme will create noise and disturb residents, or may end up vacant. A café and/or restaurants facing Rouel Road open late into the evening will no doubt generate significant noise and disturb residents on Rouel Road.

Response - The proposed uses within the development would comprise Class A1, A3 and B8 as well as residential. Class B8 use is already in operation on the site and Class A1 and A3 uses generally sit comfortably near to residential properties, and the scale of the Class A (retail) uses would not result in any significant loss of amenity. It is recommended that the opening hours of the Class A1, A3 and B8 uses be limited to 7am to 11pm daily by way of a condition. Conditions are also recommended limiting servicing hours and plant noise from the development.

175. **Objection** - There are concerns about the level of noise and traffic to/from the commercial properties at the proposed ground floor, specifically due to delivery lorries parking & loading supplies. This is a residential neighbourhood and the proximity of such increased road traffic could have a very negative impact on the area.

Response – Servicing will only take place within agreed hours in line with a Service Management Plan which has been secured by condition.

176. **Objection** - The development will put pressure on public transport.

Response – The development will result in an increase in public transport usage

however this is not anticipated to result in overcrowding.

177. **Objection** - The development will over dominate the historic Bermondsey Spa railway Bridge.

Response - The historic railway bridge is set at the middle of the railway viaduct where it is flanked by modern viaduct widening schemes that have added three lines on either side of the historic railway bridge. This proposal is unlikely to have any impact on the setting of this heritage asset given how deep set it is within the viaduct and its limited visibility from within the viaduct itself. The proposal will have no impact on the setting of any other designated heritage asset. The viaduct itself has been considered as an undesignated heritage asset given its scale and elegant detailing. The proposal is separated from the currently occupied portion of the viaduct by the roadway that serves these premises. In this way it preserves the viaduct and its setting.

178. **Objection** - There is a concern that the proposed ground floor use of the development will end up vacant.

Response – It is expected the developer, who has considerable experience of managing and renting commercial space in the surrounding area, will conduct a marketing and advertising campaign that will result in the units being occupied.

179. **Objection** - The new proposed scheme has deviated from the consent in the sense that the ground floor units will now just be retail as opposed to the previously consented scheme whereby retail was ancillary to employment.

Response – Noted, with the exception of the large B8 unit, the commercial space would be occupied by Class A1 and A3 use. This is policy compliant as employment use is not protected in this located.

180. **Objection** - Although most of the elevations use beige-coloured panels, the other dominant colour (of grilles, railings, gates etc.) is black. Many recent developments in the area (along Spa Rd and Grange Walk for example) have used very dark brickwork and/or metalwork creating an unnecessarily gloomy environment.

Response – Final materials, type and tone will be secured and agreed by condition.

181. **Objection** - The original plan should be adhered to as industrial space is being seriously reduced locally and is part of a healthy mix of business and leisure use.

Response – The range of uses being proposed are compliant with saved Policy 1.4 of the Southwark Plan. The application site is not located on or have direct access to a classified road; is not located in a public transport accessibility zone; and is not located within either the Central Activities Zone or a Strategic Cultural Area and as such the loss of B Class floorspace is acceptable in line with saved policy 1.4.

182. **Objection** - Three accessible parking spaces is insufficient.

Response – The Council's Transport Team have agreed that three spaces would be acceptable given site constraints.

Community impact statement / Equalities Assessment

183. The Public Sector Equality Duty (PSED) contained in Section 149 (1) of the Equality Act 2010 imposes a duty on public authorities to have, in the exercise of their functions, due regard to three "needs" which are central to the aims of the Act:

- The need to eliminate discrimination, harassment, victimisation and any other conduct prohibited by the Act
- The need to advance equality of opportunity between persons sharing a relevant protected characteristic and persons who do not share it. This involves having due regard to the need to:
 - Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic
 - Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it
 - Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low
 - The need to foster good relations between persons who share a relevant protected characteristic and those who do not share it. This involves having due regard, in particular, to the need to tackle prejudice and promote understanding.

184. The protected characteristics are: race, age, gender reassignment, pregnancy and maternity, disability, sexual orientation, religion or belief, sex, marriage and civil partnership.

185. The Council must not act in a way which is incompatible with rights contained within the European Convention of Human Rights.

186. The Council has given due regard to the above needs and rights where relevant or engaged throughout the course of determining this application.

Human rights implications

187. 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.

188. This application has the legitimate aim of providing new homes and commercial space. 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/361-128 Application file: 18/AP/0091 Southwark Local Development Framework and Development Plan Documents	Place and Wellbeing 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	Recommendation

AUDIT TRAIL

Lead Officer	Simon Bevan, Director of Planning	
Report Author	Terence McLellan, Team Leader	
Version	Final	
Dated	3 January 2018	
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, Environment and Social Regeneration	No	No
Strategic Director of Housing and Modernisation	No	No
Director of Regeneration	No	No
Date final report sent to Constitutional Team	4 January 2019	

APPENDIX 1**Consultation undertaken**

Site notice date: 07/02/2018

Press notice date: 15/02/2018

Case officer site visit date: 16/05/2018

Neighbour consultation letters sent: 08/02/2018

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
Housing Regeneration Initiatives
Waste Management

Statutory and non-statutory organisations consulted:

Environment Agency
Greater London Authority
Historic England
London Fire & Emergency Planning Authority
London Underground Limited
Metropolitan Police Service (Designing out Crime)
Natural England - London Region & South East Region
Network Rail (Planning)
Thames Water - Development Planning
Transport for London (referable & non-referable app notifications and pre-apps)

Neighbour and local groups consulted:

Flat 23 130 Spa Road SE16 3FL
 Flat 22 130 Spa Road SE16 3FL
 Flat 25 130 Spa Road SE16 3FL
 Flat 24 130 Spa Road SE16 3FL
 Flat 21 130 Spa Road SE16 3FL
 Flat 18 130 Spa Road SE16 3FL
 Flat 17 130 Spa Road SE16 3FL
 Flat 20 130 Spa Road SE16 3FL
 Flat 19 130 Spa Road SE16 3FL
 Flat 32 130 Spa Road SE16 3FL
 Flat 31 130 Spa Road SE16 3FL
 Flat 34 130 Spa Road SE16 3FL
 Flat 33 130 Spa Road SE16 3FL
 Flat 30 130 Spa Road SE16 3FL
 Flat 27 130 Spa Road SE16 3FL
 Flat 26 130 Spa Road SE16 3FL
 Flat 29 130 Spa Road SE16 3FL
 Flat 28 130 Spa Road SE16 3FL
 Flat 5 130 Spa Road SE16 3FL
 Flat 4 130 Spa Road SE16 3FL
 Flat 7 130 Spa Road SE16 3FL
 Flat 6 130 Spa Road SE16 3FL
 Flat 3 130 Spa Road SE16 3FL
 128 Spa Road London SE16 3FL
 Flat 2 130 Spa Road SE16 3FL
 Flat 1 130 Spa Road SE16 3FL
 Flat 14 130 Spa Road SE16 3FL
 Flat 13 130 Spa Road SE16 3FL
 Flat 16 130 Spa Road SE16 3FL
 Flat 15 130 Spa Road SE16 3FL
 Flat 12 130 Spa Road SE16 3FL
 Flat 9 130 Spa Road SE16 3FL
 Flat 8 Porter Building 130 Spa Road SE16 3FL
 Flat 11 130 Spa Road SE16 3FL
 Flat 10 130 Spa Road SE16 3FL
 114 Lucey Way London SE16 3UF
 112 Lucey Way London SE16 3UF
 118 Lucey Way London SE16 3UF
 116 Lucey Way London SE16 3UF
 110 Lucey Way London SE16 3UF
 104 Lucey Way London SE16 3UF
 102 Lucey Way London SE16 3UF
 108 Lucey Way London SE16 3UF
 106 Lucey Way London SE16 3UF
 230 Lucey Way London SE16 3UG
 228 Lucey Way London SE16 3UG
 234 Lucey Way London SE16 3UG
 232 Lucey Way London SE16 3UG
 226 Lucey Way London SE16 3UG
 122 Lucey Way London SE16 3UF
 120 Lucey Way London SE16 3UF
 98 Lucey Way London SE16 3UF
 124 Lucey Way London SE16 3UF
 Porter Building 60 Rouel Road SE16 3FL
 Arch 4 To 6 Spa Business Park SE16 3FJ
 Flat 36 130 Spa Road SE16 3FL
 Flat 35 130 Spa Road SE16 3FL
 89 Spa Road London SE16 3SG
 Unit 4 Voyager Business Estate SE16 4RP
 100 Lucey Way London SE16 3UF
 Flat 2 75 Rouel Road SE16 3SL
 Flat 16 Messenger Court SE16 4AU
 Flat 15 Messenger Court SE16 4AU
 Flat 18 Messenger Court SE16 4AU
 Flat 17 Messenger Court SE16 4AU
 Flat 14 Messenger Court SE16 4AU
 Flat 11 Messenger Court SE16 4AU
 Flat 10 Messenger Court SE16 4AU
 Flat 13 Messenger Court SE16 4AU
 Flat 126 Bolanchi Building SE16 3EX
 Flat 129 Bolanchi Building SE16 3EX
 Flat 128 Bolanchi Building SE16 3EX
 Flat 125 Bolanchi Building SE16 3EX
 Flat 122 Bolanchi Building SE16 3EX
 Flat 121 Bolanchi Building SE16 3EX
 Flat 124 Bolanchi Building SE16 3EX
 Flat 123 Bolanchi Building SE16 3EX
 Flat 136 Bolanchi Building SE16 3EX
 Flat 135 Bolanchi Building SE16 3EX
 Flat 138 Bolanchi Building SE16 3EX
 Flat 137 Bolanchi Building SE16 3EX
 Flat 134 Bolanchi Building SE16 3EX
 Flat 131 Bolanchi Building SE16 3EX
 Flat 130 Bolanchi Building SE16 3EX
 Flat 133 Bolanchi Building SE16 3EX
 Flat 132 Bolanchi Building SE16 3EX
 Flat 109 Bolanchi Building SE16 3EX
 Flat 108 Bolanchi Building SE16 3EX
 Flat 111 Bolanchi Building SE16 3EX
 Flat 110 Bolanchi Building SE16 3EX
 Flat 107 Bolanchi Building SE16 3EX
 Flat 104 Bolanchi Building SE16 3EX
 Flat 103 Bolanchi Building SE16 3EX
 Flat 106 Bolanchi Building SE16 3EX
 Flat 105 Bolanchi Building SE16 3EX
 Flat 118 Bolanchi Building SE16 3EX
 Flat 117 Bolanchi Building SE16 3EX
 Flat 120 Bolanchi Building SE16 3EX
 Flat 119 Bolanchi Building SE16 3EX
 Flat 116 Bolanchi Building SE16 3EX
 Flat 113 Bolanchi Building SE16 3EX
 Flat 112 Bolanchi Building SE16 3EX
 Flat 115 Bolanchi Building SE16 3EX
 Flat 114 Bolanchi Building SE16 3EX
 23 Sandover House 124 Spa Road SE16 3FD
 22 Sandover House 124 Spa Road SE16 3FD
 25 Sandover House 124 Spa Road SE16 3FD
 24 Sandover House 124 Spa Road SE16 3FD
 21 Sandover House 124 Spa Road SE16 3FD
 18 Sandover House 124 Spa Road SE16 3FD
 17 Sandover House 124 Spa Road SE16 3FD
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 14 Sandover House 124 Spa Road SE16 3FD
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 16 Sandover House 124 Spa Road SE16 3FD
 15 Sandover House 124 Spa Road SE16 3FD
 12 Sandover House 124 Spa Road SE16 3FD
 9 Sandover House 124 Spa Road SE16 3FD
 8 Sandover House 124 Spa Road SE16 3FD
 11 Sandover House 124 Spa Road SE16 3FD
 10 Sandover House 124 Spa Road SE16 3FD

Flat 12 Messenger Court SE16 4AU
 Flat 25 Messenger Court SE16 4AU
 Flat 24 Messenger Court SE16 4AU
 Flat 27 Messenger Court SE16 4AU
 Flat 26 Messenger Court SE16 4AU
 Flat 23 Messenger Court SE16 4AU
 Flat 20 Messenger Court SE16 4AU
 Flat 19 Messenger Court SE16 4AU
 Flat 22 Messenger Court SE16 4AU
 Flat 21 Messenger Court SE16 4AU
 42 Sandover House 124 Spa Road SE16 3FD
 41 Sandover House 124 Spa Road SE16 3FD
 Sales Office The Keyse Development Spa Road SE16 3QT
 40 Sandover House 124 Spa Road SE16 3FD
 37 Sandover House 124 Spa Road SE16 3FD
 36 Sandover House 124 Spa Road SE16 3FD
 39 Sandover House 124 Spa Road SE16 3FD
 38 Sandover House 124 Spa Road SE16 3FD
 Flat 7 Messenger Court SE16 4AU
 Flat 6 Messenger Court SE16 4AU
 Flat 9 Messenger Court SE16 4AU
 Flat 8 Messenger Court SE16 4AU
 Flat 5 Messenger Court SE16 4AU
 Flat 2 Messenger Court SE16 4AU
 Flat 1 Messenger Court SE16 4AU
 Flat 4 Messenger Court SE16 4AU
 Flat 3 Messenger Court SE16 4AU
 Unit 3 Spa Business Park SE16 4EJ
 Unit 1 11 And 12 Spa Business Park SE16 4QT
 Arch 2 148 Spa Road SE16 3QT
 Unit 2 Spa Business Park SE16 4EJ
 First Floor Unit 10 Dockley Road Industrial Estate SE16 3SF
 Ground Floor Unit 10 Dockley Road Industrial Estate SE16 3SF
 Unit 1 Spa Business Park SE16 4EJ
 67 Rouel Road London SE16 3SL
 65 Rouel Road London SE16 3SL
 Flat 1 75 Rouel Road SE16 3SL
 69 Rouel Road London SE16 3SL
 126 Spa Road London SE16 3FF
 73 Rouel Road London SE16 3SL
 71 Rouel Road London SE16 3SL
 77 Rouel Road London SE16 3SL
 Unit 3 Atlantic Business Estate SE16 3SU
 Flat 33 Messenger Court SE16 4AU
 Unit 4 Spa Business Park SE16 3FJ
 Flat 32 Messenger Court SE16 4AU
 Flat 29 Messenger Court SE16 4AU
 Flat 28 Messenger Court SE16 4AU
 Flat 31 Messenger Court SE16 4AU
 Flat 30 Messenger Court SE16 4AU
 Unit 11 Spa Business Park SE16 3FJ
 Unit 10 Spa Business Park SE16 3FJ
 Unit 13 Spa Business Park SE16 3FJ
 Unit 12 Spa Business Park SE16 3FJ
 Unit 9 Spa Business Park SE16 3FJ
 Unit 6 Spa Business Park SE16 3FJ
 Unit 5 Spa Business Park SE16 3FJ
 Unit 8 Spa Business Park SE16 3FJ
 Unit 7 Spa Business Park SE16 3FJ
 236 Lucey Way London SE16 3UG
 81 Goodwin Close London SE16 3TL
 80 Goodwin Close London SE16 3TL
 Unit 10 Dockley Road Industrial Estate SE16 3SF
 Unit 3 Dockley Road Industrial Estate SE16 3SF
 79 Goodwin Close London SE16 3TL
 76 Goodwin Close London SE16 3TL
 75 Goodwin Close London SE16 3TL
 78 Goodwin Close London SE16 3TL
 77 Goodwin Close London SE16 3TL
 Unit 7 Voyager Business Estate SE16 4RP
 Unit 6 Voyager Business Estate SE16 4RP
 Flat 102 Bolanachi Building SE16 3EX
 Flat 55 Bolanachi Building SE16 3SG
 Flat 54 Bolanachi Building SE16 3SG
 Flat 57 Bolanachi Building SE16 3SG
 Flat 56 Bolanachi Building SE16 3SG
 Flat 53 Bolanachi Building SE16 3SG
 Flat 50 Bolanachi Building SE16 3SG
 Flat 49 Bolanachi Building SE16 3SG
 Flat 52 Bolanachi Building SE16 3SG
 Flat 51 Bolanachi Building SE16 3SG
 Flat 64 Bolanachi Building SE16 3SG
 Flat 63 Bolanachi Building SE16 3SG
 Flat 66 Bolanachi Building SE16 3SG
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 Flat 59 Bolanachi Building SE16 3SG
 Flat 58 Bolanachi Building SE16 3SG
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 Flat 60 Bolanachi Building SE16 3SG
 Flat 37 Bolanachi Building SE16 3SG
 Flat 36 Bolanachi Building SE16 3SG
 Flat 39 Bolanachi Building SE16 3SG
 Flat 38 Bolanachi Building SE16 3SG
 Flat 35 Bolanachi Building SE16 3SG
 Flat 32 Bolanachi Building SE16 3SG
 Flat 31 Bolanachi Building SE16 3SG
 Flat 34 Bolanachi Building SE16 3SG
 Flat 33 Bolanachi Building SE16 3SG
 Flat 46 Bolanachi Building SE16 3SG
 Flat 45 Bolanachi Building SE16 3SG
 Flat 48 Bolanachi Building SE16 3SG
 Flat 47 Bolanachi Building SE16 3SG
 Flat 44 Bolanachi Building SE16 3SG
 Flat 41 Bolanachi Building SE16 3SG
 Flat 40 Bolanachi Building SE16 3SG
 Flat 43 Bolanachi Building SE16 3SG
 Flat 42 Bolanachi Building SE16 3SG
 Flat 90 Bolanachi Building SE16 3EX
 Flat 89 Bolanachi Building SE16 3EX
 Flat 92 Bolanachi Building SE16 3EX
 Flat 91 Bolanachi Building SE16 3EX
 Flat 88 Bolanachi Building SE16 3EX
 Flat 85 Bolanachi Building SE16 3EX
 Flat 84 Bolanachi Building SE16 3EX
 Flat 87 Bolanachi Building SE16 3EX
 Flat 86 Bolanachi Building SE16 3EX
 Flat 99 Bolanachi Building SE16 3EX
 Flat 98 Bolanachi Building SE16 3EX
 Flat 101 Bolanachi Building SE16 3EX
 Flat 100 Bolanachi Building SE16 3EX
 Flat 97 Bolanachi Building SE16 3EX
 Flat 94 Bolanachi Building SE16 3EX
 Flat 93 Bolanachi Building SE16 3EX
 Flat 96 Bolanachi Building SE16 3EX
 Flat 95 Bolanachi Building SE16 3EX
 Flat 73 Bolanachi Building SE16 3SG
 Flat 72 Bolanachi Building SE16 3SG
 Flat 75 Bolanachi Building SE16 3SG
 Flat 74 Bolanachi Building SE16 3SG
 Flat 71 Bolanachi Building SE16 3SG
 Flat 68 Bolanachi Building SE16 3SG
 Flat 67 Bolanachi Building SE16 3SG
 Flat 70 Bolanachi Building SE16 3SG
 Flat 69 Bolanachi Building SE16 3SG
 Flat 81 Bolanachi Building SE16 3EX
 Flat 83 Bolanachi Building SE16 3EX
 Flat 82 Bolanachi Building SE16 3EX
 Flat 80 Bolanachi Building SE16 3SG
 Flat 77 Bolanachi Building SE16 3SG
 Flat 76 Bolanachi Building SE16 3SG
 Flat 79 Bolanachi Building SE16 3SG

Unit 1 Voyager Business Estate SE16 4RP
 Unit 8 Voyager Business Estate SE16 4RP
 Unit 2 Voyager Business Estate SE16 4RP
 Unit 7 Dockley Road Industrial Estate SE16 3SF
 Unit 11 Dockley Road Industrial Estate SE16 3SF
 Unit 6 Dockley Road Industrial Estate SE16 3SF
 Flat 6 Eldridge Court SE16 3SN
 Flat 5 Eldridge Court SE16 3SN
 Flat 8 Eldridge Court SE16 3SN
 Flat 7 Eldridge Court SE16 3SN
 Flat 4 Eldridge Court SE16 3SN
 Flat 36 Eldridge Court SE16 3SN
 Flat 35 Eldridge Court SE16 3SN
 Flat 38 Eldridge Court SE16 3SN
 Flat 37 Eldridge Court SE16 3SN
 Unit 9 Dockley Road Industrial Estate SE16 3SF
 Unit 8 Dockley Road Industrial Estate SE16 3SF
 74 Goodwin Close London SE16 3TL
 73 Goodwin Close London SE16 3TL
 Unit 5 Dockley Road Industrial Estate SE16 3SF
 Unit 1 Dockley Road Industrial Estate SE16 3SF
 Flat 9 Eldridge Court SE16 3SN
 Unit 4 Dockley Road Industrial Estate SE16 3SF
 Unit 2 Dockley Road Industrial Estate SE16 3SF
 Flat 24 Spa Court SE16 3SL
 Flat 23 Spa Court SE16 3SL
 Unit 1 Atlantic Business Estate SE16 3SU
 Railway Arch 700w Dockley Road SE16 4QT
 Flat 22 Spa Court SE16 3SL
 Flat 19 Spa Court SE16 3SL
 Flat 18 Spa Court SE16 3SL
 Flat 21 Spa Court SE16 3SL
 Flat 20 Spa Court SE16 3SL
 Unit 4 Atlantic Business Estate SE16 3SU
 Unit 2 Atlantic Business Estate SE16 3SU
 Unit 5b Voyager Business Centre SE16 4RP
 Unit 5a Voyager Business Centre SE16 4RP
 Flat 6 Spa Court SE16 3SL
 Flat 5 Spa Court SE16 3SL
 Flat 8 Spa Court SE16 3SL
 Flat 7 Spa Court SE16 3SL
 Flat 4 Spa Court SE16 3SL
 Flat 1 Spa Court SE16 3SL
 Unit 3 Voyager Business Estate SE16 4RP
 Flat 3 Spa Court SE16 3SL
 Flat 2 Spa Court SE16 3SL
 Flat 15 Spa Court SE16 3SL
 Flat 14 Spa Court SE16 3SL
 Flat 17 Spa Court SE16 3SL
 Flat 16 Spa Court SE16 3SL
 Flat 13 Spa Court SE16 3SL
 Flat 10 Spa Court SE16 3SL
 Flat 9 Spa Court SE16 3SL
 Flat 12 Spa Court SE16 3SL
 Flat 11 Spa Court SE16 3SL
 Flat 34 Eldridge Court SE16 3SN
 132 Amina Way London SE16 3UW
 130 Amina Way London SE16 3UW
 136 Amina Way London SE16 3UW
 134 Amina Way London SE16 3UW
 128 Amina Way London SE16 3UW
 122 Amina Way London SE16 3UW
 120 Amina Way London SE16 3UW
 126 Amina Way London SE16 3UW
 124 Amina Way London SE16 3UW

 76 Amina Way London SE16 3UW
 74 Amina Way London SE16 3UW
 80 Amina Way London SE16 3UW
 78 Amina Way London SE16 3UW
 72 Amina Way London SE16 3UW

 Flat 78 Bolanachi Building SE16 3SG
 Flat 53 Eyot House SE16 4BP
 Flat 52 Eyot House SE16 4BN
 Flat 54 Eyot House SE16 4BP
 Flat 57 Eyot House SE16 4BP
 Flat 56 Eyot House SE16 4BP
 Flat 55 Eyot House SE16 4BP
 Flat 51 Eyot House SE16 4BN
 Flat 46 Eyot House SE16 4BN
 Flat 45 Eyot House SE16 4BN
 Flat 44 Eyot House SE16 4BN
 Flat 47 Eyot House SE16 4BN
 Flat 50 Eyot House SE16 4BN
 Flat 49 Eyot House SE16 4BN
 Flat 48 Eyot House SE16 4BN
 Flat 58 Eyot House SE16 4BP
 Flat 69 Eyot House SE16 4BP
 Flat 68 Eyot House SE16 4BP
 Flat 67 Eyot House SE16 4BP
 Flat 70 Eyot House SE16 4BP
 Flat 73 Eyot House SE16 4BP
 Flat 72 Eyot House SE16 4BP
 Flat 71 Eyot House SE16 4BP
 Flat 66 Eyot House SE16 4BP
 Flat 61 Eyot House SE16 4BP
 Flat 60 Eyot House SE16 4BP
 Flat 59 Eyot House SE16 4BP
 Flat 62 Eyot House SE16 4BP
 Flat 65 Eyot House SE16 4BP
 Flat 64 Eyot House SE16 4BP
 Flat 63 Eyot House SE16 4BP
 Flat 23 Eyot House SE16 4BN
 Flat 22 Eyot House SE16 4BN
 Flat 21 Eyot House SE16 4BN
 Flat 24 Eyot House SE16 4BN
 Flat 27 Eyot House SE16 4BN
 Flat 26 Eyot House SE16 4BN
 Flat 25 Eyot House SE16 4BN
 Flat 20 Eyot House SE16 4BN
 Flat 15 Eyot House SE16 4BN
 Flat 14 Eyot House SE16 4BN
 Flat 13 Eyot House SE16 4BN
 Flat 16 Eyot House SE16 4BN
 Flat 19 Eyot House SE16 4BN
 Flat 18 Eyot House SE16 4BN
 Flat 17 Eyot House SE16 4BN
 Flat 28 Eyot House SE16 4BN
 Flat 39 Eyot House SE16 4BN
 Flat 38 Eyot House SE16 4BN
 Flat 37 Eyot House SE16 4BN
 Flat 40 Eyot House SE16 4BN
 Flat 43 Eyot House SE16 4BN
 Flat 42 Eyot House SE16 4BN
 Flat 41 Eyot House SE16 4BN
 Flat 36 Eyot House SE16 4BN
 Flat 31 Eyot House SE16 4BN
 Flat 30 Eyot House SE16 4BN
 Flat 29 Eyot House SE16 4BN
 Flat 32 Eyot House SE16 4BN
 Flat 35 Eyot House SE16 4BN
 Flat 34 Eyot House SE16 4BN
 Flat 33 Eyot House SE16 4BN
 Flat 114 Eyot House SE16 4BP
 Flat 113 Eyot House SE16 4BP
 Bermondsey Spa Medical Practice Eyot House SE16 4BL
 Flat 2 Dickens Whinney House SE16 4AA
 Flat 1 Dickens Whinney House SE16 4AA
 Flat 112 Eyot House SE16 4BP
 Flat 107 Eyot House SE16 4BP
 Flat 106 Eyot House SE16 4BP

140 Amina Way London SE16 3UW
 138 Amina Way London SE16 3UW
 144 Amina Way London SE16 3UW
 142 Amina Way London SE16 3UW
 250 Lucey Way London SE16 3UG
 248 Lucey Way London SE16 3UG
 100 Amina Way London SE16 3UW
 252 Lucey Way London SE16 3UG
 246 Lucey Way London SE16 3UG
 240 Lucey Way London SE16 3UG
 238 Lucey Way London SE16 3UG
 244 Lucey Way London SE16 3UG
 242 Lucey Way London SE16 3UG
 114 Amina Way London SE16 3UW
 112 Amina Way London SE16 3UW
 118 Amina Way London SE16 3UW
 116 Amina Way London SE16 3UW
 110 Amina Way London SE16 3UW
 104 Amina Way London SE16 3UW
 102 Amina Way London SE16 3UW
 108 Amina Way London SE16 3UW
 106 Amina Way London SE16 3UW
 Flat 23 Eldridge Court SE16 3SN
 Flat 22 Eldridge Court SE16 3SN
 Flat 25 Eldridge Court SE16 3SN
 Flat 24 Eldridge Court SE16 3SN
 Flat 21 Eldridge Court SE16 3SN
 Flat 19 Eldridge Court SE16 3SN
 Flat 18 Eldridge Court SE16 3SN
 Flat 20 Eldridge Court SE16 3SN
 Flat 2 Eldridge Court SE16 3SN
 Flat 31 Eldridge Court SE16 3SN
 Flat 30 Eldridge Court SE16 3SN
 Flat 33 Eldridge Court SE16 3SN
 Flat 32 Eldridge Court SE16 3SN
 Flat 3 Eldridge Court SE16 3SN
 Flat 27 Eldridge Court SE16 3SN
 Flat 26 Eldridge Court SE16 3SN
 Flat 29 Eldridge Court SE16 3SN
 Flat 28 Eldridge Court SE16 3SN
 94 Amina Way London SE16 3UW
 92 Amina Way London SE16 3UW
 98 Amina Way London SE16 3UW
 96 Amina Way London SE16 3UW
 90 Amina Way London SE16 3UW
 84 Amina Way London SE16 3UW
 82 Amina Way London SE16 3UW
 88 Amina Way London SE16 3UW
 86 Amina Way London SE16 3UW
 Flat 15 Eldridge Court SE16 3SN
 Flat 14 Eldridge Court SE16 3SN
 Flat 17 Eldridge Court SE16 3SN
 Flat 16 Eldridge Court SE16 3SN
 Flat 13 Eldridge Court SE16 3SN
 Flat 10 Eldridge Court SE16 3SN
 Flat 1 Eldridge Court SE16 3SN
 Flat 12 Eldridge Court SE16 3SN
 Flat 11 Eldridge Court SE16 3SN
 35 Sandover House 124 Spa Road SE16 3FD
 Flat 87 Hicks House SE16 4AS
 Flat 86 Hicks House SE16 4AS
 Flat 89 Hicks House SE16 4AS
 Flat 88 Hicks House SE16 4AS
 Flat 85 Hicks House SE16 4AS
 Flat 82 Hicks House SE16 4AS
 Flat 81 Hicks House SE16 4AS
 Flat 84 Hicks House SE16 4AS
 Flat 83 Hicks House SE16 4AS
 Flat 96 Hicks House SE16 4AS
 Flat 95 Hicks House SE16 4AS
 Flat 98 Hicks House SE16 4AS
 Flat 105 Eyot House SE16 4BP
 Flat 108 Eyot House SE16 4BP
 Flat 111 Eyot House SE16 4BP
 Flat 110 Eyot House SE16 4BP
 Flat 109 Eyot House SE16 4BP
 Flat 3 Dickens Whinney House SE16 4AA
 Flat 57b Eyot House SE16 4BP
 Flat 57a Eyot House SE16 4BP
 Flat 1c Eyot House SE16 4BN
 Flat 57c Eyot House SE16 4BP
 Surgery Thurland Road SE16 4AA
 Dickens Whinney House 2 Thurland Road SE16 4AA
 Shop Eyot House SE16 4TE
 Flat 1b Eyot House SE16 4BN
 Flat 6 Dickens Whinney House SE16 4AA
 Flat 5 Dickens Whinney House SE16 4AA
 Flat 4 Dickens Whinney House SE16 4AA
 Flat 7 Dickens Whinney House SE16 4AA
 Flat 1a Eyot House SE16 4BN
 St James's Vicarage 4 Thurland Road SE16 4AA
 Flat 8 Dickens Whinney House SE16 4AA
 Flat 84 Eyot House SE16 4BP
 Flat 83 Eyot House SE16 4BP
 Flat 82 Eyot House SE16 4BP
 Flat 85 Eyot House SE16 4BP
 Flat 88 Eyot House SE16 4BP
 Flat 87 Eyot House SE16 4BP
 Flat 86 Eyot House SE16 4BP
 Flat 81 Eyot House SE16 4BP
 Flat 76 Eyot House SE16 4BP
 Flat 75 Eyot House SE16 4BP
 Flat 74 Eyot House SE16 4BP
 Flat 77 Eyot House SE16 4BP
 Flat 80 Eyot House SE16 4BP
 Flat 79 Eyot House SE16 4BP
 Flat 78 Eyot House SE16 4BP
 Flat 89 Eyot House SE16 4BP
 Flat 100 Eyot House SE16 4BP
 Flat 99 Eyot House SE16 4BP
 Flat 98 Eyot House SE16 4BP
 Flat 101 Eyot House SE16 4BP
 Flat 104 Eyot House SE16 4BP
 Flat 103 Eyot House SE16 4BP
 Flat 102 Eyot House SE16 4BP
 Flat 97 Eyot House SE16 4BP
 Flat 92 Eyot House SE16 4BP
 Flat 91 Eyot House SE16 4BP
 Flat 90 Eyot House SE16 4BP
 Flat 93 Eyot House SE16 4BP
 Flat 96 Eyot House SE16 4BP
 Flat 95 Eyot House SE16 4BP
 Flat 94 Eyot House SE16 4BP
 Flat 40 Prospect House SE16 4AE
 Flat 39 Prospect House SE16 4AE
 Flat 38 Prospect House SE16 4AE
 Flat 41 Prospect House SE16 4AE
 Flat 44 Prospect House SE16 4AE
 Flat 43 Prospect House SE16 4AE
 Flat 42 Prospect House SE16 4AE
 Flat 37 Prospect House SE16 4AE
 Flat 32 Prospect House SE16 4AE
 Flat 31 Prospect House SE16 4AE
 Flat 30 Prospect House SE16 4AE
 Flat 33 Prospect House SE16 4AE
 Flat 36 Prospect House SE16 4AE
 Flat 35 Prospect House SE16 4AE
 Flat 34 Prospect House SE16 4AE
 Flat 45 Prospect House SE16 4AE
 Flat 55 Prospect House SE16 4AE
 Flat 54 Prospect House SE16 4AE
 Flat 56 Prospect House SE16 4AF

Flat 25 Hicks House SE16 4AH
 Flat 24 Hicks House SE16 4AH
 Flat 21 Hicks House SE16 4AH
 Flat 18 Hicks House SE16 4AH
 Flat 17 Hicks House SE16 4AH
 Flat 20 Hicks House SE16 4AH
 Flat 19 Hicks House SE16 4AH
 Railway Arches 111 To 116 And 704 To 708 And 704w And 705w And 706w Spa Road SE16 4QT
 Flat 5 Hicks House SE16 4AH
 Flat 4 Hicks House SE16 4AH
 Flat 7 Hicks House SE16 4AH
 Flat 6 Hicks House SE16 4AH
 Flat 3 Hicks House SE16 4AH
 Flat 37 Hicks House SE16 4AQ
 Flat 2 Hicks House SE16 4AH
 Flat 1 Hicks House SE16 4AH
 Flat 50 Hicks House SE16 4AS
 Flat 49 Hicks House SE16 4AR
 Flat 52 Hicks House SE16 4AS
 Flat 51 Hicks House SE16 4AS
 Flat 48 Hicks House SE16 4AQ
 Flat 45 Hicks House SE16 4AQ
 Flat 44 Hicks House SE16 4AQ
 Flat 47 Hicks House SE16 4AQ
 Flat 46 Hicks House SE16 4AQ
 Flat 59 Hicks House SE16 4AS
 Flat 58 Hicks House SE16 4AS
 Flat 61 Hicks House SE16 4AS
 Flat 60 Hicks House SE16 4AS
 Flat 57 Hicks House SE16 4AS
 Flat 54 Hicks House SE16 4AS
 Flat 53 Hicks House SE16 4AS
 Flat 56 Hicks House SE16 4AS
 Flat 55 Hicks House SE16 4AS
 Flat 32 Hicks House SE16 4AH
 Flat 31 Hicks House SE16 4AH
 Flat 34 Hicks House SE16 4AH
 Flat 33 Hicks House SE16 4AH
 Flat 30 Hicks House SE16 4AH
 Flat 27 Hicks House SE16 4AH
 Flat 26 Hicks House SE16 4AH
 Flat 29 Hicks House SE16 4AH
 Flat 28 Hicks House SE16 4AH
 Flat 41 Hicks House SE16 4AQ
 Flat 40 Hicks House SE16 4AQ
 Flat 43 Hicks House SE16 4AQ
 Flat 42 Hicks House SE16 4AQ
 Flat 39 Hicks House SE16 4AQ
 Flat 36 Hicks House SE16 4AH
 Flat 35 Hicks House SE16 4AH
 Flat 38 Hicks House SE16 4AQ
 Flat 30 Bolanachi Building SE16 3SG
 Flat 127 Bolanachi Building SE16 3EX
 Flat 68 Prospect House SE16 4AF
 Flat 71 Prospect House SE16 4AF
 Flat 74 Prospect House SE16 4AF
 Flat 73 Prospect House SE16 4AF
 Flat 72 Prospect House SE16 4AF
 Flat 67 Prospect House SE16 4AF
 Flat 62 Prospect House SE16 4AF
 Flat 61 Prospect House SE16 4AF
 Flat 60 Prospect House SE16 4AF
 Flat 63 Prospect House SE16 4AF
 Flat 66 Prospect House SE16 4AF
 Flat 65 Prospect House SE16 4AF
 Flat 64 Prospect House SE16 4AF
 Flat 75 Prospect House SE16 4AF
 Flat 86 Prospect House SE16 4AF
 Flat 85 Prospect House SE16 4AF
 Flat 84 Prospect House SE16 4AF
 Flat 87 Prospect House SE16 4AF
 Flat 90 Prospect House SE16 4AF
 Flat 89 Prospect House SE16 4AF
 Flat 88 Prospect House SE16 4AF
 Flat 83 Prospect House SE16 4AF
 Flat 78 Prospect House SE16 4AF
 Flat 77 Prospect House SE16 4AF
 Flat 76 Prospect House SE16 4AF
 Flat 79 Prospect House SE16 4AF
 Flat 82 Prospect House SE16 4AF
 Flat 81 Prospect House SE16 4AF
 Flat 80 Prospect House SE16 4AF
 7 Auley House Spa Road SE16 3FE
 Navron House Horns Ln OX29 8NH
 20 Fleming House George Row SE16 4UL
 Bermondsey London SE16 4AE
 Flat 9 130 Spa Road SE16 3FL
 Porter Building London SE16 3FL
 Flat 33 130 Spa Road SE16 3FL
 Flat 122 Bolanachi Building SE16 3EX
 Flat 20 The Porter Building 130 Spa Road SE16 3FL
 Apt 8 The Porter Building Bermondsey SE16 3FL
 312 Southwark Park Road London SE16 2HA
 65 Rouel Road Bermondsey SE16 3SL
 Flat 31 130 Spa Road SE16 3FL
 2 Eldridge Court Dockley Road SE16 3SN
 130 The Porter Building Spa Road SE16 3FL
 87 Oxley Close London SE1 5HF
 3 Eldridge Court Dockley Rd SE16 3SN
 54 Sherwood Gardens London SE16 3jb
 38 Royal Victoria Gardens London SE16 7EN
 Flat 27 130 Spa Road SE16 3FL
 128 Spa Road London SE16 3FL
 56 Southwark Park Road London SE16 3RS
 128 Spa Road London SE16 3FL
 Irving House 161 Jerningham Road SE14 5NJ
 Irving House 161 Jerningham Road SE14 5NJ

Re-consultation: n/a

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

Economic Development Team

Statutory and non-statutory organisations

Historic England

London Fire & Emergency Planning Authority

London Underground Limited

Metropolitan Police Service (Designing out Crime)

Natural England - London Region & South East Region

Thames Water - Development Planning

Neighbours and local groups

Apt 8 The Porter Building Bermondsey SE16 3FL
 Bermondsey London SE16 4AE
 Flat 122 Bolanachi Building SE16 3EX
 Flat 18 130 Spa Road SE16 3FL
 Flat 20 The Porter Building 130 Spa Road SE16 3FL
 Flat 27 130 Spa Road SE16 3FL
 Flat 29 130 Spa Road SE16 3FL
 Flat 31 130 Spa Road SE16 3FL
 Flat 31 130 Spa Road SE16 3FL
 Flat 31 130 Spa Road SE16 3FL
 Flat 31 130 Spa Road SE16 3FL
 Flat 32 130 Spa Road SE16 3FL
 Flat 32 130 Spa Road SE16 3FL
 Flat 33 130 Spa Road SE16 3FL
 Flat 8 Porter Building 130 Spa Road SE16 3FL
 Flat 9 130 Spa Road SE16 3FL
 Irving House 161 Jerningham Road SE14 5NJ
 Irving House 161 Jerningham Road SE14 5NJ
 Navron House Horns Ln OX29 8NH
 Porter Building London SE16 3FL
 Unit 5a Voyager Business Centre SE16 4RP
 128 Spa Road London SE16 3FL
 130 The Porter Building Spa Road SE16 3FL
 2 Eldridge Court Dockley Road SE16 3SN
 20 Fleming House George Row SE16 4UL
 312 Southwark Park Road London SE16 2HA
 38 Royal Victoria Gardens London SE16 7EN
 54 Sherwood Gardens London Se16 3jb
 56 Southwark Park Road London SE16 3RS
 65 Rouel Road Bermondsey SE16 3SL
 65 Rouel Road London SE16 3SL
 65 Rouel Road London SE16 3SL
 7 Auley House Spa Road SE16 3FE
 87 Oxley Close London SE1 5HF

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	Dockley Limited	Reg. Number	18/AP/0091
Application Type	Full Planning Application	Case Number	TP/361-128
Recommendation	Grant subject to Legal Agreement		

Draft of Decision Notice

Planning Permission was GRANTED for the following development:

Demolition of the existing industrial units and redevelopment to provide a building ranging from one to nine storeys (32.7m AOD) in height accommodating 1,089sqm of commercial floorspace at ground floor level incorporating industrial use (Use Class B8); retail uses (Use Class A1); and restaurants and cafe uses (Use Class A3) and 111 residential units (Class C3) at upper levels with associated works, including landscaping and 3 disabled car parking spaces.

At: DOCKLEY ROAD INDUSTRIAL ESTATE, 2 DOCKLEY ROAD, LONDON, LONDON SE16 3SF

In accordance with application received on 09/01/2018

and Applicant's Drawing Nos.

Existing Plans

1706 1000 Site Plan; 1706 1001 Existing Site Plan; 4000; 4001.

Proposed Drawings

1706-S333-XX-00-DR-A-2000 Rev 1; 1706-S333-XX-01-DR-A-2001 Rev 3; 1706-S333-XX-02-DR-A-2002 Rev 3; 1706-S333-XX-03-DR-A-2003 Rev3; 1706-S333-XX-04-DR-A-2004 Rev 3; 1706-S333-XX-05-DR-A-2005 Rev 3; 1706-S333-XX-06-DR-A-2006 Rev 3; 1706-S333-XX-07-DR-A-2007 Rev 1; 1706-S333-XX-07-DR-A-2008 Rev 1; 1706-S333-XX-09-DR-A-2009 Rev 1; 1706-S333-XX-ZZ-DR-A-4000 Rev 1; 1706-S333-XX-ZZ-DR-A-4001 Rev 1; 1706-S333-XX-ZZ-DR-A-4010P Rev A; 1706-S333-XX-XX-DR-A-4011P Rev A; 4030; 4031; 1706-S333-XX-ZZ-DR-A-5000 Rev 1; 1706-S333-XX-ZZ-DR-A-5001 Rev 1; 1706-S333-XX-ZZ-DR-A-5002 Rev 1; 1706-S333-XX-ZZ-DR-A-5003 Rev 1; 1706-S333-XX-ZZ-DR-A-5004 Rev 1; 1706-S333-XX-XX-DR-A-5000P Rev A; 1706-S333-XX-XX-DR-A-5001P Rev A; 1706-S333-XX-XX-DR-A-5002P Rev A; 1706-S333-XX-XX-DR-A-5003P Rev A; 5004; 5005.

Planning Documents

Air Quality Assessment; Archaeological Desk Based Assessment; Accommodation Schedule; Construction Environmental Management Plan; Delivery and Servicing Plan; Desk Study and Ground Investigation Report; Drainage Strategy; Flood Risk Assessment; Lighting Assessment; Noise Impact Assessment; Planning Statement; Statement of Community Involvement; Sustainability Statement and Energy Assessment; Transport Statement (including addendum); Tree Survey.

Subject to the following thirty-two conditions:

Time limit for implementing this permission and the approved plans

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

1706-S333-XX-00-DR-A-2000 Rev 1; 1706-S333-XX-01-DR-A-2001 Rev 3; 1706-S333-XX-02-DR-A-2002 Rev 3; 1706-S333-XX-03-DR-A-2003 Rev3; 1706-S333-XX-04-DR-A-2004 Rev 3; 1706-S333-XX-05-DR-A-2005 Rev 3; 1706-S333-XX-06-DR-A-2006 Rev 3; 1706-S333-XX-07-DR-A-2007 Rev 1; 1706-S333-XX-07-DR-A-2008 Rev 1; 1706-S333-XX-09-DR-A-2009 Rev 1; 1706-S333-XX-ZZ-DR-A-4000 Rev 1; 1706-S333-XX-ZZ-DR-A-4001 Rev 1;

1706-S333-XX-ZZ-DR-A-4010P Rev A; 1706-S333-XX-XX-DR-A-4011P Rev A; 4030; 4031; 1706-S333-XX-ZZ-DR-A-5000 Rev 1; 1706-S333-XX-ZZ-DR-A-5001 Rev 1; 1706-S333-XX-ZZ-DR-A-5002 Rev 1; 1706-S333-XX-ZZ-DR-A-5003 Rev 1; 1706-S333-XX-ZZ-DR-A-5004 Rev 1; 1706-S333-XX-XX-DR-A-5000P Rev A; 1706-S333-XX-XX-DR-A-5001P Rev A; 1706-S333-XX-XX-DR-A-5002P Rev A; 1706-S333-XX-XX-DR-A-5003P Rev A; 5004; 5005.

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 Archaeology

Before any work hereby authorised begins, the applicant shall secure the implementation of a programme of archaeological evaluation works in accordance with a written scheme of investigation 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 Strategic Policy 12 - Design and Conservation of The Core Strategy 2011, Saved Policy 3.19 Archaeology of the Southwark Plan 2007 and the National Planning Policy Framework 2018.

4 Archaeology

Before any work hereby authorised begins, the applicant shall secure the implementation of a programme of archaeological mitigation works 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 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 Strategic Policy 12 - Design and Conservation of The Core Strategy 2011, Saved Policy 3.19 Archaeology of the Southwark Plan 2007 and the National Planning Policy Framework 2018.

5 Archaeology

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 Strategic Policy 12 - Design and Conservation of The Core Strategy 2011, Saved Policy 3.19 Archaeology of the Southwark Plan 2007 and the National Planning Policy Framework 2018.

6 PV Panels

Before any above ground work hereby authorised begins (excluding demolition), detailed drawings showing the number, location and size of the proposed photovoltaic panels shall be submitted to and approved in writing by the Council as Local Planning Authority. The submission shall include a roof plan and elevations as well as access and servicing information.

Reason

In the interests of amenity and to retain effective planning control in accordance with Strategic Policy 12 - Design and Conservation of The Core Strategy 2011, Saved Policy 3.13 Urban Design of the Southwark Plan 2007 and the National Planning Policy Framework 2018.

7 Thames Water - Piling

No impact piling shall take place until 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) has

been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

8 Surface Water Drainage

Construction works for the proposed development permitted by this planning permission shall not commence until a surface water drainage scheme for the site is submitted to, and approved in writing by the Local Planning Authority. The drainage strategy should assess the extent of surface water run-off and potential surface water flooding as a consequence of the development, both on and off site, for a 1 in 100 year rainstorm event, including an allowance for climate change (30%). The drainage scheme should be designed to reduce discharge rates to the greenfield run-off rate, typically eight litres per second per hectare (l/s/ha), and attenuate surface water run-off as close to its source as possible. The nature of the underlying geology and the potential for high groundwater levels must be determined in order to ensure that drainage at the site will not be affected, and possible impacts of the proposals on groundwater should be assessed and taken in to account in the design of the scheme.

Reason

To reduce the impact of flooding on occupants of the development and to ensure that the development does not increase the risk of surface water flooding in accordance with The National Planning Policy Framework 2012, Strategic Policy 13 High Environmental Standards of the Core Strategy 2011 and Saved Policy Saved Policy 3.9 Water of the Southwark Plan 2007.

9 Demolition/Construction Logistics and Environmental Management Plan

Prior to commencement of the development, a Demolition/Construction Logistics Environmental Management Plan shall be submitted to and approved in writing by the Local Authority and shall oblige the applicant, or developer and its contractor to use all best endeavours to minimise disturbances including but not limited to noise, vibration, dust, smoke and plant emissions emanating from the site during demolition and construction. The plan shall include but not exclusively, the following information:

A detailed specification of demolition and construction works including loading, unloading and storage of plant and materials and consideration of environmental impacts and the required remedial measures;

Details of the routing for all construction vehicles;

Details of the method of piling;

Details of security hoarding including decorative displays;

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;

Engineering measures, acoustic screening and the provision of sound insulation required to mitigate or eliminate specific environmental impacts;

Arrangements for publicity and promotion of the scheme during construction;

A commitment to adopt and implement of the ICE Demolition Protocol and Considerate Contractor Scheme registration;

Road safety measures, including measures for entering and leaving the site and a delivery and servicing plan;

Details of contractor parking and parking for vehicles associated with the works during construction;

Details of cycle awareness training to be undertaken by drivers of lorries in line with Crossrail Standards and shall include the use of skirts on all HGV's servicing the site.

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

Reason:

To ensure that 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.

10 Tree survey

Prior to works commencing, including any demolition, an Arboricultural Method Statement shall be submitted to and approved in writing by the Local Planning Authority.

a) A pre-commencement meeting shall be arranged, the details of which shall be notified to the Local Planning Authority for agreement in writing prior to the meeting and prior to works commencing on site, including any demolition, changes to ground levels, pruning or tree removal.

b) A detailed Arboricultural Method Statement showing the means by which any retained trees on or directly adjacent to the site are to be protected from damage by demolition works, excavation, vehicles, stored or stacked building supplies, waste or other materials, and building plant, scaffolding or other equipment, shall then be submitted to and approved in writing by the Local Planning Authority. The method statements shall include details of facilitative pruning specifications and a supervision schedule overseen by an accredited arboricultural consultant.

c) Cross sections shall be provided to show surface and other changes to levels, special engineering or construction details and any proposed activity within root protection areas required in order to facilitate demolition, construction and excavation.

The existing trees on or adjoining the site which are to be retained shall be protected and both the site and trees managed in accordance with the recommendations contained in the method statement. Following the pre-commencement meeting all tree protection measures shall be installed, carried out and retained throughout the period of the works, unless otherwise agreed in writing by the Local Planning Authority. In any case, all works must adhere to BS5837: (2012) Trees in relation to demolition, design and construction and BS3998: (2010) Tree work - recommendations.

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

Reason

To avoid damage to the existing trees which represent an important visual amenity in the area, in accordance with The National Planning Policy Framework 2018 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.

11 Bird boxes

Details of the installation of four 40mm entrance hole wall-integrated bird boxes on the new buildings, specifically for use by black redstart (*Phoenicurus ochruros*), shall be submitted to the Council prior to any works taking place above grade (excluding demolition). The bird boxes shall be installed strictly in accordance with the details so approved, shall be maintained as such thereafter. Discharge of this condition will be granted on receiving the details of the nest/roost features and mapped locations and Southwark Council agreeing the submitted plans, and once the nest/roost features are installed in full in accordance to the agreed plans. A post completion assessment will be required to confirm the nest/roost features have been installed to the agreed specification.

Reason: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in accordance with policies: 5.10 and 7.19 of the London Plan 2016, Policy 3.28 of the Southwark Plan and Strategic Policy 11 of the Southwark Core Strategy.

12 Green Walls

Before any above grade work hereby authorised begins (excluding demolition), details of the green walls shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site.

The wall shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency.

The green wall shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

Discharge of this condition will be granted on receiving the details of the Walls and Southwark Council agreeing in writing the submitted plans.

Reason: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in accordance with the NPPF 2018, the London Plan 2016, saved policy 3.28 of the Southwark Plan and Strategic Policy 11 of the Southwark Core strategy

13 Lighting

Details of any external lighting [including design, power and position of luminaries] and security surveillance equipment of external areas surrounding the building shall be submitted to and approved by the Local Planning Authority in writing before any above grade works take place (excluding demolition). The development shall not be carried out otherwise in accordance with any such approval given.

Reason

In order that the Council may be satisfied as to the details of the development in the interest of the visual amenity of the area, the safety and security of persons using the area and the amenity and privacy of adjoining occupiers in accordance with The National Planning Policy Framework 2018, Strategic Policy 12 Design and Conservation and Strategic Policy 13 High environmental standards of The Core Strategy 2011 and Saved Policies 3.2 Protection of Amenity and 3.14 Designing out crime of the Southwark Plan 2007.

14 Green roofs

Before any above grade work hereby authorised begins(excluding demolition), details of biodiversity green roofs and living walls shall be submitted to and approved in writing by the Local Planning Authority. The biodiversity green roofs shall be:
biodiversity based with extensive substrate base (depth 80-150mm);
laid out in accordance with agreed plans; and
planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works (focused on wildflower planting, and no more than a maximum of 25% sedum coverage).

The biodiversity green roofs shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency.

The biodiversity roofs shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

Discharge of this condition will be granted on receiving the details of the green roofs and Southwark Council agreeing the submitted plans, and once the green/brown roofs are completed in full in accordance to the agreed plans. A post completion assessment will be required to confirm the roof has been constructed to the agreed specification.

Reason: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in accordance with the NPPF 2018, the London Plan 2016, saved policy 3.28 of the Southwark Plan and Strategic Policy 11 of the Southwark Core strategy.

15 Detailed drawings

1:5/10 section detail-drawings through:

the facades;

parapets;

roof edges;

junctions with the existing building; and

heads, cills and jambs of all openings,

to be used in the carrying out of this permission shall be submitted to and approved by the Local Planning Authority before any work in connection with this permission is carried out above grade (excluding demolition); the development shall not be carried out otherwise than in accordance with any such approval given.

Reason:

In order that the Local Planning Authority may be satisfied as to the design and details in the interest of the special architectural or historic qualities of the listed building in accordance with the NPPF (2018), policy SP12 - Design and Conservation - of the Core Strategy (2011) and saved policies 3.12 Quality in Design; 3.13 Urban Design; of The Southwark Plan (2007)

16 BREEAM

Before any fit out works to the commercial premises hereby authorised begins, an independently verified BREEAM report (detailing performance in each category, overall score, BREEAM rating and a BREEAM certificate of building performance) to achieve a minimum '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 2018, Strategic Policy 13 - High Environmental Standards of The Core Strategy 2011 and Saved Policies 3.3 Sustainability and 3.4 Energy Efficiency of the Southwark Plan 2007.

17 Sample materials

Sample panels of all and external facing materials, and surface finishes at the ground floor to be used in the carrying out of this permission shall be presented on site and approved by the Local Planning Authority before any work in connection with this permission is carried out; the development shall not be carried out otherwise than in accordance with any such approval given. These samples must demonstrate how the proposal makes a contextual response in terms of materials to be used.

Reason:

In order that the Local Planning Authority may be satisfied as to the design and details in accordance with the NPPF (2018), policy SP12 - Design and Conservation - of the Core Strategy (2011) and saved policies 3.12 Quality in Design; 3.13 Urban Design; of The Southwark Plan (2007).

18 Designing out crime

Before any above grade work hereby authorised begins (excluding demolition), details of security measures shall be submitted and approved in writing by the Local Planning Authority and any such security measures shall be implemented prior to occupation in accordance with the approved details which shall seek to achieve the 'Secured by Design' accreditation award from the Metropolitan Police.

Reason

In pursuance of the Local Planning Authority's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions and to improve community safety and crime prevention in accordance with The National Planning Policy Framework 2018, Strategic Policy 12 - Design and conservation of The Core Strategy 2011 and Saved Policy 3.14 Designing out crime of the Southwark plan 2007.

19 Cycle storage

Before any above grade work hereby authorised begins (excluding demolition) details (1:50 scale drawings) of the facilities to be provided for the secure and covered storage of cycles (both residential and commercial) 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 2018, Strategic Policy 2 - Sustainable Transport of The Core Strategy and Saved Policy 5.3 Walking and Cycling of the Southwark Plan 2007.

20 Hard and soft landscaping

Before any above grade work hereby authorised begins (excluding demolition), detailed drawings of a hard and soft landscaping scheme, including suitable greening along the Low Line lane, 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), 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 2018 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.

21 Signage strategy

The commercial units hereby permitted shall not be occupied until a site wide signage strategy detailing the design code for the proposed frontage of the commercial units facing street and routes (including advertisement zones, awnings, and spill-out zones) shall be submitted to and approved in writing by the Local Planning Authority and thereafter implemented in accordance with the approved details.

Reason

In order to ensure that the quality of the design and details are in accordance with 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.

22 Ventilation

Prior to the commencement of any Class B8 or Class A3 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 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.

23 Plant Noise

The Rated sound level from any plant, together with any associated ducting shall not exceed the Background sound level (LA90 15min) at the nearest noise sensitive premises. Furthermore, the Specific plant sound level shall be 10dB(A) or more below the background sound level in this location. For the purposes of this condition the Background, Rating and Specific Sound levels shall be calculated fully in accordance with the methodology of BS4142:2014. Prior to the plant being commissioned a validation test shall be carried out following completion of the development. The results shall be submitted to the LPA for approval in writing. The plant and equipment shall be installed and constructed in accordance with the approval given and shall be permanently maintained thereafter.

Reason

To ensure that occupiers of neighbouring premises do not suffer a loss of amenity by reason of noise nuisance or the local environment from noise creep due to plant and machinery in accordance with the National Planning Policy Framework 2012, Strategic Policy 13 High Environmental Standards of the Core Strategy 2011 and Saved Policy 3.2 Protection of Amenity of the Southwark Plan (2007).

24 External Noise Levels in Private Amenity Areas

Private and communal external amenity areas shall be designed to attain 50dB(A) LAeq, 16hr $\bar{\bar{c}}$.
 $\bar{\bar{c}}$ Daytime - 16 hours between 07:00-23:00hrs

Prior to the commencement of use of the amenity area/s a proposed scheme of sound reduction shall be submitted to the local planning authority. The scheme of sound insulation shall be installed and constructed in accordance with any approval given and shall be permanently maintained thereafter. Following completion of the development but prior to the commencement of use of the amenity area/s a validation test shall be carried out on a relevant sample of premises. The results shall be submitted to the LPA for approval in writing.

Reason

To ensure that the occupiers of the proposed development do not suffer a loss of amenity by reason of excess environmental noise 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.

- 25 Residential ζ Vertical sound transmission between commercial and residential properties on new build
The habitable rooms within the development sharing a party ceiling/floor element with commercial premises shall be designed and constructed to provide reasonable resistance to the transmission of sound sufficient to ensure that noise due to the commercial premises does not exceed NR20. A written report shall be submitted to and approved by the LPA. The development shall be carried out in accordance with the approval given. The approved scheme shall be implemented prior to the commencement of the use hereby permitted and shall be permanently maintained thereafter. Following completion of the development and prior to occupation a validation test shall be carried out (on a relevant sample of premises). The results shall be submitted to the LPA for approval in writing.

Reason

To ensure that the occupiers and users of the proposed development do not suffer a loss of amenity by reason of noise nuisance and other excess noise from activities within the commercial premises accordance with strategic policy 13 'High environmental standards' of the Core Strategy (2011), saved Policy 3.2 Protection of Amenity of the Southwark Plan (2007) and the National Planning Policy Framework 2012.

- 26 Residential - Internal noise levels
The dwellings hereby permitted shall be designed to ensure that the following internal noise levels are not exceeded due to environmental noise:
Bedrooms - 35dB LAeq T ζ , 30 dB LAeq T*, 45dB LAFmax T *
Living rooms- 35dB LAeq T ζ
Dining room - 40 dB LAeq T ζ
* - Night-time - 8 hours between 23:00-07:00
 ζ - Daytime - 16 hours between 07:00-23:00

A report shall be submitted in writing to and approved by the LPA. The approved scheme shall be implemented prior to the commencement of the use hereby permitted and shall be permanently maintained thereafter. The development shall be carried out in accordance with the approval given. Following completion of the development and prior to occupation, a validation test shall be carried out on a relevant sample (usual minimum of 10%) of premises. The results shall be submitted to the LPA for approval in writing.

Reason

To ensure that the occupiers and users of the development do not suffer a loss of amenity by reason of excess noise from environmental and transportation sources in accordance with strategic policy 13 'High environmental standards' of the Core Strategy (2011) saved policies 3.2 'Protection of amenity' and 4.2 'Quality of residential accommodation' of the Southwark Plan (2007), and the National Planning Policy Framework 2012.

- 27 Service Management Plan
Before the first occupation of the building hereby permitted a Service Management Plan detailing how all elements of the site are to be serviced (including servicing hours, number of trips, vehicles used) has been 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 2018, Strategic Policy 2 Sustainable Transport of The Core Strategy 2011 and Saved Policy 5.2 Transport Impacts of the Southwark Plan 2007.

- 28 Refuse storage
Before the (i) the first occupation of the new homes and (ii) the commencement of the A1, A3 or B8 use, details of the arrangements for the storing of domestic/commercial refuse (whichever the case shall be) shall be submitted to and approved in writing by the Local Planning Authority and the facilities approved shall be provided and made available for use by the occupiers of the dwellings and the facilities shall thereafter be retained and shall not be used or the space used for any other purpose.

Reason

To ensure that the refuse will be appropriately stored within the site thereby protecting the amenity of the site and the area in general from litter, odour and potential vermin/pest nuisance in accordance with The National Planning Policy Framework 2018, 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

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.

- 29 Roof plant
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[s] as shown on elevational drawings or shall be permitted to extend outside of the roof plant enclosure[s] of any building[s] hereby permitted.

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 2018, 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.

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

Reason

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

- 31 Hours of use
The use hereby permitted for Class A1/A3 and Class B8 purposes shall not be carried on outside of the hours 07:00-23:00 on Monday to Saturday or 08:00-22:00 on Sundays.

Reason:

To safeguard the amenities of neighbouring residential properties in accordance with The National Planning Policy Framework 2018, Strategic Policy 13 High environmental standards of The Core Strategy 2011 and Saved Policy 3.2 Protection of Amenity of The Southwark Plan 2007.

Other condition(s) - the following condition(s) are to be complied with and discharged in accordance with the individual requirements specified in the condition(s).

- 32 Archaeology
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

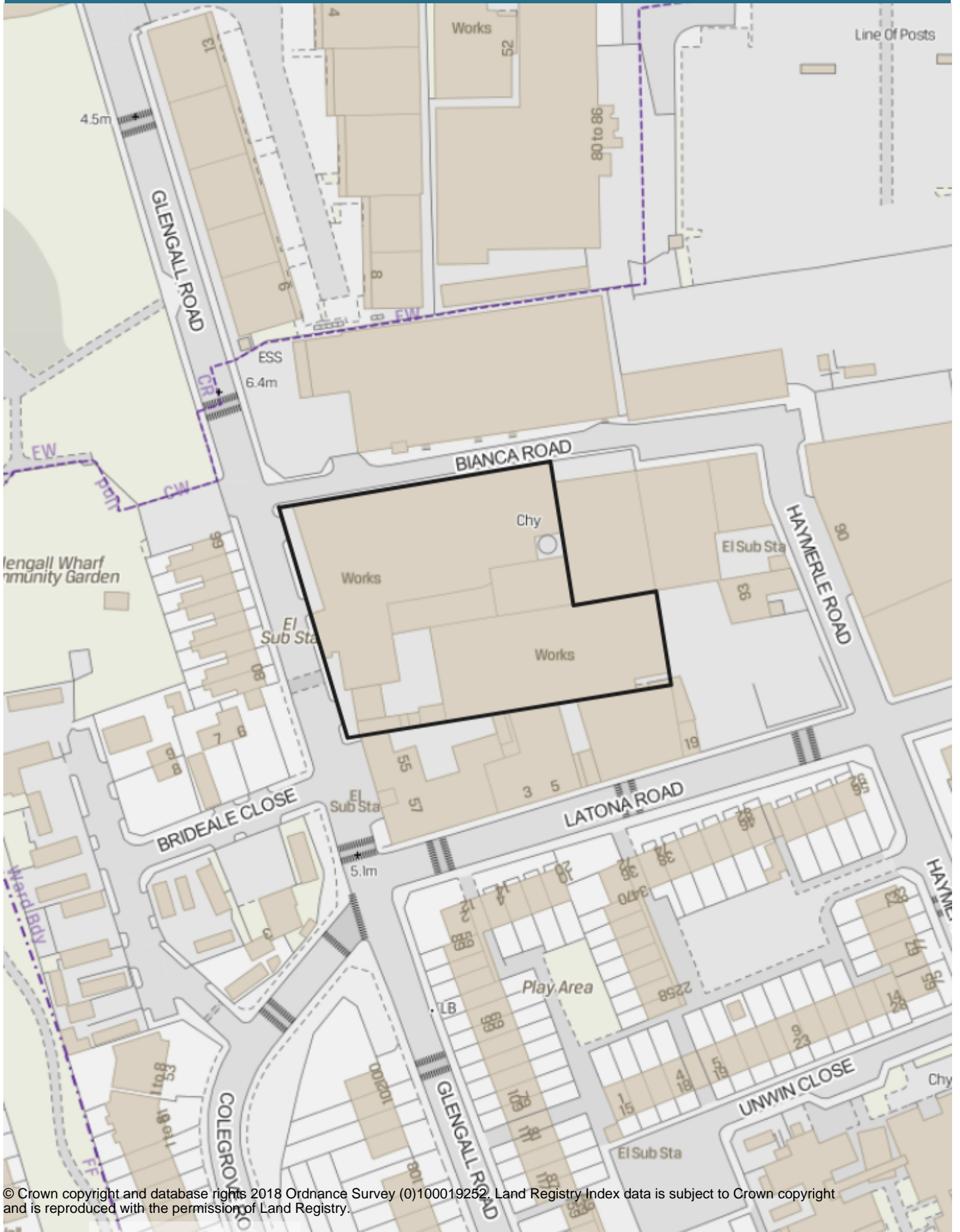
In order that the archaeological interests of the site are secured with regard to the details of the post-excavation works, publication and archiving to ensure the preservation of archaeological remains by record in accordance with Strategic Policy 12 - Design and Conservation of The Core Strategy 2011, Saved Policy 3.19 Archaeology of the Southwark Plan 2007 and the National Planning Policy Framework 2018.

Statement of positive and proactive action in dealing with the application

The Council offers a pre-application advice service and this was used by the applicant prior to the submission of this application.

The application has been given the opportunity to amend their scheme in response to concerns raised by officers and other consultees, and this has enabled a positive recommendation to be made.

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Scale = 1250

4-Jan-2019

Item No. 6.2	Classification: Open	Date: 15 January 2019	Meeting Name: Planning Committee
Report title:	<p>Development Management planning application: Application 17/AP/4612 for: Full Planning Application</p> <p>Address: 49-53 Glengall Road, London</p> <p>Proposal: ORIGINAL DESCRIPTION Demolition of all existing buildings and structures (excluding some of the facades along Glengall Road and Bianca Road and the industrial chimney) and erection of a part 6, 8 and 15 storey mixed-use development comprising 3,855 sqm (GIA) of flexible workspace (Use Class B1) and 181 residential units (Use Class C3) with amenity spaces and associated infrastructure.</p> <p>This application represents a departure from strategic policy 10 'Jobs and businesses' of the Core Strategy (2011) and saved policy 1.2 'strategic and local preferred industrial locations' of the Southwark Plan (2007) by virtue of proposing to introduce residential accommodation in a preferred industrial location).</p> <p>REVISED DESCRIPTION Demolition of all existing buildings and structures (excluding some of the facades along Glengall Road and Bianca Road and the industrial chimney) and erection of a part 6, 8 and 15 storey mixed-use development comprising 3,716 sqm (GIA) of flexible workspace (Use Class B1(c) and B2/B8) and 181 residential units (Use Class C3) with amenity spaces and associated infrastructure.</p> <p>(This application represents a departure from strategic policy 10 'Jobs and businesses' of the Core Strategy (2011) and saved policy 1.2 'strategic and local preferred industrial locations' of the Southwark Plan (2007) by virtue of proposing to introduce residential accommodation in a preferred industrial location).</p>		
Ward(s) or groups affected:	Old Kent Road		
From:	Director of Planning		
Application Start Date 09/12/2017		Application Expiry Date 10/03/2018	
Earliest Decision Date 01/03/2018			

RECOMMENDATION

1. That the Planning Committee grant planning permission, subject to:

- The recommended planning conditions;
 - The applicant entering into an appropriate legal agreement by no later than 14 June 2019;
 - Referral to the Mayor of London;
 - Referral to the Secretary of State.
2. In the event that the s106 agreement is not completed by 14 June 2019 that the Director of Planning be authorised to refuse planning permission, if appropriate, for the reasons set out in paragraph 282 of this report.

EXECUTIVE SUMMARY

3. This major application seeks to redevelop an existing light industrial and distribution site on the eastern side of Glengall Road to provide a mixed-use commercial and residential development of 181 units and 3716sqm of B1(c) and B2/B8 commercial floorspace. The scheme is located in a Strategic Preferred Industrial Location and would represent a departure from policy by virtue of proposing the introduction of residential accommodation to a Preferred Industrial Location.
4. The applicant has committed to providing 35% affordable housing by habitable rooms which equates to 61 affordable units, with a proposed tenure split of 70% social rented and 30% intermediate by habitable rooms. There would be the potential for a significant uplift in jobs on the site through the provision of good quality, flexible commercial space that has been specifically designed for B1(c) and B2/B8 Use and would include units of varying size and improved servicing arrangements.
5. The proposal would include a single stepped building of 6, 8 and 15 storeys in height, would be of a high quality of design and would deliver the master-planning and aspirations of the draft Old Kent Road Area Action Plan. A policy compliant mix of dwellings and wheelchair housing would be provided, together with a good standard residential accommodation. The daylight and sunlight impacts are noted, but it is considered that there would only be limited harm caused to existing residential amenity as a consequence of the development. Sound proofing within the new dwellings would limit the potential for noise complaints against future commercial occupiers.
6. The proposal would be car free apart from 2 accessible on-street parking spaces and future occupiers would be prevented from obtaining parking permits on the surrounding streets. A s106 contribution would be required to improve local bus capacity.
7. The proposal would incorporate measures to reduce its carbon dioxide emissions and a contribution to the Council's Carbon Off-set Green Fund would be secured through a s106 agreement. The proposal would be air quality neutral and conditions are recommended to ensure that ground contamination, surface water drainage, archaeology and ecology would be adequately dealt with.
8. Overall, the clear benefits of the proposal are considered to outweigh the limited harm caused and it is recommended that planning permission be granted, subject to conditions, a s106 agreement and referral to the GLA and Secretary of State.

BACKGROUND INFORMATION

Site location and description



Figure 1. Aerial view of site within red outline

9. The application site is roughly rectangular in shape and the combined area measures approximately 0.44 hectares. The site is formed of several low-grade buildings currently occupied by PSG Group Limited who are an independent stockist, converter and distributor of polyester film primarily used in food packaging. It comprises a mix of low-rise, predominantly brick structures with gable frontages and an industrial chimney; and has an existing floor area of approximately 3,560 sqm (GIA). The application site is bordered on Glengall Road by a brick wall with three access points for goods, waste collection and an electrical sub-station.
10. The site is bounded along its northern edge by Bianca Road and a number of low rise industrial buildings on its northern side.



Figure 2. Photograph of site along Bianca Road, retained brick elevation.

11. To the west, the application site is bounded by Glengall Road with the. 66-80 Glengall Road terrace located on its western side, alongside the Travellers site at Breidale Close and the entrance to the Glengall Wharf community garden. The road rises above the former Surrey Canal bridge close to the junction of Bianca Road and Glengall Road.



Figure 3. Photograph of site from Glengall Road, south facing



Figure 4. Photograph of site from Glengall Road, north facing

12. The application site is bounded along its eastern edge by a number of low-rise industrial and studio sites that front onto Heymerle Road.



Figure 5. Photograph of from the corner of Heymerle Road and Latona Road

13. To the south, the application site is bounded by low rise mixed use residential and industrial/commercial buildings that front on to Latona Road: The site at 57 Glengall Road, currently occupied by Gadmon Industries which is a drain lining supply company, has submitted a planning application for the refurbishment and part-redevelopment of these existing buildings and is currently being determined by LBS (LPA ref. 17/AP/2952). Beyond this, on the southern side of Latona Road are the four-storey high residential blocks of the Unwin Estate.



Figure 6. Residential and commercial properties on Latona Road, east facing

14. The surrounding area comprises a mixture of buildings used for industrial, commercial purposes and residential purposes.
15. The site is not located within a conservation area. However it is located close to the following four conservation areas:
 - 138m from the Glengall Road Conservation Area to the north of the application site.
 - 328m from the Cobourg Road Conservation Area to the north east of the site
 - 288m from the Trafalgar Avenue Conservation Area to the north east of the site
 - 227m from the northern edge of the Peckham Hill Street Conservation Area that is located to the south of the application site.
16. In terms of listed buildings, the application site does not benefit from statutory listing. The following Grade II listed buildings are located close to the application site:
 - 1-9 Glengall Terrace – 190m to north west off Glengall Road
 - Listed villas on 5-31 Glengall Road and 24-34 Glengall Road – 190m-320m to north
 - Celestial church of Christ and attached wall and railings, Glengall Road – 180m to the south
 - New Peckham mosque (former church of St Mark), Cobourg Road – 330m to the north west across Burgess Park.

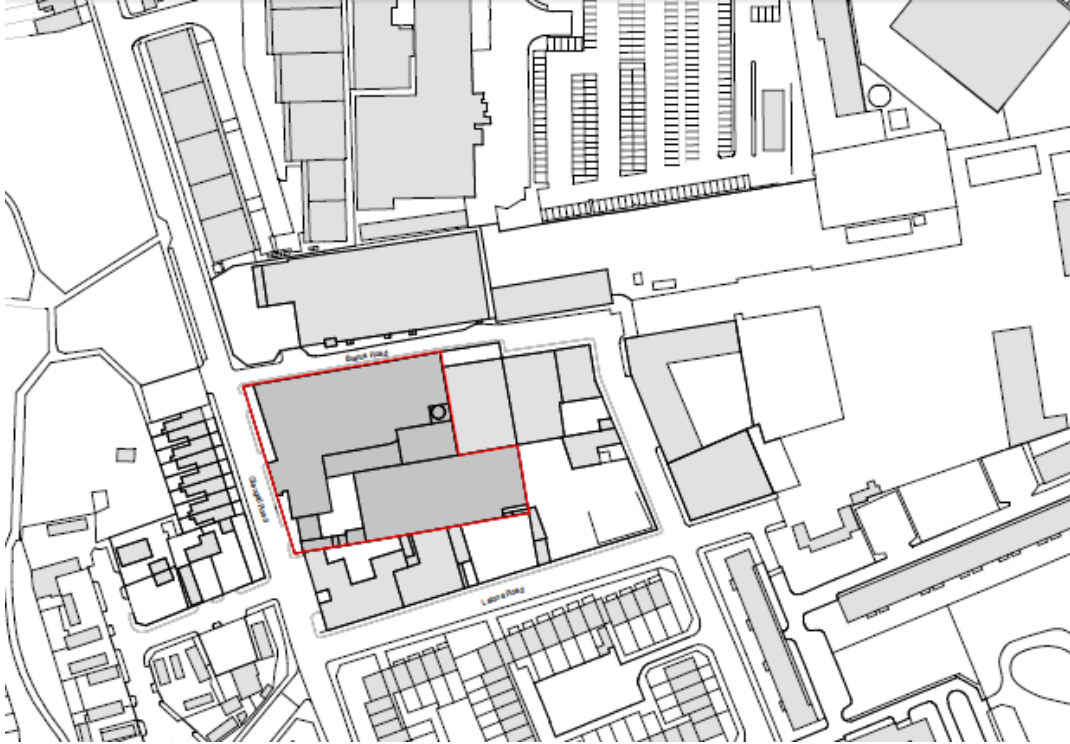


Figure 7: Site plan

17. The site is located beneath the proposed landmark viewing corridor and wider assessment area of the draft New Southwark Plan protected borough view of St Paul's Cathedral from Nunhead Cemetery. It does not fall within the background assessment area of a view protected by the London Views Management Framework.
18. The site has a PTAL rating of 3. It is well served by buses that provide regular connections both north and south to key transport, employment and leisure destinations, with the nearest bus stops located between 250m and 450m to the north-west of the site on Trafalgar Avenue (B215) and the Old Kent Road (A2).

Details of proposal



Figure 8. CGI view of proposed scheme along Glengall Road and Bianca Road from edge of Burgess Park.

19. The proposal consists of a single, stepped building of mixed-use development comprising:
 - A total of 6 storeys fronting Glengall Road (W);
 - A total of 8 storeys fronting Bianca Road (N) and
 - A total of 15 storeys to the rear of the site on Latona Road
 - An internal courtyard with a south-facing opening to allow daylight and sunlight penetration.
20. The tallest part of the building would be 52.2metres AOD.
21. The proposals involve demolition of all the existing commercial buildings and structures to allow for a mixed use building with employment and residential uses. However, following pre-application advice from officers, it was agreed that the part retention of the original industrial brick façades along Glengall Road and Bianca Road, as well as the industrial chimney, would enable the proposed new buildings to better respond to the industrial “grit” and character of the area. These existing built elements are therefore to be retained.
22. The elevations would feature window openings arranged in a broadly regular pattern, together with a range of projecting balconies and roof terraces.
23. The internal arrangement of accommodation would comprise commercial (Class B1(c) and B2/B8 commercial floorspace at ground and mezzanine levels only, with the upper floors to be exclusively in residential (Class C3) use. Details of the commercial and residential elements follow below.



Figure 9. CGI view of proposed scheme along Glengall Road and Latona Road

Commercial floorspace

24. The 3715sqm of employment uses would be provided at ground floor and mezzanine floors in the form of thirteen flexible workspaces capable of use by small to medium sized enterprises, start up and creative type businesses within the B1(c) and B2/B8 use classes. The B2/B8 floorspace would be double height. The proposal would exceed full re-provision of commercial floor space when compared with the existing provision as detailed below:

Table 1. Commercial floorspace provision

	Existing	Proposed (total)	Difference
Total	3560sqm	3715sqm	+156sqm

Residential accommodation

25. The development will provide 181 new residential units which consist of 120 private units and 61 affordable units. The affordable units would be split between 40 units for social rent and 21 units intermediate/shared ownership.
26. The proposed affordable housing offer equates to a total of 177 habitable rooms or 35% of the 504 habitable rooms.
27. The 177 affordable habitable rooms would be split with 124 habitable rooms (70%) for

social rent and 53 habitable rooms (30%) for Intermediate tenure.

28. Additional supporting information was submitted during the course of the application in relation to affordable workspace and viability information was also submitted to support the delivery of 35% affordable housing.



Figure 10: CGI view of internal courtyard

29. Private and communal amenity space would be provided in the form of projecting private balconies, communal amenity space and children's play space.

Ancillary flexible community space

30. A 18.92sqm space of ancillary flexible community space is proposed for the ground floor fronting Glengall Road. Access will be provided to local community groups to use or rent the space. Details will be agreed through the s106 legal agreement.

Public realm and servicing

31. The proposal would be car free apart from two accessible disabled parking spaces which would be introduced on the highway at eastern side of Glengall Road.
32. Enhancements to the public realm are proposed in the form of new public yard space named 'Latona Yard' within the centre of the site that is accessed by a pedestrian route from Bianca Road, and tree planting and the widening existing footway to Glengall Road. The east elevation of the tower would part oversail the proposed yard at approximately 10m AOD.

Revisions to the scheme

Following discussions with officers, the proposed scheme was revised to:

- optimise the use of site in relation to design and materials of the buildings' elevations;
 - improve internal layouts;
 - introduce a revised internal commercial corridor to provide visual link to Latona Yard;
 - Latona Yard improvements.
33. Following the applicant's meeting with Vital Old Kent Road on Wednesday 19 December 2018, the following amendments to improve the industrial fit out have been made that will be secured by condition or revised plans:
- The commercial lift is now 3m x 3.5m in size to accommodate larger materials, goods and equipment;
 - The corridor around the lift has been widened to 3m on both the ground and mezzanine levels to improve capacity; and
 - The large double-height unit along Bianca Road has been rationalised so that the total commercial floorspace of 3,716 sqm (GIA) - representing a 156 sqm (GIA) increase from the existing.
34. The scheme remains broadly consistent with the master-planning and massing identified within the Further Preferred Option of the Old Kent Road Area Action Plan (AAP). The AAP also acknowledges the potential for height within the centre of the Latona Road, Bianca Road, Glengall Road and Haymerle Road block.
35. A second stage of statutory consultation was undertaken on the revised scheme.

Planning history

36. None

Pre-application

37. Formal and informal pre-application discussions took place in relation to the current scheme now under consideration, the details of which are held electronically by the Local Planning Authority. The main matters discussed focused on the layout of the site, employment uses, affordable housing, building heights and massing, and servicing.

Planning history of adjoining sites

Nyes Wharf

Nyes Wharf, Frensham Street, London, SE15 6TH

38. 17/AP/4596
Demolition of existing buildings and erection of mixed-use scheme comprising 1,193sqm Class B1 floorspace at ground and mezzanine levels; with 153 Residential units (Class C3) above in a building ranging from 9 to 18 storeys (max height 56.202m) with hard and soft landscaping including a new park and associated infrastructure works, including three disabled spaces and cycle parking. (This application represents a departure from strategic policy 10 'Jobs and businesses' of

the Core Strategy (2011) and saved policy 1.2 'strategic and local preferred industrial locations' of the Southwark Plan (2007) by virtue of proposing to introduce residential accommodation in a preferred industrial location).

Granted subject to legal agreement at main planning committee on 3 September 2018.

39. The scale of the proposal is slightly lower in height than the scheme approved by planning committee in spring 2018 at Nye's Wharf, ranging from 9 to 18 storeys, with a maximum height of 56.202m. (17/AP/4596). CGI image and site location plan below:



Figure 11. CGI of recently approved Nye's Wharf scheme (17/AP/4596)

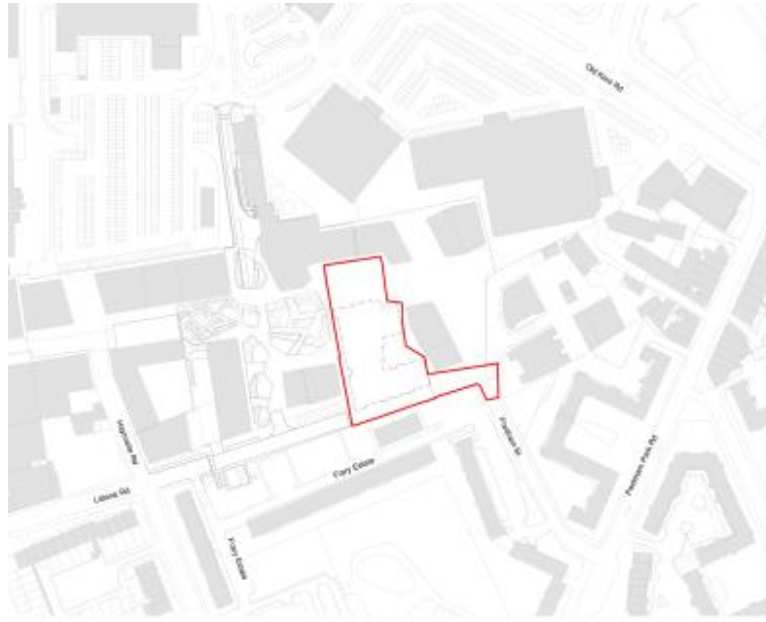


Figure 12. Red line boundary illustrates the location of the approved Nyes Wharf scheme (17/AP/4596) to the east of the application site.



Figure 13. Emerging contextual building heights showing the approved Nyes Wharf scheme (17/AP/4596) at 18 storeys, and wire line of the submitted Malt Street proposal (17/AP/2773) up to 39 storeys. This application is proposed at 6, 8 and 15 storeys.

Malt Street Regeneration Site, Land Bounded By Bianca Road, Latona Road, Haymerle Road, Frensham Street And Malt Street, London SE1

40. 17/AP/2773
Hybrid application comprising a full planning application for Phase 1 and outline planning permission for subsequent phases:
41. Full planning permission for the demolition of existing buildings and structures and redevelopment of the central area (Phase 1) for the erection of a total of 4 buildings, two at 7 storeys (B9&B12), one at 15 storeys (B10), and one at 44 storeys (B4) (max height 147.12m AOD) to provide 420 homes, 1,197 sqm GEA of Class B1(c) floorspace and 785 sqm GEA of non-residential floor space within classes A1-A4, Class B1 and Class D1 and D2 use, an energy centre (750 sqm) and new public open space and public realm with 131 on street and basement car parking spaces and 697 cycle spaces.
42. Outline planning permission (scale, layout, landscaping, access and appearance reserved) for the demolition of existing buildings and structures and the erection of a seven buildings (B1, B2, B3, B5, B6, B7, B11) ranging in height from 5 to 39 storeys (max height 132.9m AOD) to provide up to 88,052sqm floorspace GEA, comprising up to 880 residential units, up to 3,316 sqm GEA of Class B1(c) floorspace and up to 1,702sqm GEA of non-residential floor space within classes A1-A4, Class B1, Class D1 and D2 use and 4 car parking spaces at ground level and up to 1,453 cycle spaces, with associated new open space, public realm, car parking and associated works.
43. This application represents a departure from strategic policy 10 'Jobs and businesses' of the Core Strategy (2011) and saved policy 1.2 'strategic and local preferred industrial locations' of the Southwark Plan (2007) by virtue of proposing to introduce residential accommodation in a preferred industrial location.



Figure 14. Illustrative CGI of Malt Street proposal from Latona Road

44. This planning application is currently being determined.
57 Glengall Road, London, SE15 6NF
45. 17/AP/2744
Continued use of first floor as a residential flat (use class C3) for temporary period of two years.
Granted 12 September 2017.
46. 17/AP/2952
Refurbishment of existing building, redevelopment of outbuildings and addition of two storeys to provide 5 no. B1 commercial units and 9 no. residential flats.
47. 16/AP/4451
Extant consent for alterations to the existing roof, the use of the 2nd floor for residential accommodation, and the conversion of the 1st floor back to B1 (expires in January 2020).
48. This planning application is currently being determined.
3-5 Latona Road, London, SE15 6RX
49. 18AP4003
Proposed development to add three new storeys of residential accommodation to the existing building at 3-5 Latona Road. The existing Ground, First and Second floor will retain its commercial use. The proposed residential accommodation comprises ten flats in total; 2x1-Beds, 6x2-Beds and 2x3-Beds.
50. This planning application is currently being determined.

KEY ISSUES FOR CONSIDERATION

Summary of main issues

51. The main issues to be considered in respect of this application are:
- Principle in terms of land use, including consideration of emerging policy for the Old Kent Road Opportunity Area;
 - Environmental impact assessment;
 - Density;
 - Tenure mix;
 - Dwelling mix;
 - Wheelchair dwellings;
 - Quality of residential accommodation;
 - Outdoor amenity space, children's playspace and public open space
 - Impact on the amenity of neighbouring residential occupiers and the surrounding area;
 - Design quality;
 - Heritage and views
 - Quality of commercial floorspace;

- Trees, landscaping and biodiversity;
- Transport and highway matters, including cycle and refuse storage;
- Environmental matters;
- Energy and sustainability;
- Development viability;
- Planning obligations and Community Infrastructure Levy;
- Consultation responses: Members of the public;
- Consultation responses: Internal and external consultees.

Planning policy designations

Adopted

- 52.
- Old Kent Road Preferred Industrial Location – Strategic;
 - Old Kent Road Action Area;
 - Urban density zone;
 - Air quality management area.

Emerging New Southwark Plan designations

- North Southwark and Roman Roads Archaeological Priority Area;
- Old Kent Road Major Town Centre;
- Old Kent Road Opportunity Area;
- Nunhead Cemetery Borough View.

National Planning Policy Framework (the Framework)

53. National planning policy is set out in the revised National Planning Policy Framework ('the NPPF'), published on 24 July 2018. The NPPF focuses on a presumption in favour of sustainable development, of which there are three strands; economic, social and environmental. The core planning principles include, amongst others, the requirement to 'drive and support development'.
54. Paragraph 48 of the revised NPPF states that weight can be afforded to relevant policies in emerging plans depending on the stage of preparation of the plan. The council is preparing the New Southwark Plan (NSP) and OKR AAP which are emerging policy documents. The new London Plan is also in draft form. The weight that can be afforded to these emerging documents is discussed in greater detail in paragraphs 63 - 78 of this report.

Section 1 - Building a strong, competitive economy

Section 4 - Promoting sustainable transport

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

National Planning Policy Guidance (2018, as updated)

The London Plan 2016

55. The London Plan is the regional planning framework and was adopted in 2016:

Policy 2.17 Strategic Industrial locations
 Policy 3.3 Increasing housing supply
 Policy 3.5 Quality and design of housing developments
 Policy 3.6 Children and young people's play and informal recreation facilities
 Policy 3.8 Housing choice
 Policy 3.9 Mixed and balanced communities
 Policy 3.10 Definition of affordable housing
 Policy 3.11 Affordable housing targets
 Policy 3.12 Negotiating affordable housing on individual private residential and mixed use schemes
 Policy 3.13 Affordable housing thresholds
 Policy 4.3 Mixed use development and offices
 Policy 4.4 Managing industrial land and premises
 Policy 5.7 Renewable energy
 Policy 5.8 Innovative energy technologies
 Policy 5.11 Green roofs and development site environs
 Policy 5.12 Flood risk management
 Policy 5.13 Sustainable drainage
 Policy 5.21 Contaminated land
 Policy 6.9 Cycling
 Policy 6.10 Walking
 Policy 6.13 Parking
 Policy 7.2 An inclusive environment
 Policy 7.3 Designing out crime
 Policy 7.4 Local character
 Policy 7.6 Architecture
 Policy 7.7 Location and Design of Tall and Large Buildings
 Policy 7.8 Heritage assets and archaeology
 Policy 7.21 Trees and woodlands
 Policy 8.2 Planning obligations
 Policy 8.3 Community infrastructure levy

56. The London Plan 2016 identifies the Old Kent Road as an Opportunity Area with “significant potential for residential – led development along the Old Kent Road corridor” and identified an indicative employment capacity of 1,000 and a minimum of 2,500 new homes. Opportunity areas are described in the London Plan 2016 as London’s major reservoirs of brownfield land with significant capacity to accommodate new housing, commercial and other development linked to existing or potential improvements to public transport accessibility.
57. Policy 2.13 in the London Plan 2016 sets out the strategic policy for the development and intensification of opportunity areas. Annex 1 includes an indicative capacity for Old Kent Road of 2,500 homes and 1,000 jobs and supports the development of a planning framework to realise the area’s full growth potential. It goes on to state that the employment and minimum homes figures should be explored further and refined in a planning framework for the area and through a review of the Strategic Industrial Location and capacity to accommodate a phased rationalisation of its functions in the opportunity area or a provision elsewhere.

Core Strategy 2011

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

Southwark Plan (2007) - Saved policies

59. The adopted local plan for Southwark includes the saved policies from the 2007 Southwark Plan in addition to the 2011 Core Strategy including its strategic policies.
60. 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.
- 1.1 - Access to employment opportunities
 - 1.2 - Strategic and local preferred industrial locations
 - 1.5 - Small businesses
 - 2.5 - Planning obligations
 - 3.2 - Protection of amenity
 - 3.3 - Sustainability assessment
 - 3.4 - Energy efficiency
 - 3.6 - Air quality
 - 3.7 - Waste reduction
 - 3.9 - Water
 - 3.11 - Efficient use of land
 - 3.12 - Quality in design
 - 3.13 - Urban design
 - 3.14 - Designing out crime
 - 3.19 – Archaeology
 - 3.15 – Conserving the historic environment
 - 3.17 – Listed buildings
 - 3.18 – Setting of conservation areas, listed buildings and World Heritage sites
 - 3.19 – Archaeology
 - 3.20 – Tall Buildings
 - 3.28 - Biodiversity
 - 4.2 - Quality of residential accommodation
 - 4.3 - Mix of dwellings
 - 4.4 - Affordable housing
 - 4.5 - Wheelchair affordable housing

- 5.2 - Transport impacts
- 5.3 - Walking and cycling
- 5.6 - Car parking
- 5.7 - Parking standards for disabled people and the mobility impaired

Supplementary Planning Documents

- 61. Sustainable design and construction SPD (2009)
- Sustainability assessments SPD (2009)
- Sustainable Transport SPD (2010)
- Affordable housing SPD (2008 - Adopted and 2011 - Draft)
- Residential Design Standards SPD (2011 and 2015)
- Section 106 Planning Obligations and Community Infrastructure Levy (2015)
- Development Viability SPD (2016)

Greater London Authority Supplementary Guidance

- 62. Housing SPG (2016)
- London View Management Framework (2012)
- London's World Heritage Sites SPG (2012)
- Providing for Children and Young People's Play and Informal Recreation (2008)
- Use of planning obligations in the funding of Crossrail (2010)
- Affordable Housing and Viability SPG (2017)

Emerging Policy

Draft New London Plan

- 63. The draft New London Plan was published on 30 November 2017 and the first and only stage of consultation closed on 2nd March 2018. The document is expected to reach examination stage later this year however, given the stage of preparation it can only be attributed limited weight. The draft New London Plan identified the Old Kent Road as having a minimum capacity for housing of 12,000 and a jobs target of 5,000.

Old Kent Road Area Action Plan (OKR AAP)

- 64. The council is preparing an Area Action Plan/Opportunity Area Planning Framework for Old Kent Road (AAP/OAPF) which proposes significant transformation of the Old Kent Road area over the next 20 years, including the extension of the Bakerloo Line with new stations along the Old Kent Road towards New Cross and Lewisham. Consultation has been underway for 3 years, with a first draft published in 2016. A further preferred option of the Old Kent Road AAP (Regulation 18) was published in December 2017 and concluded consultation on 21st March 2018. As the document is still in draft form, it can only be attributed very limited weight.
- 65. Whilst acknowledging this very limited weight, members are advised that the draft OKR AAP places the application site within the proposed Action Area Core, and within proposal site OKR 10 which covers the area between the Old Kent Road, Glengall Road, Peckham Park Road and Bianca Road area. Requirements for this allocation site include replacement of existing employment floor space, provision of housing and car-free development.



Figure 15: Site location within Old Kent Road Opportunity Area



Figure 16: Indicative masterplan for proposals site OKR 10 within the Further Preferred Option of Old Kent Road Area Action Plan (OKR AAP). Application site

highlighted in yellow.

New Southwark Plan

66. For the last 5 years the council has been preparing the New Southwark Plan (NSP) which will replace the saved policies of the 2007 Southwark Plan and the 2011 Core Strategy. The council concluded consultation on the Proposed Submission version (Regulation 19) on 27 February 2018. It is anticipated that the plan will be adopted in 2019 following an Examination in Public (EIP). Similarly with the OKR AAP, as the NSP is not yet adopted policy, it can only be attributed limited weight.
67. Legal Advice received in relation to this issue highlights the following from the National Planning Policy Guidance “arguments that an application is premature are unlikely to justify a refusal of planning permission other than where it is clear that the adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, taking the policies in the Framework and any other material considerations into account. Such circumstances are likely, but not exclusively, to be limited to situations where both:
- (a) the development proposed is so substantial, or its cumulative effect would be so significant, that to grant permission would undermine the plan-making process by predetermining decisions about the scale, location or phasing of new development that are central to an emerging Local Plan or neighbourhood planning; and
 - (b) the emerging plan is at an advanced stage but is not yet formally part of the development plan for the area.
68. Refusal of planning permission on grounds of prematurity will seldom be justified where a draft Local Plan has yet to be submitted for examination, or in the case of a Neighbourhood Plan, before the end of the local planning authority publicity period. Where planning permission is refused on grounds of prematurity, the local planning authority will need to indicate clearly how the grant of permission for the development concerned would prejudice the outcome of the plan-making process.”

Principle in terms of development, land use, including consideration of emerging policy for the Old Kent Road Opportunity Area

69. The site is located in the Preferred Industrial Location-Strategic (SPIL) which is an industrial location of strategic importance as identified in the Core Strategy and the London Plan. Introducing housing here would therefore represent a departure from the adopted Southwark and London Plan. The proposal proposes an increase of 156sqm of commercial floorspace above the existing commercial floorspace. This is consistent with strategic policy 10 of the Core Strategy and saved policy 1.2 of the Southwark Plan. Saved policy 5 is also relevant which encourages provision and replacement of small business units.
70. Strategic policy 10 of the Core Strategy states that the SPIL will be protected for industrial and warehousing uses. The Core Strategy does, however, recognise that structural changes in the economy are resulting in a declining need for industrial land in London. The Core Strategy also recognises that diversifying the range of job opportunities in the industrial locations into new sectors would benefit local people. Further, it sets out the future direction of Old Kent Road as a growth and regeneration action area, subject to a future area action plan (AAP).

71. Saved Southwark Plan policy 1.2 states that the only developments that will be permitted in SPILs are B class uses and other sui generis uses which are inappropriate in residential areas.
72. London Plan policy 2.17 seeks to promote, manage and where appropriate, protect the Strategic Industrial Land as London's main reservoir of industrial and related capacity, which includes general and light industrial uses. It states that developments on Strategic Industrial Land should be refused unless they provide for broad industrial type activities, are part of a strategically co-ordinated process of SIL consolidation through an opportunity area planning framework, meet the needs of small to medium sized enterprises or provide for small scale 'walk to' services for industrial occupiers such as workplace crèches or cafes.
73. The London Plan designates the Old Kent Road as an opportunity area, with an indicative capacity of 1,000 new jobs and a minimum of 2,500 new homes, which has been increased to a minimum of 12,000 in the merging London Plan. It identifies the potential for residential-led development along the Old Kent Road corridor, with homes and jobs targets to be explored and further refined through the preparation of a planning framework and a review of the Old Kent Road Strategic Industrial Location.

The Old Kent Road Area Action Plan (OKR AAP)

74. The emerging OKR AAP sets targets of a total of 20,000 new homes and 10,000 new jobs as well as new infrastructure, including parks and schools. It proposes the release of a substantial part of the Preferred Industrial Location designation to allow for the creation of mixed use neighbourhoods, so that new and existing businesses are designed to co-exist with new homes.
75. The OKR AAP places the site within the proposed Action Area Core, and within proposal site OKR 10 which covers the area between the Old Kent Road, Glengall Road, Peckham Park Road and Bianca Road
76. Emerging policy AAP6 of the OKR AAP states that development must retain or increase the amount of B Class floorspace on site, accommodate existing businesses on site or in the wider Old Kent Road Opportunity Area or provide relocation options for businesses that would be displaced by redevelopment and result in an increase in the number of jobs provided. It also requires the workspace to be managed by a specialist provider and for an element of affordable workspace to be provided.
77. Paragraph 216 of the NPPF states that weight can be afforded to relevant policies in emerging plans depending on the stage of preparation of the plan. The New Southwark Plan and Old Kent Road Area Action Plan have been subject to extensive consultation however they have yet to be subject to independent examination and therefore the documents have limited weight. They do, however, provide an indication of the direction of travel for planning policy in the opportunity area.
78. In determining whether the principle of the proposed development would be acceptable in land use terms, specifically the introduction of housing in the SPIL, Members need to consider whether the wider regeneration benefits of the scheme would outweigh any harm caused, and whether those benefits would therefore justify a departure from the adopted planning policy.

79. Officers consider that the key benefits arising from the proposal would be as follows.

Increase of employment floorspace

80. The proposed scheme would deliver a 3716sqm of employment floorspace within a more efficient site layout that optimises the use of land across the site. This equates to an increase of 156sqm over the existing provision of 3560sqm.

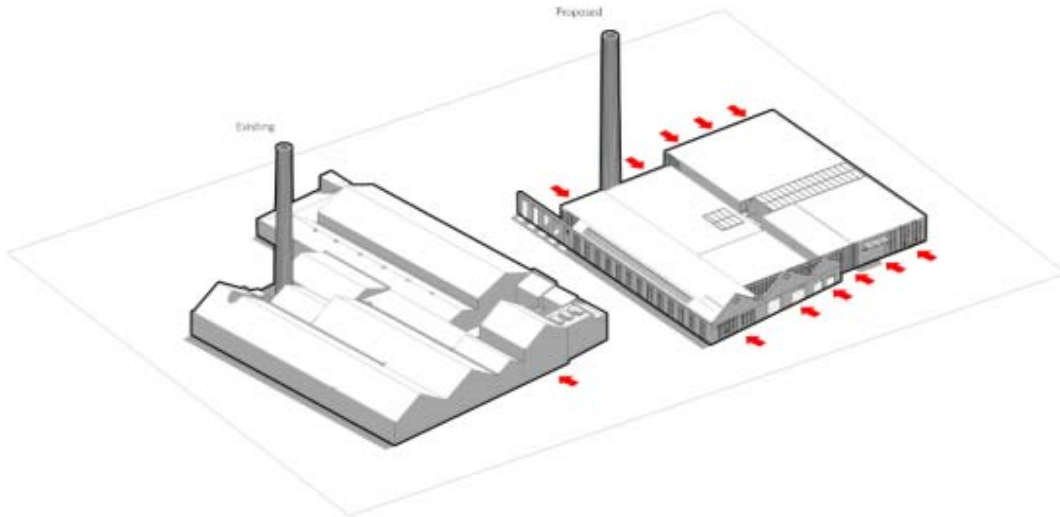


Figure 17.: Illustration of existing and proposed commercial floorspace.

81. The employment uses would be provided at ground and first floor in the form of 13 workspaces. The re-provided and additional floorspace would provide high-quality, modern and flexible workspace for occupation by one or more small-to-medium sized enterprises, start-up and/or creative businesses.
82. The proposed commercial units fall within the B1(c), B2 and B8 use classes. To meet the policy requirements and to improve the likelihood of industrial occupiers leasing the units, it is recommended that following conditions are included:
- Restriction of land use to B1(c) and B2/B8 in specific areas of the commercial floorspace. All commercial floorspace will be conditioned.
 - the minimum spec of B1(c) internal fit out for the proposed commercial units would be secured through condition and a clause in the Section 106 Agreement.

Job creation

83. The existing FTE employment levels on the site come to around 25-30 full time employees. The number of jobs generated within the proposed development has been calculated by applying the average job / floorspace ratio to the amount of floorspace proposed. (3716sqm). This implies that the development would be expected to create between 68-79 direct jobs (FTE) allowing for a mix of B1(c) and B2/B8 uses. This figure is calculated by applying the 'Managed Workspace' range set out in the latest

Employment Density Matrix published by the HCA. This is a 100% uplift of FTE jobs.

84. Consequently, the scheme has the potential to generate a significant uplift in employment provision on site. The new workspaces would meet the needs of the SME and emerging creative sectors. This is a positive aspect of the proposal.
85. In addition to the direct operational employment, the retail, leisure and other expenditure of the residents of the proposed 181 units will support additional jobs in shops, restaurants and other services within the Old Kent Road area.
86. This development would be expected to deliver 42 sustained jobs to unemployed Southwark residents, 42 short courses, and take on 11 construction industry apprentices during the construction phase, or meet the Employment and Training financial contribution of a maximum of £203,400.

Business relocation and retention

87. The existing use of the application site is primarily distribution and industrial use, and is used by PSG Group Ltd who are stockists, distributors and converters of polyester film. Polyester film is used for industrial, packaging and printing and stationary purposes.
88. The applicant has provided a letter from the current tenant who states that they will be moving location to Leicestershire and do not need to be relocated.

Affordable workspace

89. The applicant has agreed to provide affordable workspace of 372sqm within the scheme comprising 10% of the commercial floorspace at rents of £12 per sq ft over a 15 year period. The rents would be subject to inflation over this time. The level of rent would make the space affordable to creative industries and businesses and ensure businesses that require low rents have the opportunity to lease space within the area.

Specialist workspace provider

90. The employment space has been designed to be flexible so that it could accommodate a range of different unit sizes and shared workspaces. The applicant has committed to secure a specialist workspace provider, the details of which are to be set out in a Commercial Units Management Plan (CUMP). The specialist workspace provider will also be tasked with marketing and managing the affordable workspace. The CUMP will be secured through a section 106 planning obligation.

Provision of housing, including affordable housing

91. The scheme would provide 181 new residential units, including policy compliant affordable housing comprising social rented and intermediate units in terms of habitable rooms. There is a pressing need for housing in the borough. Policy 3.3 of the London Plan supports the provision of a range of housing and sets the borough a target of 27,362 new homes between 2015-2025. This is reinforced through Strategic Policy 5 of the Core Strategy which requires development to meet the housing needs of people who want to live in Southwark and London by providing high quality new homes in attractive areas, particularly growth areas. It would also be in accordance

with emerging policy for the Old Kent Road Opportunity Area and the expectation of significant new housing provision.

92. The draft New London Plan was further amended in August 2018 and in particular changes were made to policy H5 Delivering Affordable Housing and policy H6 Threshold Levels. Policy H5 4a states that “industrial land appropriate for residential use in accordance with Policy E delivering at least 50 per cent affordable housing where the scheme would result in a net loss of industrial capacity.” Whilst paragraph 4.5.4C goes on to state that “The Mayor expects that residential proposals on industrial land should deliver at least 50 per cent affordable housing where the scheme would result in a net loss of industrial capacity.”
93. Policy H6 “Threshold approach to applications” identifies the threshold at which a viability assessment wouldn’t be required for development on industrial land as being 50% “where the scheme would result in a net loss of industrial capacity”.
94. Paragraph 4.6.6 then sets out that “Given the difference in values between industrial and residential development, all residential development proposals that would result in a net loss of industrial capacity on Strategic Industrial Locations, Local Significant Industrial Sites or Non Designated Industrial Sites are expected to provide at least 50 per cent affordable housing. If this is not possible, detailed viability evidence will be needed to justify a lower level of affordable housing.” This last sentence is important as otherwise these policies would be contrary to National Planning Policy guidance in respect of the tests of viability and wouldn’t be sound.
95. In this instance there is no net loss of industrial capacity and there is therefore no requirement to provide 50% affordable housing (albeit even if there was some loss that would be subject to viability testing as set out in paragraph 4.6.6). The scheme’s viability has in any case been independently assessed as required by Southwark’s plan policies and the 35% offer is considered to be the maximum that can be provided. Furthermore in drafting the OKRAAP LBS have evidence based a localised affordable threshold. It is noted that paragraph 4.6.13 of the draft NLP which referenced this approach has been deleted. Nonetheless it remains current guidance in the Mayors Housing SPG.

Impact of the proposed residential use

96. It is recognised that the introduction of residential units could restrict and prejudice the operation of existing businesses in the area. Given the existing mix of residential and commercial uses carried out within the area, it is not felt that these existing businesses would be prejudiced and they could continue to operate and co-exist with the introduction of further residential uses provided schemes are well designed for this mix.
97. In addition the developer will provide, through a S278 agreement, the proposed on street servicing bays that should ensure that this site has an improved servicing layout to accommodate a wide range of commercial users in the future without harming residential amenity or prejudicing those commercial uses. This is a key requirement of the draft Area Action Plan and their provision is welcomed. Conditions are recommended in relation to noise and sound insulation within the building and in relation to servicing hours.

98. It is noted that residential accommodation within a mixed use context is already located within the immediate area. To the south of the site, residential units are located on the southern side of Latona Road, immediately adjacent to the southern boundary of the site at 55 and 57 Glengall Road and the western side of Glengall Road Street at 66-80 Glengall Road and the Travellers site at Brideale Close.

Prematurity

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

Conclusion on land use

100. To conclude in relation to land uses, the proposed development would be contrary to strategic policy 10 of the Core Strategy owing to the introduction of residential use into the SPIL so would represent a departure from the adopted development plan.
101. This must therefore be weighed against the benefits of the scheme which include:
- the provision of 181 homes, of which 35% or 61 units would be affordable;
 - Substantial reprovision of 3716 sqm of B1(c) and B2/B8 commercial floorspace, which includes an increase of 156sqm
 - the provision of good quality, flexible commercial space that has been designed to include units of varying scale, improved on street servicing for the commercial and residential space;
 - job creation;
 - delivery of affordable workspace;
 - Optimised use of the site.
102. The design of the commercial units and the flexibility they will offer is entirely consistent with the strategic and local policy objectives to provide workshops for small to medium sized enterprises, especially those in the cultural and creative industries.
103. Some limited weight can be attached to the NSP and OKR AAP at present, given that they have been subject of extensive consultation and the emerging policies would support the proposal. Given the changing character of the area, it is not felt that the introduction of housing would prejudice the operation of existing businesses in the area. In light of this officers consider that the principle of the proposed development in land use terms should be supported.

Environmental impact assessment

104. The applicant did not make a screening request to determine whether an

Environmental Impact Assessment (EIA) is required in respect of the proposed development due to the size and scale of the proposed scheme. The proposed development would not constitute EIA development and accordingly does not need to be supported by an Environmental Statement.

Affordable housing

105. Strategic Policy 6 of the Core Strategy 'Homes for People on Different Incomes' requires at least 35% of the residential units to be affordable. For developments of 15 or more units affordable housing is calculated as a percentage of the habitable rooms and further information on this can be found in the Council's draft Affordable Housing SPD (2011). All of the affordable units should be provided on site and a mix of housing types and sizes is required. In accordance with Saved Policy 4.5 of the Southwark Plan, for every affordable housing unit which complies with the wheelchair design standards one less affordable habitable room will be required.
106. Saved Policy 4.4 of the Southwark Plan requires a tenure split of 70% social rented to 30% intermediate housing. This is reiterated in the draft Old Kent Road Area Action Plan.
107. In total, 504 habitable rooms would be provided in the development. The development would provide a total of 177 affordable habitable rooms which would equate to an overall provision of 35%. The level of provision is therefore acceptable and policy compliant. Viability information has been submitted which supports the delivery of the quantum of affordable housing proposed.
108. The 177 affordable habitable rooms would be split to meet the 70/30 affordable tenure policy requirement for a 35% policy compliant scheme with 124 social rent habitable rooms and 53 Intermediate habitable rooms.
109. In light of this the proposed offer would:

Table 1: Affordable housing

Units	Social rent	Intermediate (shared ownership)	Total
1 bed	7	10	17
2 bed	22	9	31
3 bed	11	2	13
Total	40	21	61

110. Overall, the proposal would provide a total of 61 affordable units in a mix of unit sizes within the building, which is a positive aspect of the scheme. A Section 106 agreement is recommended to secure the delivery of these units, including a clause preventing more than 50% of the private units from being occupied until the affordable units have been completed.

111. For clarity, the locations of the 61 affordable units that are proposed within the scheme are set out below:

Table 2. Unit locations and totals

Core within the scheme	Number of Private units	Number of Social Rent units	Number of Intermediate units	Total	Number of wheelchair units
1 (Glengall Road, South core)	0	19	0	19	1
2 (Glengall Road, North core)	0	21	5	26	11
3 (Bianca Road, North east corner core)	14	0	16	30	6
4 (Tower core)	106	0	0	106	0
Total	120	40	21	181	18

Density

112. Policy 3.4 (Optimising Housing Potential) of the London Plan 2016 states that development should optimise housing output for different types of location within the relevant density range. It also requires local context, design principles and public transport capacity to be taken into account. Strategic Policy 5 (Providing New Homes) of the Core Strategy 2011 sets out the density ranges that residential and mixed use developments are expected to meet. As the application site is located within the Urban Zone, the proposed development would be expected to fall within a density range of 200 to 700 habitable rooms per hectare. This policy also clearly states, however, that within opportunity areas and action area cores, the maximum densities may be exceeded when developments are of an exemplary standard of design. Criteria for exceptional design are set out in section 2.2 of the Residential Design Standards SPD (2015).
113. The site occupies an area of 0.44 hectares. The residential component of the proposed development would comprise 504 habitable rooms and the commercial component would deliver the equivalent of 138 habitable rooms. This results in a total density of 1,443 habitable rooms per hectare.

114. This is clearly significantly higher than the upper limit set by Strategic Policy 5 for the Urban Density Zone of 700 hab rooms per hectare, so it is necessary to assess the proposal against the exception made for Opportunity Areas. There is a pressing need to optimise the use of land in London, particularly in Opportunity Areas. The proposal would result in a good standard of accommodation, with many of the 'exemplary' requirements of the Southwark Residential Design Standards SPD met. This is summarised in the table below:

Table 3. Exemplary residential design standards

Exemplary residential design criteria from Southwark Residential Design Standards SPD	Commentary
Provide for bulk storage	Each of the proposed apartments would have built-in storage broadly in compliance with the Residential Design Standards SPD. There would also be scope, through innovative/flexible design, for the cycle store rooms within each core to accommodate larger items such as pushchairs, the details of which will be resolved at the condition stage in collaboration with Southwark Council's Transport Planning team.
Exceed minimum privacy distances	Minimum privacy distances would be exceeded: 20m (Glengall Road), 12m+ (Bianca Road)
Good sunlight and daylight standards	Good sunlight and daylight standards would be achieved: acceptable within BRE guidelines for an urban context
Exceed minimum ceiling heights of 2.3 metres	All habitable rooms within all proposed dwellings would have floor-to-ceiling heights of 2.5 metres.
Exceed amenity space standards (both private and communal)	All 3-bed units have 10 sqm private balconies. Where there are deficits against 1 and 2 bed units, this is made up for in the communal amenity space. Overall, there is a 45 sqm over provision within the communal and child play space areas.
Secure by Design certification	The scheme would be capable of achieving Secure by Design accreditation. Conditions to require this are recommended.
No more than 5% studio flats	3% (6 in total) of the proposed units would be studio flats.
Maximise the potential of the	The potential of the site would be maximised.

site	delivering additional and improved commercial floorspace, new dwellings achieving an exemplary standard of design and including a large proportion of family-sized units, significant outdoor space and play space, all without compromising local visual or residential amenity.
Include a minimum 10% of units that are suitable for wheelchair users	10% of the proposed units would be suitable for wheelchair users.
Excellent accessibility within buildings	The accessibility within the buildings would be excellent and is Part M2 compliant as a minimum.
Exceptional environmental performance	The environmental performance would be fully policy compliant, taking into account a contribution to the Carbon Offset Fund
Minimised noise nuisance between flats through vertical stacking of similar room types	The proposed development achieves very high proportion of vertical stacking. Plant rooms have been located in the ground floor off the courtyard, 6m+ beneath the nearest residential units and thus sufficiently far away not to create undue noise disturbance.
Make a positive contribution to local context, character and communities	The proposed development would make a positive contribution to local context, character and communities in terms of its quality of design (retaining key facades) and regeneration benefits including affordable housing, workspace, investment in local transport and public space.
Include a predominance of dual aspect units	54% (98 units) would be dual or corner aspect.
Have natural light and ventilation in all kitchens and bathrooms	This would not be achieved because almost all bathrooms would be internal. However, this is considered permissible in the interests of achieving a rational and efficient building layout. All kitchens would form part of larger open-plan kitchen/living/dining spaces which themselves would benefit from natural light and natural ventilation.
At least 60% of units contain two or more bedrooms	112 units (62%) of the total number of units across all tenures would have two or more bedrooms.
Significantly exceed the minimum floor space standards	All units would meet the space standards, and comply with the London Plan..

Minimise corridor lengths by having additional cores	The cores have been efficiently designed so that corridor lengths are minimised
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115. For the reasons detailed in the above table, the higher density proposed would not compromise the quality of accommodation and the impacts of the development would be acceptable. It is therefore considered that the exceedance of the density threshold would not warrant withholding permission.

Housing mix

116. Strategic Policy 7 of the Core Strategy 'Family homes' requires developments of 10 or more units to provide at least 60% 2+ bedroom units and 20% 3+ bedroom units. No more than 5% studio units can be provided and these can only be for private housing. At least 10% of the units should be suitable for wheelchair users.

Table 4: Unit mix

	Total number units (number)	Total Units (%)
Studios	6	3
1 bed	63	35
2 bed	76	42
3 bed	36	20
Total units	181	100%

117. 62% of units would have two or more bedrooms; this meets the 60% target and is therefore acceptable. 20% of the units would have three or more bedrooms, which is policy compliant. 6 studios are proposed. 18 wheelchair units (10%) would be provided, which are distributed between tenures and cores. This is considered broadly acceptable.
118. In summary the housing mix would be in accordance the relevant policy.

Wheelchair dwellings

119. Saved Policy 4.3 of the Southwark Plan requires at least 10% of all major new residential developments to be suitable for wheelchair users and London Plan Policy 3.8 requires 90% of new housing meets Building Regulations requirement M4 (2) 'accessible and adaptable' and 10% to meet Building Regulations requirement M4 (3) 'wheelchair user dwellings'. This is reiterated in emerging policy in the draft OKR AAP and the NSP.
120. 18 wheelchair units (10%) would be delivered. Wheelchair fit-out would be provided in the social and intermediate tenures across a range of units. The number of wheelchair dwellings meets the policy requirements and the spread across the two affordable tenures is considered acceptable. The units would be required to be fully fitted for first

occupation.

Quality of accommodation

121. Saved Policy 4.2 of the Southwark Plan advises that planning permission will be granted provided the proposal achieves good quality living conditions. The standards in relation to internal layout are set out in the adopted Residential Design Standards SPD 2011 and include guidance on overlooking standards as well as requiring the predominance of dual aspect accommodation.

Aspect

122. 54% of the proposed 181 units would be dual aspect. The majority of single aspect units would be west facing towards Glengall Road and Burgess Park or the internal courtyard. 10 north facing single aspect units are proposed facing Bianca Road and benefit from a dual aspect views onto the private balcony. All of the three bed units would be a dual aspect.

Unit sizes

123. All of the proposed units would satisfy the minimum floor areas set out in the London Plan, alongside good floor to ceiling heights and glazing. All kitchen units would be naturally ventilated and lit. Bathrooms and toilets would be artificially lit and ventilated, but this isn't uncommon in flatted developments. Accordingly, this aspect of the scheme is policy compliant.

Internal daylight within the proposed residential units

124. A daylight and sunlight report and addendum based on the Building Research Establishment (BRE).

Daylight

125. Guidance has been submitted which considers daylight to the proposed dwellings using the Average Daylight Factor (ADF). ADF is a measure of the overall amount of diffuse daylight within a room. It is the average of the daylight factors across the working plane within a room. This equates to the ratio of the average illuminance across the working plane, to the illuminance due to an unobstructed sky. ADF determines the natural internal light or daylight appearance of a room and the BRE guidance recommends an ADF of 1% for bedrooms, 1.5% for living rooms and 2% for kitchens. This also adopts an ADF of 2% for shared open plan living room/kitchens/dining.
126. In terms of the average daylight factor, 90.7% of the rooms within the scheme obtain an ADF level higher than the British Standard requirements. Close analysis of the layout shows that there are a large number of dual aspect units. A large number of rooms that do not meet the average daylight factor level are bedrooms, and the vast majority of these are part of flats where the lounge/dining area is in itself fully compliant meaning in an overall sense a well-lit flat. There are very few lounge areas falling below the ADF level, however, these have been designed in such a way as to have good levels of daylighting distribution meaning that these too will appear well lit. Overall this means that there are two of 181 units only whereby daylighting might be

considered to be below standard. Internal levels of daylight are shown overall to be good.

Internal Overlooking

127. There would be some opportunities for overlooking between habitable windows of residential units that face onto the internal courtyard. However they would be separated by an 18.5m wide gap. This degree separation is considered acceptable in this instance, as although the Residential Design Standards recommend 22 metres, the internal courtyard is a desirable feature and it is not possible to make it wider so this is a reasonable compromise.

Amenity and play space

128. All new residential development must provide an adequate amount of useable outdoor amenity space. The Residential Design Standards SPD sets out the required amenity space standards which can take the form of private gardens and balconies, shared terraces and roof gardens. Policy 3.6 of the London Plan requires new developments to make provision for play areas based on the expected child population of the development. Children's play areas should be provided at a rate of 10sqm per child bed space (covering a range of age groups). The emerging OKR AAP requires 5sqm of public open space per dwelling as per AAP 10.

129. The following amount of amenity space would need to be provided:

- For units containing 3 or more bedrooms, 10sqm of private amenity space as required by the SPD;
- For units containing 2 bedrooms or less, ideally 10sqm of private amenity space, with the balance added to the communal space;
- 50sqm communal amenity space per block as required by the SPD;
- 10sqm of children's play space for every child space in the development as required by the London Plan;
- 5sqm of public open space per dwelling as required by the OKR AAP. If it is not feasible to deliver the open space on site, a financial contribution will be required.

Private amenity space

130. In this case, a total of 1810sqm of private amenity space would need to be provided between the 181 units. In this instance 2018sqm of private amenity space is proposed, with all flats have been provided with private amenity space in the form of balconies and terraces. This is a positive benefit of the scheme. The schedule of private amenity space is:

- 36 x 3 bed units provide 10sqm;
- 76 x 2 bed units provide 7sqm;
- 69 x 1 units provide 5sqm.

Communal amenity space

131. A total of 50sqm communal amenity space is required to be provided within the scheme. A total of 1046sqm of communal amenity and child play space is proposed in two roof level gardens which will be conditioned for detailed design. The proposed

private amenity space (2018sqm) combined with the proposed communal amenity space (1046sqm) would deliver a total amenity space of 3064sqm. This would exceed the total requirement (1860sqm) of amenity space and is therefore acceptable. Details are set out below:

Table 5: Communal Amenity Space

Communal Amenity Space	Location	Size
Communal Space 1	Above Glengall Road block, 5 th floor	380.27sqm
Communal Space 2	Above Bianca Road block, 7 th floor	666.47sqm

132. The detailed design and layout of each of these spaces in conjunction with the overall child play space will be secured by condition.
133. Residents in the tower do not have direct access to the communal amenity space. However, these residents will have 'fob' access to the communal amenity space and child play space.

Children's amenity space

134. Based on the draft New Southwark Plan child play space yield, the development would be required to provide 566sqm of children's play space on site. This will be completely provided on site within the communal amenity space of 1046sqm. An excess of 45sqm is provided over and above the required child space and total amenity space, as detailed in the table below.

Table 6: Amenity and child play space schedule

Type of space	Area
Total private amenity space proposed	2018sqm
Total communal amenity space + child play space required	616sqm
Total private and communal amenity space + child play space required	2426sqm
Total amenity space + child space proposed	3064sqm
Excess	638sqm

135. Further design details of the proposed play space within the scheme will be secured by condition.

Public open space

136. Policy AAP10 of the emerging OKR AAP requires the provision of 5sqm of public open space per dwelling which equates to 908sqm for the scheme. 851sqm of public open space is proposed in the proposed Latona Yard and access route from Bianca Road. As such, there is a shortfall of 54sqm that cannot be provided on site which will be secured by a financial contribution.
137. Although this policy currently has limited weight, the applicant has agreed to make the contribution of £11,070 based on the 181dwellings proposed (at a cost of £205 per sqm as set out in the section 106 SPD) which could go towards off site delivery of open space such as the proposed linear park or Burgess Park, and can be secured by the legal agreement.

Noise

138. The site is located within the SPIL, and the proposed residential units would adjoin existing commercial units to the east, south and north, although these sites may come forward with similar mixed use schemes. An environmental noise assessment has therefore been undertaken to assess whether the site would be suitable for residential development. The report has been reviewed by the Council's Environmental Protection Team (EPT) and a condition to secure appropriate internal noise levels is recommended, which should minimise the likelihood of noise complaints against the existing industrial occupiers. This should be capable of being achieved with robust glazing.

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

139. Strategic Policy 13 of the Core Strategy 'High Environmental Standards' seeks to ensure that development sets high standards for reducing air, land, noise and light pollution and avoiding amenity and environmental problems that affect how we enjoy the environment in which we live and work. Saved Policy 3.2 of the Southwark Plan states that permission will not be granted for developments where a loss of amenity, including disturbance from noise, would be caused. The adopted Residential Design Standards SPD expands on policy and sets out guidance for protecting amenity in relation to privacy, daylight and sunlight.

Daylight and Sunlight impact to existing residential units

140. A daylight and sunlight impact assessment was submitted with the planning application to assess the impact on nearby existing residential properties.
141. The neighbouring residential units that have the potential to be impacted in terms of daylight and sunlight are located at:
- :
- 66-80 Glengall Road;
 - 55 Glengall Road;
 - 57 Glengall Road;

- 2-20 Latona Road;
- 36-82 Latona Road;
- Space Studios Haymerle Street.

142. The figure below illustrates the location of these existing residential properties:



Figure 18: Neighbouring residential properties assessed

66-80 Glengall Road

143. This run of property is a set of four storey terraced houses which are divided into flats. The applicant did not have specific information on the layouts of these flats. The front elevations of these buildings are directly opposite the front elevation of the scheme on Glengall Road. The results show that reductions in excess of 20% will occur to the Vertical Sky Component (VSC) values as a result of the scheme. Contextually however this is somewhat misleading as in daylight terms the existing site is low rise and provides little obstruction to light. Light levels in all floors of these houses are extremely high. In this case it is more informative to review retained levels of light and it can be seen that VSC levels remain from 18%-25% in the basement, 21%-28% to the ground floor, 23%-29% on the first and 26%-31% on the second. This means that the rooms will maintain significantly high levels of daylight and will maintain in excess of a normal level of daylight for an urban area. Sunlight amenity to the property will remain very good after the proposed scheme is implemented.

2-20 and 36-82 Latona Road

144. These are maisonettes within a four storey block on the southern side of Latona Road, and, are removed from the site by the light industrial buildings that border the south of the application site. However, these have still been assessed. Where reductions do occur in excess of 20% these are due to the presence of balcony overhangs serving the entrances to these maisonettes and the impacts restricted to the kitchen areas located on the Latona Road façade. It is considered that these would be fully daylight, as with the floors below, if there were no balconies in place and thus the impact, under BRE guidance is compliant.

55 Glengall Road

145. This flat sits directly adjacent to the proposed scheme and is over three floors above ground. The main windows of this flat do not face directly at the site and consequently our analysis shows that there is minimal impact on the internal distribution of light despite reductions of VSC in excess of 20%.

57 Glengall Road

146. This property sits directly opposite the south elevation of the scheme site and is located on an upper floor of this previously industrial building. An objection was received from the applicant/owner of this property in relation to the potential impact on daylight and sunlight to existing and *proposed* north facing habitable rooms. As such, further testing was undertaken by the applicant to assess the retained levels of daylight based on available information regarding layouts.
147. 17/AP/2744 – temporary permission for the current and continued use of the 1st floor as a residential apartment for 2-years (expires in September 2019) – Existing context.

Vertical Sky Component

148. The bedroom window currently sees around 30% VSC, whereas the two windows serving the family room currently see 28.30% VSC and 22.21% VSC respectively. These existing VSC results are considered relatively high for a dense urban environment. However, all three windows are self-obstructed by the existing building arrangements so that they receive all of their VSC from a “canyon” looking directly outwards. The BRE discusses such types of situation, stating at paragraph 2.2.12: *“A larger relative reduction in VSC may also be unavoidable if the existing window has projecting wings on one or both sides of it...”* Post development, the bedroom window would record 15.82%VSC, whereas the two windows serving the family room would record 14.42% VSC and 10.89%VSC. When compared with the high baseline figures, inevitably these changes would be noticeable. VSC values in the mid-teens (and a smaller proportion below) have been considered by the GLA/London Mayor and Planning Inspectorate on several occasions as acceptable in a dense urban environment such as this, and particularly in regeneration areas such as the OKR Opportunity Area.

No-Sky Line

149. The applicant has also considered the Daylight Distribution (“DD”) contour, as BRE consider that the DD contour should be considered along with the VSC result, where

layouts are known. This was assessed using a layout supplied by the owner of 57 Glengall Road. The DD study effectively divides the areas of the space between those that can see a direct view of the sky at desktop level (i.e. in front of it) and those that cannot (i.e. behind it). In conclusion, there would be minimal impact to the family room and adjacent bedroom, indicated by the small areas of crosshatching. These generally occur at the very extremes of the rooms, i.e. at the back and in the corners. When considering the "proposed" DD results as percentages of the two rooms, the family room would retain over 80% DD contour and the bedroom around 70%. The Building Research Establishment ("BRE") guidance would consider these to be excellent results, particularly in an urban context such as the Old Kent Road Opportunity Area.

Average Daylight Factor

150. The ADF assessment is predominantly for application with new build; however it can provide a useful additional means of considering quality of natural light within rooms where layouts are known. It should be noted that there are other variables such as surface finishes and window transmittance which cannot be accurately measured without undertaking an internal inspection; however reasonable assumptions can be applied. The default recommended ADF targets for new build dwellings are 1% ADF for bedrooms, 1.5% for living areas and 2% for kitchens. As can be seen, at present the bedroom achieves 1.12% ADF, which is in excess of the British Standard minimum ADF target recommendation of at least 1%. The family room achieves 1.76% ADF against a default recommended BS target of at least 1.5% ADF for living areas, or 2% ADF where these include kitchens. 1.5% ADF has been considered by Inspectors as an acceptable alternative target for these types of combined space. Post development, the bedroom would retain 0.72% ADF and the family room 1.09% ADF. Both of these would be below the British Standard ADF target recommendations, but again not considered unusual in a dense urban environment and especially so given the relationship between the two sites. For the same reasons as previously, these results are considered predominantly due to the funnel/canyon effect of the existing context and outlook from these rooms.
151. 16/AP/4451 – extant consent for alterations to the existing roof, the use of the 2nd floor for residential accommodation, and the conversion of the 1st floor back to B1 (expires in January 2020).

Vertical Sky Component

152. A total of four windows were assessed, one of which is a rooflight. The four windows serve two rooms i.e. two windows serving each. The existing values range from 31.11% VSC to 32.89% VSC for the vertical windows, with the rooflight recording 94.45% VSC. These are all considered high for a dense urban environment. The retained VSC value for the three vertical windows are all in excess of 17% post development, which is considered good for a dense urban environment, by reference to GLA/London Mayor and Planning Inspectorate decisions. The change from the high baseline would inevitably be noticeable. The fourth window is a rooflight, which would retain 88.13% VSC, which is excellent.

No-Sky Line

153. The analysis showed that there would be a noticeable no-sky line difference in the family room, given its depth and over-reliance on daylight from the direction of the

proposed development. However, it would retain 45.46% of its area with a direct view of sky, which is not considered unusual for a dense urban environment such as this. This retained value could be significantly increased if the room were to make use of the central lightwell in addition to the windows, as suggested by the consented layouts. The adjacent sitting room, which more clearly makes use of the central lightwell, would be unaffected in terms of no-sky line, thereby demonstrating its significant contribution.

Average Daylight Factor

154. The retained value for the sitting room would be greatly in excess of the default BRE recommendation of 1.5%ADF. The retained result for the family room (1.49%ADF) is considered to be nearly identical to the value of 1.5%ADF found to be an acceptable alternative target where living areas also feature kitchens. The retained results for both rooms would therefore be considered to remain adequate.
155. 17/AP/2952 – proposed scheme for the refurbishment of the existing building and the addition of two extra storeys to provide five commercial units and nine residential flats (pending).
156. This scheme was assessed using the proposed drawings. It should be noted that the applicant/owner of 57 Glengall Road has revised the proposal so the reduction in daylight to the affected north facing windows to the third floor habitable spaces has been mitigated with the removal of a fourth floor balcony.

Vertical Sky Component

157. At second floor, five windows were assessed. Three of the five are understood to serve a proposed dining room and the remaining two a proposed living room. In the existing scenario, these windows record between 29.48%VSC and 33.21%VSC. Post-development, two of the three windows serving a proposed dining room would retain in excess of the BRE default minimum recommendation of at least 27% VSC, with the third retaining close to 18% VSC.
158. The two windows serving the living room would retain 16.54%VSC and 17.80%VSC. As such, there would be noticeable differences to 3 of the 5 windows assessed. In all cases the retained (i.e. post-development) values would either exceed the default BRE recommendations or be considered adequate for a dense urban environment such as the opportunity area by reference to by reference to GLA/London Mayor and Planning Inspectorate decisions.
159. At third floor two windows were assessed, which are understood to serve a proposed kitchen/dining room and a living room. In the existing scenario these would record 35.80%VSC and 37.30%VSC, considered high for a dense urban environment. Post-development, both would retain 21% VSC which is considered very good for a dense urban environment such as the opportunity area. The interim difference may be noticeable to occupants given the high baseline.

No-Sky Line

160. This analysis shows that there would be no noticeable no-sky line differences within the proposed rooms at second floor level. At third floor, there would be no difference in

no-sky line within the proposed living room. In respect of the kitchen/dining room the analysis indicated a slightly noticeable difference, given it records a 25.44% difference. This room would retain 70.08% of its area with a direct view of sky, considered excellent for a dense urban environment.

Average Daylight Factor

161. At second floor both rooms would retain values in excess of the default British Standard recommendation for their assumed use. At third floor, the living room would also retain an ADF value in excess of the default British Standard recommendation. In respect of the adjacent kitchen/dining room, the existing results show that this has a significantly lower ADF results, considered to be mainly due to its much smaller window size when compared to the other proposed rooms. The room would experience a similar reduction to the others adjacent; however this lowered baseline due to the small window size means the room would fall further below the default recommendation post-development. A larger window size, more comparable to the rooms adjacent, should alleviate the lower existing and proposed results.
162. In overall terms, whilst a degree of impact on 57 Glengall Road is inevitable, the various tests outlined above all demonstrate that the residual natural lighting conditions will remain acceptable in all scenarios, and particularly within an urban regeneration context such as this where an efficient use of land is a policy requirement. There will however be noticeable differences, something the BRE would consider unavoidable in these situations. These potential impacts were carefully considered during the design process, as demonstrated by the range of assessments/reporting and level of discussion which has taken place. It is also important to highlight that the lowest retained VSC values, albeit still acceptable in planning terms, relate to a temporary consent which is due to expire in less than a year.

Space Studios, Heymerle Road

163. These units are artists' studios and as such not normally the subject of daylighting analysis. However, recognising that there is the potential for impact, they have been included for assessment. There is no discernable impact to these units either in light available to the windows or in terms of internal distribution.

Conclusion on daylight and sunlight impacts to existing residential units

164. A detailed daylight sunlight assessment has been undertaken in relation to all neighbouring residential properties in accordance with the BRE guidelines on daylight and sunlight.
165. It should be noted that the existing site massing is modest, and therefore some noticeable proportional reductions will be inevitable with any scheme that optimises the full potential of the site. However, as has been held on Appeal, noticeable is not to be equated with unacceptable.
166. While reductions in amenity to many of the properties assessed fully comply with the default BRE criteria, there will be noticeable impacts to some properties as set out above. However, in each case these are limited and considered to be reasonable in this context. The limited impact is regarded as acceptable and consistent with all the

neighbours for an urban area. The presence of the proposed tower element does eliminate a relatively large proportion of the available sky, however, its slender nature allows significant levels of daylight to penetrate around it to all the relevant neighbours.

167. In addition, analysis has been undertaken in a cumulative sense for the potential redevelopments adjacent to the application site; the analysis shows that any cumulative issues are not caused by the application site whose impacts are within guidelines where cumulative analysis is required. The application scheme will allow good daylighting to be available to the cumulative schemes and will not hinder the design of these potential schemes.

Overlooking

168. In order to prevent harmful overlooking, the Residential Design Standards SPD 2011 requires developments to achieve a distance of 12m at the front of the building and any elevation that fronts a highway and a minimum of 21m at the rear. These distances are all met in terms of the impact of the proposal on adjacent buildings.
169. In relation to adjoining sites the proposed scheme is approximately 20 metres away from 66-80 Glengall Road and approximately 46m (southern elevation of the Bianca Road block) minimum of metres away from north elevation of 57 Glengall Road. These degrees of separation when considered with the orientation of the flats are considered to avoid any harmful overlooking.

Outlook

170. It is considered that the proposed development will provide an improved outlook for nearby residential properties as the scheme would enhance the street townscape with a high quality well designed mixed use building. New public realm and wider footways would enhance the existing poor quality of public realm. While the ground floor would be replaced with active frontages that encourage, increased footfall and use of the site. The impact of the proposal on long views and panoramas from Galleria Court is not considered material enough to warrant refusal as these views are not protected.

Air quality

171. The site is located in an Air Quality Management Area and an Air Quality Assessment has been submitted, which considers the air quality impacts arising from the construction and use of the development. The proposed development seeks to achieve these aims by:
- Keeping all workspaces on ground and mezzanine levels;
 - Using passive and mechanical ventilation systems where appropriate;
 - Incorporating “urban greening” in the form of landscaping and planting;
 - Being “car free” and within a restricted parking zone;
 - Using high efficiency condensing boilers; and
 - Providing future connection to the decentralised energy network.
172. The Council's Environmental Protection Team (EPT) has reviewed the submission and advised that they will require the emissions during the construction phase to be controlled by measures contained with a Construction Management Plan. Such a plan

should provide details of continuous monitoring for dust and noise. It is recommended that this plan be requested by condition.

173. The proposed development will meet building and transport emission benchmarks in terms of air quality neutrality. As such, no mitigation measures are required to reduce these emissions.

Conclusion on quality of residential accommodation

174. The proposed development would provide well lit and well ventilated homes that meet the space requirements of the Residential Design Standards. Sufficient private, shared communal and children's play space has been provided meeting the minimum requirements. The quality of accommodation is therefore considered to justify the high density of the scheme. Section 106 payments have been secured for public open space which can go towards the delivery of new open space offsite since it is not possible to provide all of this on site.

Design issues

175. Strategic Policy 12 of the Southwark Core Strategy (2011) states that all development in the borough will be expected to "achieve the highest possible standards of design for buildings and public spaces to help create attractive and distinctive places which are safe, easy to get around and a pleasure to be in". Saved Policy 3.13 of the Southwark Plan asserts that the principles of good urban design must be taken into account in all developments which includes height, scale and massing of buildings, consideration of the local context, its character and townscape as well as the local views and resultant streetscape.
176. The emerging policy in the AAP sets out a vision for the Old Kent Road that would see substantial change in the area over the next twenty years, whilst seeking design that responds well to its existing character and sense of place. There are no conservation areas or listed buildings in the vicinity of the application site. The draft AAP does however identify buildings of townscape merit and architectural or historic interest around the site. None would be harmed by these proposals.

Height, Scale and Massing

177. The height of the buildings proposed marks a step change in the scale of development in the area, although not as tall as the tower recently approved at Nye's Wharf at circa 18 storeys. The height, scale and massing proposed is in line with the emerging policy set out in the draft AAP. At its highest point, the development under consideration here would be 53.5m high within the centre of the site where the proposed building reaches 15 storeys.
178. The form and massing approach is broadly supported by the GLA.
179. Policy 7.7 of the 2016 London Plan, 'Location and Design of Tall and Large Buildings', states that tall buildings should be limited to sites in the Central Activity Zone, opportunity areas, areas of intensification or town centres that have good access to public transport. Furthermore, London Plan Policy 2.13 requires development in Opportunity Areas to optimise residential and non residential output densities, meet or exceed minimum housing and employment guidelines and support wider regeneration

objectives. Annexe 1 of the 2016 London Plan sets out the specific requirements for the Old Kent Road Opportunity Area, identifying it as having significant potential for residential-led redevelopment. As such, it is considered that the Old Kent Road Opportunity Area is, in principle, an acceptable location for tall buildings which optimise housing delivery and regeneration benefits.

180. This massing proposal would result in a well articulated composition, responds positively to the shape of the site, its existing context, and potential future development around the site, as illustrated in the master-planning of the draft OKR AAP which indicates a Tier 3 tall building on this site to a height of approximately 50m. The stepped residential blocks break up the perception of massing along in longer views and allows for the courtyard to be well naturally lit from the south.
181. The character of the area would not be adversely affected by the scale, mass or bulk of the buildings proposed because it is not generally considered sensitive to change of this type, and it is considered that the proposals would relate well to their surroundings, particularly at street level, with active frontages. The contribution that the scheme would make to local regeneration would be very significant in terms of new homes and more jobs within a mixed use development.
182. In terms of microclimate impacts, the results of the wind assessment for the proposed development indicate that no significant adverse effects are anticipated.

Design Quality

183. The design proposed is of a high quality that responds well to the character of the surrounding context. The architectural language is primarily inspired by industrial buildings, resulting in an attractive, well proportioned building driven by the strong structural grid of the building. The windows would be a mix of aluminium windows, well in keeping with the aesthetic proposed. Windows of this nature are common in buildings around the application site. The rational, repetitive rhythm of the windows on each elevation, and the depth of the window reveals further contribute to the industrial aesthetic
184. Within this simple articulation, the building would have a clear, but subtly differentiated hierarchy of 'base', 'middle' and 'top', with different elevation details to separate the blocks into distinctive massings. This proposed articulation ensures comfortable proportions and a clear articulation of the mix of uses proposed.
185. The 'base' of the building, that includes the retained elevational elements and the ground and first floors is defined by a horizontal banding and vertical columns that splits the change in function from commercial use to residential uses above. A double height central corridor provides access to the commercial floorspace and through to the proposed yard. The high floor to floor ceiling heights create legible commercial frontages along the three public facing elevations of the building to Glengall Road, Bianca Road and the new Latona Yard.
186. The 'middle' would feature a clear rhythm of windows and balconies, with predominant vertical columns of red brickwork interlaced with recessed elements to reduce the perceived height and mass of the buildings and accentuate articulation in plan by contrast with the red brick.

187. The 'top' would be expressed with a mix of brick detailing. Lift overruns and rooftop access would be expanded Stainless Steel to promote transparency but appear as new machined additions to the roofscape.

Detailed design, fenestration and materiality

188. A brick and metal cladding language is proposed for the building in response to the character of the surrounding area. This would consist predominantly of red brick and a secondary material of dark grey metal cladding for recessed elements.
189. Openable commercial glazed units, dark grey powder coated crittall style metal frames are proposed for the commercial floors and similar are proposed for the residential floors. The recessed and protruding balconies would be enclosed by metal frames and flashings to the glass balustrades.
190. These materials, along with the details described above are considered an appropriate response to the existing character of the area and the emerging architectural language proposed in the draft OKR AAP. Detailed drawings and material samples will be required by condition in order to ensure that this quality of design is delivered.

Public realm and open space

Glengall Road

191. The footways to Glengall Road would be slightly widened to create a comfortable setting for the proposal and improve the walking environment.

Latona Yard

192. A key aspiration of the OKR AAP is to deliver a series of public working yards within the opportunity area, similar to existing yards elsewhere in Southwark such as Pullens Yard at Elephant and Castle.
193. The Latona Road, Glengall Road, Bianca Road and Heymerle Road block offers an excellent opportunity for a new versatile, creative yard space, and this proposal would deliver a significant proportion, with the remainder being provided by two or more further landowners including, at this time, the council, as adjoining sites came forward for development on the eastern and southern side of the block. The southern entrance to the yard would be delivered on a site owned by the council on Latona Road and Heymerle Road.
194. The proposed yard would provide activity and spill-out space for light industrial and creative workspaces that each building fronting the yard would provide. There is the opportunity for the yard to become a destination for markets and exhibitions. It would also provide a north/south walking link from Bianca Road or the proposed Linear Park to Latona Road once complete to ensure better permeability and encouraging walking within the area and to Burgess Park.



Figure 19. Illustrative image of the proposed route through Latona Yard from Latona Road to Road and to Bianca Road.

195. The retained chimney would provide a unique historical reference point and the yard would well defined on all sides by the elevations of new and existing the buildings to create an intimate and vibrant place. Further options are being explored to either fully or part cover the yard or to keep it open to the elements. Any future options or structures would be agreed with the respective landowners and would likely require further planning permission.



Figure 20. Illustrative image of a completed Latona Yard prepared by Patel Taylor architects. This is one option of for the yard space that is being explored.

196. Further work has also been undertaken to explore the materiality of the Yard, with cobbled paving a likely choice of materials.

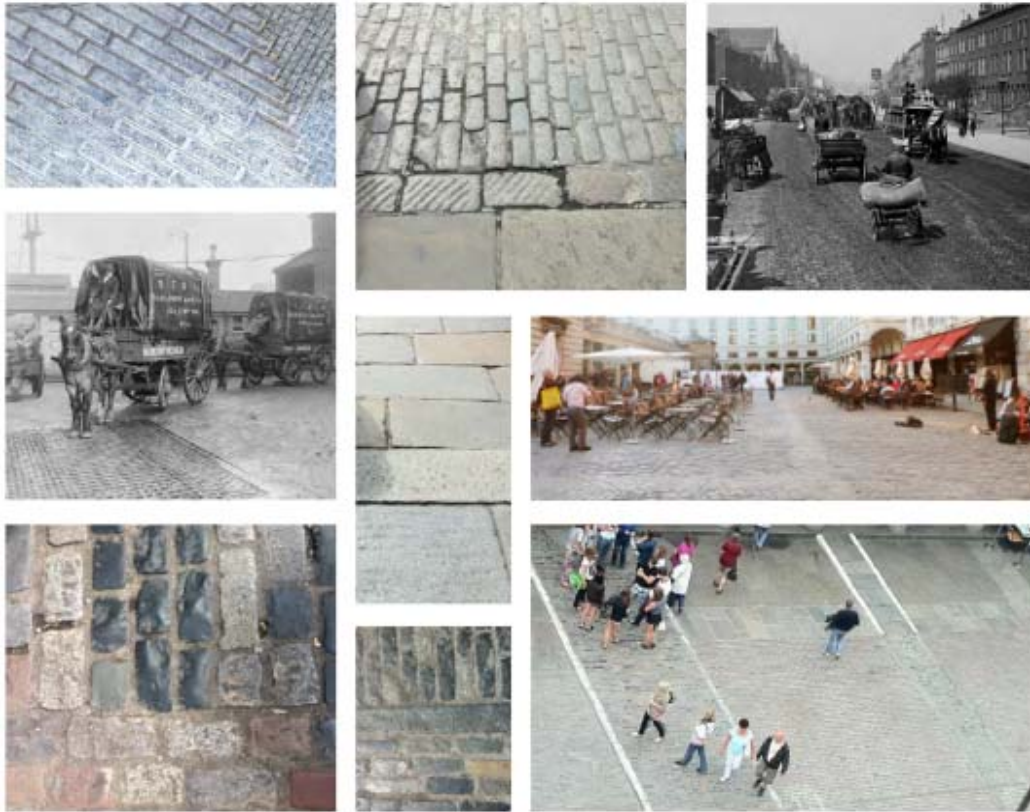


Figure 21: Illustrative materials for the yard.



Figure 22: Illustrative photograph of the type of yard space.



Figure 23. CGI image of the proposed Latona Yard. Detailed design to be conditioned.

197. Detailed design and management of the Latona Yard would be secured by condition and s106 legal agreement through the respective landowners. A joint management board or company would ensure.
198. As noted above, Policy AAP10 of the emerging OKR AAP requires the provision of 5sqm of public open space per dwelling which equates to 908sqm for the scheme. A 851sqm of public open space is proposed in the proposed Latona Yard and access route from Bianca Road. As such, there is a shortfall of 54sqm that cannot be provided on site which will be secured by a financial contribution. Although this policy currently has limited weight, the applicant has agreed to make the contribution of £11,070 based on the 181 dwellings proposed (at a cost of £205 per sqm as set out in the section 106 SPD) which could go towards off site delivery of open space such as the proposed linear park or Burgess Park, and can be secured by the legal agreement.

Surrey Canal Linear Park

199. The retained northern elevation of the site would front onto Bianca Road which is currently the proposed location and route for the new Surrey Canal Linear Park that is set out in the draft OKR AAP. The application site would not provide any land for the park as it would be delivered through the conversion of the existing public highway. However, the financial open space contribution secured through s106 could be pooled with adjoining s106 contributions to part-fund the delivery.
200. The retained northern elevation would provide a historic, active frontage with interesting views into the commercial workspace from the park.

Design Review Panel

201. The Design Review Panel's role in planning process is advisory. They reviewed the scheme on 14 May 2018 and provided detailed comments in their report.
202. It should be noted that the scheme has been revised in response to the panel's suggestions and through further discussions with officers.

Open space

203. A concern was raised regarding the scale and quality 'Latona Yard' and the quality of the communal space proposed at roof level and within the internal courtyard.
204. Officer response: Officers note that the proposed Latona Yard space would be constrained and not fully delivered until all the adjoining sites delivering space for the yard came forward. However, the space offered is significant and the leading driver for the delivery of the yard. Officers recognise that the successful delivery of new joined-up public realm within the OKR Opportunity Area will rely on the multiple landowners each providing land and this will take place at different times and should not fall to individual landowners to provide all public realm. Since the DRP report, further work has been undertaken by the council and adjoining landowners regarding the type of place the Yard would be. Figures 19-23 illustrate some of these emerging ideas for a meaningful public yard.
205. In terms of roof terraces, the proposal would provide significant communal amenity and play space on site as required by policy. The large regular shaped roof areas provide the opportunity to deliver a high standard of space with the detailed design of space secured by condition. Natural play will be incorporated into the design of the terraces. Using mostly timber elements, this form of play encourages children to explore and create their own play. Boulders, stepping stones, tree logs and stumps will be dispersed through the landscape, whilst larger lawn areas will enable more informal play space. The first floor communal space is has been reviewed and will now only be used for private amenity space. This does not reduce the level of the communal amenity space to a non-policy compliant level.

Façade retention, security and chimney

206. Whilst the Panel supported the façade retention and chimney in principle, it did not consider that the incorporation of these features had been adequately reconciled with the relationship between the new and existing fabric, that there was potential anti-social-behaviour issues between the retained elevation and residential entrances, and there was insufficient investigation into the relationship between the retained chimney, the new development and the new open space.
207. Officer response: Officers recognise the challenges of historic façade retention in relation to the new building and there are a number of ways to achieve this. It is officers' view that the proposal successfully incorporates the retained elevational features as a result of the consistent materiality and satisfactory relationship within the massing that allows the scheme to also deliver an uplift in workspace and optimises the number of new homes on the site. In relation to security, the Met Police have not objected to the development but would seek to have a planning condition attached where this development must achieve Secured by Design accreditation. This is condition is proposed.

Height and massing

208. Although the panel accepted that the site could accommodate a taller element, the panel were not convinced by the justification for positioning of the tall building in the centre of the block and the potential impact it would have on adjoining sites.
209. Officer response: It is officers' view that the massing and location of the tallest element is appropriate for the site. The tallest element is located within the centre of the wider block and would mark the location of the proposed Latona Yard. The proposal has been amended so that the lower floors of the southern elevation of the tower would not have windows to ensure that the adjoining site at 3-5 Latona Road could be redeveloped.

Architectural design

210. The Panel felt that the proposal to extend the materiality of the existing industrial building to the new buildings was generic and unconvincing and that the quality of this proposal will rely to a large degree on the quality of the detailing so that the quality of design should be embedded into a permission, if granted. The Panel felt that the tower could be a different but complimentary architectural language to the linear blocks.
211. Officer response: There are a number of design options when combining retained features and new build. It is officers' view that this proposal reads successfully as a single development in terms of architectural expression and materiality. The urban block that the site comprises part of would demonstrate a range of industrial-led architectural styles within mixed use typologies, and this scheme would deliver that typology. Officers agree that securing the detailing is important and conditions to achieve this are proposed.

Land-use and legibility

212. The Panel recognised the efforts that had been made to create a coherent proposition for the commercial space at ground floor, but were concerned that this had not been successfully reconciled with the residential development above. There was a lack of clarity regarding the location and character of the commercial and residential entrances, the internal central space would not work operationally, the south facing residential units in the tower would be compromised by future development to the south. Concerns were also raised about the north facing single aspect units.
213. Officer response: It is officers' view that the residential layouts are efficient and the entrances and character of the scheme are legible and well located to ensure the scheme optimises the opportunities on the site, and the proposal does not impinge on adjoining sites to the south coming forward for development or vice versa. The limited number of north facing units are considered acceptable and would enjoy views towards Burgess Park and the proposed linear park once delivered. They would receive good daylight levels.

Conclusion on design

214. The building would be of an appropriate height and scale and accordingly is considered acceptable. The design quality, and use of brick would ensure that a high quality of finish would be achieved. Conditions are recommended in relation to

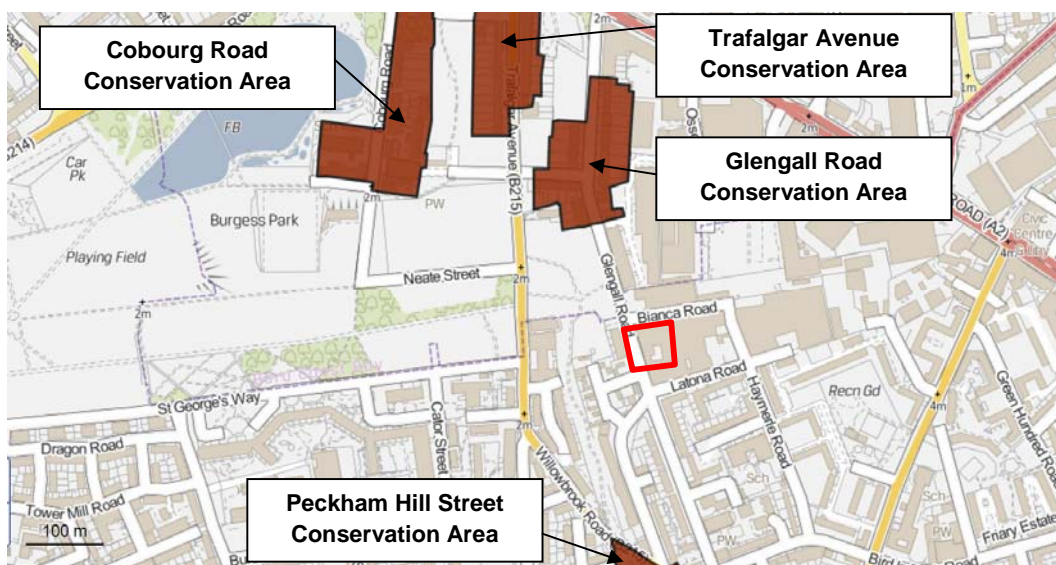
detailed design and material samples.

Heritage

215. Conservation Areas and listed buildings

216. It is important to note that the application site is not located within a Conservation Area.

217. It is recognised that the proposal may have an impact as the application site is located close to following four conservation areas to the north and south of the application site, and an assessment of the potential impact on the setting of these conservation areas is required. The four conservation areas are:



- Glengall Road Conservation Area located to the north and is closest to the application site. It is predominantly experienced in a north/south linear view:



Figure 24. Glengall Road, south facing view



Figure 25. Glengall Terrace, east facing view

- Cobourg Road Conservation Area is located to the north east of the site:



Figure 26. Coburg Road, south facing view

- Trafalgar Avenue Conservation Area located to the north east of the site
- Peckham Hill Street Conservation Area located to the south of the application site.

218. The following Grade II listed buildings are located within the nearby neighbourhood to the application site, but do not adjoin the site:

- 1-9 Glengall Terrace – 190m to north west off Glengall Road
- Listed villas on 5-31 Glengall Road and 24-34 Glengall Road – 190m-320m to north below:



Figure 27. Listed villas on 5-31 Glengall Road and 24-34 Glengall Road

- Celestial church of Christ and attached wall and railings, Glengall Road, is located 180m to the south of the application site below:



Figure 28. Celestial Church of Christ

- New Peckham mosque (former church of St Mark), Cobourg Road, is located 330m to the north west across Burgess Park below:



Figure 29. New Peckham mosque (former church of St Mark)

219. The existing industrial building fronting Bianca Road and the industrial chimney on the application site have been identified as a 'Building or features of townscape merit' and is considered worthy of retention.



Figure 30: View of northern and western elevations and chimney of application site to be retained fronting Bianca Road.

220. In relation to the impact on Conservation Areas, officers have received a representation from Historic England that states that the proposed 15 storey tower would break the picturesque skyline comprising of the Cobourg Primary School and Georgian and Victorian houses that make up the Cobourg Road Conservation Area. This is illustrated in Figure 31 below.
221. Historic England notes that whilst this impact would be relatively modest when compared to other emerging schemes in the wider area, they conclude that this impact would cause 'some harm' to the setting of the Conservation Area and its component listed buildings.



Figure 31. View from Burgess Park across the Cobourg Road Conservation Area.

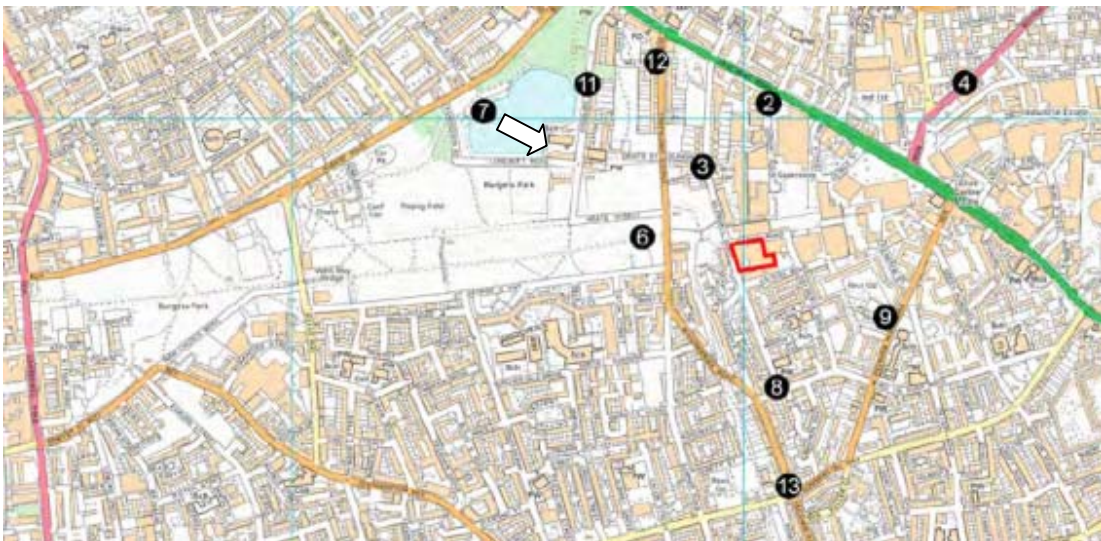


Figure 32: Map of tested viewpoints in Townscape Visual Impact Assessment closest to the application site. Viewpoint 7 is the viewpoint in Figure 31 above.

222. Paragraph 190 of the NPPF requires Local Planning Authorities to identify the architectural or historic significance of a designated heritage asset and to record the effect of any proposal on that architectural or historic significance.
223. Any harm should require clear and convincing justification and can arise from the loss of historic fabric or features of significance as well as impact on the setting of a

heritage asset. In accordance with paragraph 194 of the NPPF, both 'substantial' or 'less than substantial', any harm should be avoided and should be exceptional in the case of Grade II listed buildings and wholly exceptional in the case assets of highest significance.

224. Paragraphs 195 and 196 of the NPPF also require Local Planning Authorities to weigh any that harm against the public benefits of the development proposed, including securing the optimal viable use of the heritage asset.
225. Officers have also received a late objection from the Southwark Conservation Areas Advisory Group (CAAG) regarding this application. The representation stated that the proposal would overwhelm the scale of the Glengall Road Conservation Area by means of its height and density.
226. It is officers' view that the introduction of this proposal would either cause no or less than substantial harm to the significance of the conservation areas and listed buildings and their urban settings, and this would not warrant refusal of the application. In the longer views, the proposed building will appear layered behind the historic foreground. The tower is of an appropriate mid-height scale so as not to appear overly dominant or harmful. Any harm to a heritage asset should be avoided but the NPPF outlines in paragraph 196 that any harm should be weighed against the public benefits of the proposal including securing an optimal viable use. In this case it is considered that that limited harm caused by the proposed development is outweighed by the public benefits of the development including the new Latona Yard.
227. GLA officers consider that the proposed buildings do not harm the setting of the neighbouring heritage assets.

Loss of historic fabric

228. The representation from CAAG also objected to the loss of the existing industrial buildings, particularly the internal fabric, but acknowledged the retention of the chimney and the northern and western facades.
229. In response, the site is not listed or subject to an article 4 designation that would provide further protection from demolition. As such, the existing buildings have limited value and their retention of the internal layouts would not provide an opportunity for the significant regeneration benefits the scheme would provide. The height and the massing of the proposal has been reduced through negotiation to better reveal the chimney and the retention of the facades, as required by officers, would successfully reference the former use of the site alongside the retained and enhanced industrial uses on site. The loss of the majority of these non-designated industrial buildings is therefore considered acceptable in this instance.

Views

Draft Borough View: St Paul's Cathedral from Nunhead cemetery

230. The draft borough view of St Paul's Cathedral from Nunhead cemetery is a linear view that provides a tight, focussed view of St Paul's Cathedral from one of Southwark's most historic locations. The view is fully-framed by a 'window' of mature trees. St Paul's Cathedral is set prominently in the centre of the view. The lantern, dome, drum

and peristyle are all clearly visible, alongside the Western front and towers. Guy's Cancer Centre sits adjacent to the Drum of the Cathedral in the mid ground.

231. The immediate foreground of the view consists of the mature wooded area of the Cemetery. The view extends northward to the lower residential and industrial areas of the Old Kent Road, where the industrial chimney at Latona Road provides a distinct landmark. Beyond is the predominantly low rise area of Borough and Bankside.
232. This draft borough view is currently unadopted and its designation can only be given limited weight. However, the applicant has positively responded to its draft designation by reducing the proposed height of the building to beneath the threshold plane. The view will be taken forward to examination within the New Southwark Plan.

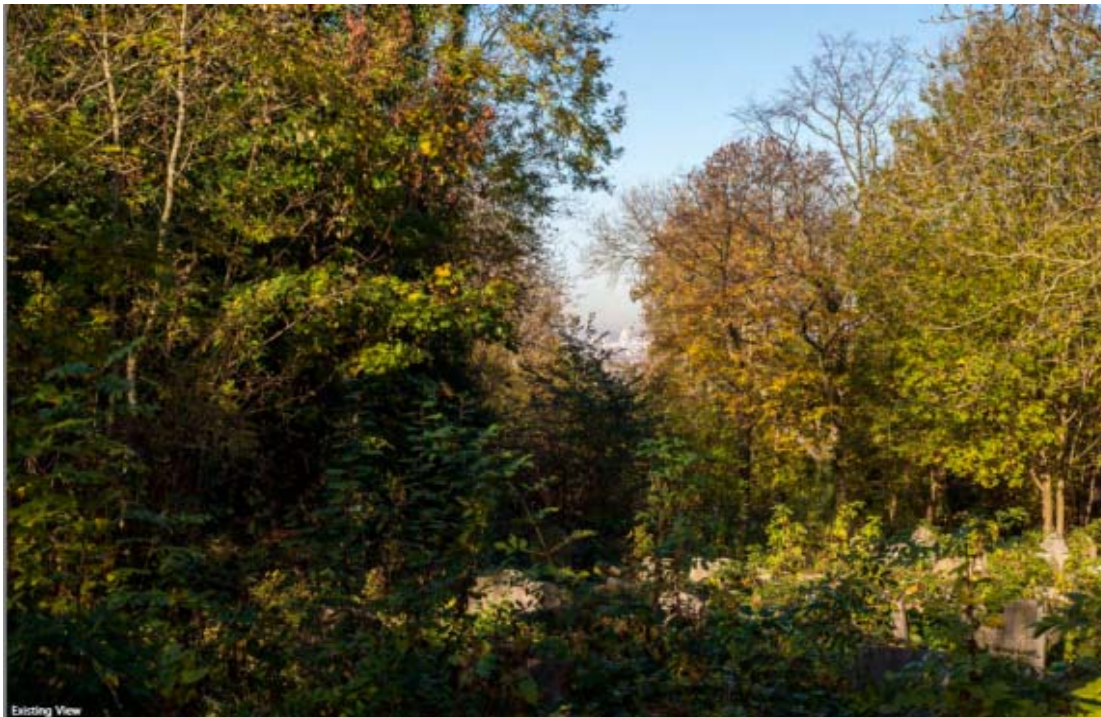


Figure 3.: Existing view from Nunhead Cemetery



Figure 34. Existing view with proposed development located beneath the threshold plane of the proposed landmark viewing corridor.

233. Historic England have made a representation regarding the potential impact of the proposed development on this view and note that, at a maximum of 15 storeys, the proposal would not appear to have the same wide-ranging setting implications on the historic environment as other emerging schemes that are taller than this scheme.
234. However, Historic England contend that the visual impact of the proposed development in the draft borough view from Nunhead Cemetery is concerning as, while the proposed development would not appear to block the view of St Paul's Cathedral, much of the middle ground of the view – the area of Southwark between the Cathedral and Nunhead - would be obscured, including the 'landmark' industrial chimney on the application site.
235. In light of this blocked middle ground, Historic England contend that this would reduce the viewer's ability to appreciate the Cathedral's landmark status within a wider London context from the viewpoint and in their opinion, cause harm to the setting of St Paul's Cathedral. This would be exacerbated by the bulk, massing, and tonality of the proposed development.
236. Historic England also highlighted the advice set out in Annex 4: Borough Views of the Proposed Submission of the New Southwark Plan, that states that "new development proposals should form attractive features in their own right, (and that) development in the foreground and middle ground that is overly intrusive, unsightly or prominent, to the detriment of the view as a whole, will likely be refused" (p14).
237. Officers are of the view that although the proposed scheme would be a well designed,

if prominent feature located within a central position in the middle ground of the draft borough view, it would not cause significant harm setting of the Cathedral or limit the ability of the viewer to appreciate the landmark status of the Cathedral and its position in a London-wide setting, to an extent that warrants refusal of the application.

238. The threshold plane of the draft view is clearly not breached by the proposed scheme and the Cathedral is clearly recognisable within a London-wide setting. As such the impact of the proposal to the middle ground of the view is the primary concern, and Officers are of the view that the proposal would result in less than substantial harm to the setting of St Paul's Cathedral, however in line with the NPPF this is outweighed by the regeneration benefits of the scheme. The 'landmark' industrial chimney would still be visible from the viewpoint.
239. It is for members to balance these different planning impacts and benefits in making their decision.

London View Management Framework views

240. Although the proposal is considered a tall building, it is not considered that this proposal would result in any harm to designated London wide protected views as the proposal does not fall within a background assessment area.

Trees and biodiversity

Trees

241. Saved policy 3.13 of the Southwark Plan requires high quality and appropriately designed streetscape and landscape proposals.
242. A condition is recommended requiring details of the proposed tree planting in the public realm to be submitted to and approved by the Local Planning Authority at a later time to replace the loss of two street trees. However, whether tree planting will in fact be feasible as part of the future highways works in this location will be dependent on the Section 278 works, which are agreed and entered into between the applicant and the Highways department as part as an entirely separate process to this planning application. There is, therefore, a possibility that the Highways Authority may decide against the incorporation of street trees on the Glengall Road footway.

Landscaping

243. The landscaping of the outdoor communal amenity spaces with planting and trees is only shown indicatively in the proposed Landscaping Statement. As such, a condition requiring hard and soft landscaping plans to be submitted to and approved by the Local Planning Authority at a later time is recommended.

Biodiversity

244. The habitats to be lost as a result of the proposed development (buildings and hardstanding) are of negligible ecological importance and no specific mitigation is required. New landscaping is proposed to be secured by condition. The Council's Ecologist has recommended a condition for boxes for Sparrow, Swifts and general birds to be included.

Transport and highway matters, including cycle and refuse storage

245. Saved Policy 5.2 of the Southwark Plan seeks to ensure that developments do not result in adverse highway conditions. Saved Policy 5.3 requires the needs of pedestrians and cyclists to be considered. Saved Policy 5.6 establishes maximum parking standards. The site has a PTAL (public transport accessibility level) of 3 (poor), although there is a relatively good bus service available. The council's Transport Planning and Highways teams have been consulted. Their responses have informed the following paragraphs of this Committee Report.

Walking

246. The proposal has considered pedestrian and cycle connectivity, as well as permeability in relation to the emerging developments at nearby sites. The proposal includes multiple convenient pedestrian access points into the development. In addition the proposal includes a new public yard space that will enable new links to be created within the block, linking Latona Road and Bianca Road when future developments come forward on adjoining sites.
247. The nearest bus stops are located between 250m and 450m to the north-west of the site on Trafalgar Avenue (B215) and the Old Kent Road (A2). These services and their proximity to the site will encourage residents to adopt sustainable modes of travel.

Cycling and cycle parking

248. Three year membership to dockless cycle hire or a 'Brompton Locker' scheme with a lockers delivered to a minimum of 10% of the total units numbers (18 lockers) will be available to all future residents, and will be secured through the Section 106 Agreement. This will offer residents access to cycling without requiring them to own a bike.
249. The proposal includes four cycle stores at ground floor level for residential and commercial use. The residential stores would be located adjacent to the lift of each core and from the central corridor. The indicative details of these stores show that 311 residential spaces (which is compliant with the London Plan standards) could be provided in a stacked format. A store accommodating a further 32 cycle spaces would be provided at ground floor level for the exclusive use of the commercial staff. The Council's Transport Team considers that there may be scope for a more flexible storage format, to allow for the storage of bulkier items as well as prams and, as such, the detailed design of the storage is to be reserved by condition.

Car parking

250. The proposal is to be car free with the exception of on-street provision for two disabled bays. No on site disabled bays have been proposed. LBS do not allocate kerbside to disabled parking however if a future resident of a wheelchair unit has a blue badge they can apply for on street disabled parking. Although not ideal, this has been acceptable in other developments.
251. Through a clause in the Section 106 Agreement, all new residents will be exempted from parking permit eligibility.

252. Future residents will be granted 3-year membership of a car club, which will be secured through the Section 106 Agreement.

Trip generation

253. Sufficient information has been provided to demonstrate the development is unlikely to have an effect on the local highway network compared to that of the existing industrial use. The trip generation of the proposed development has been estimated with reference to data from the TRICS database for the residential and commercial land uses assessed using 'worst case' scenario. This analysis demonstrated that circa 91 two-way vehicle trips per day would result from the proposed development.

Servicing and DSP bond

254. The Council's Transport Planning Team considers that the Glengall Road bays would adequately accommodate the needs of this development such that there would be no detrimental highway impact. Notwithstanding this, as a precautionary measure to ensure that on-street servicing and deliveries do not negatively impact on the highway network, the applicant has agreed to enter into a Delivery Service Plan Bond (DSP Bond) against their baseline figures for daily servicing and delivery trips. This approach has been adopted on all other sites of a similar scale across the Old Kent AAP area. These bonds are calculated on the basis of £100 per residential unit, plus £100 per 500 square metres or part thereof of non-residential floorspace. In accordance with Regulation 122 of the Community Infrastructure Levy Regulations 2010, this is not intended as a financial penalty, but as a means of mitigating any harmful impacts from the proposed development and ensuring a better quality of life for current and future residents. As such, it is considered to meet the CIL Regulations 122 test, in that it would be:

- (i) necessary to make the development acceptable in planning terms;
- (ii) directly related to the development, and;
- (iii) fairly and reasonably related in scale and kind to the development.

255. The DSP Bond is entered into with the council against the applicant's own baseline of daily trips for the servicing and delivery of the development. It is based on the daily vehicular activity of the site (both commercial and residential), quarterly for a period of 2 years. The monitoring period commences once the development reaches 75% occupancy. If the site meets or betters its own baseline target, the monies will be returned within 6 months of the end of the monitoring period. If the site fails to meet its own baseline, the bonded sum will be reinvested by the council in sustainable transport projects in the ward of the development. The council will retain £1,600 for assessing the quarterly monitoring.

256. For the proposed development, the DSP Bond sum breaks down as follows:

Type of floorspace and chargeable rate	Quantity	Sum
Residential (£100 per unit)	181	£18,100
Non-residential floorspace (£100 per 500 square metres or part thereof)	3855	£771
Total (of which £1600 is non-refundable)		£18,871
Daily servicing/delivery motorised vehicles baseline	91	N/A

257. This mechanism, to be secured through Section 106 Agreement, would ensure the servicing activity associated with the development can be monitored and any impact to the highway network can be mitigated in the unlikely event that such impact arises.

Construction management

258. In order to ensure that increases in traffic, noise and dust associated with the construction phase of the development are minimised, a Construction Management Plan is requested by condition.

Waste storage and collection arrangements

259. Refuse stores associated with the residential component of the development are to be provided at ground floor level close to the residential cores. These stores would have double-doors opening directly onto the building frontage to enable kerbside collection on Glengall Road. A separate refuse store is provided for the commercial uses within the central corridor with quick access to Glengall Road. All stores would be of an adequate size to accommodate the anticipated volumes of residual waste and recycling that the residential and commercial components would generate. As the stores have been located close to the residential stores, they would be managed to ensure bins are collected directly from the stores and wheeled to the vehicles on Glengall Road. The arrangements are, therefore, considered acceptable.

Environmental matters

Land contamination

260. The application was accompanied by a preliminary Land Contamination Risk Assessment, which the Council's Environmental Protection Team has assessed and deemed acceptable. A condition is to be imposed requiring a Phase 2 investigation to be conducted and the results submitted to the Council for approval, with further remediation measures to apply if contamination is found to be present.

Flood risk, flood resilience and sustainable urban drainage

261. The site is located within Flood Zone 1 on the Environment Agency's Flood Map for Planning, which consists of land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding (<0.1%). The site is assessed to be at low risk from groundwater flooding, and the site has a low to negligible risk of flooding from all other sources. The Environment Agency has reviewed the applicant's Flood Risk Assessment and considers it to be acceptable, subject to standard conditions. The council's flood team have request further detail including a drainage strategy to be secured by condition to meet climate change allocation for site drainage for the 100 year design life has been set at 40%.

Archaeology

262. The site is not currently in an Archaeological Priority Area (APA) but will be when the New Southwark Plan is adopted.
263. The applicants have submitted a desk based assessment (DBA) with this application

by BRB and dated February 2018. The DBA shows that the site was undeveloped until the late 19th century when extensive development was undertaken in the form of a mix of low-rise light industrial and manufacturing units, which now cover the site. The results of nearby archaeological investigations show that there is potential for archaeological remains, particularly of prehistoric and Roman date to exist within the site. As such, the Archaeologist has recommended the imposition of five conditions should planning permission be granted.

Energy and sustainability

Carbon emissions and renewable technologies

264. 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. Policies 5.5 and 5.6 require consideration of decentralised energy networks and policy 5.7 requires the use of on-site renewable technologies, where feasible. The residential aspect of the proposal would be expected to achieve zero carbon, and the commercial aspect a 40% reduction against Part L of the Building Regulations. An Energy Statement and Sustainability Assessment based on the Mayor's hierarchy have been submitted.
265. The Energy Statement demonstrates how the targets for carbon dioxide emissions reduction are to be met. Reductions in emissions for the site have been demonstrated via 'Lean', 'Clean', 'Green' measures, in line with the GLA guidance on preparing energy statements, the Southwark Core Strategy (2011) and the Southwark Sustainable Design and Construction SPD.
266. Overall, the Energy Assessment asserts that the development would achieve a carbon saving of 45%. This has been achieved by proposing:
- 'Lean' measures such as energy efficiency measures included in the strategy are high efficiency glazing and energy efficient lighting utilizing LED lamp technology, and reduced air permeability rate.
 - 'Clean' measures such as provision for the connection to a future district heating system has been provided within the scheme;
 - 'Green' measures such as photovoltaic panels
267. As such, a financial contribution is required for the required shortfall as follows:
268. Residential: This is based on the overall carbon emission for the new residential development being 16.4kgCO₂/m²/annum. The proposed low energy and renewable technologies result in an overall reduction in CO₂ emissions of 54% equating to an overall predicted Carbon emission is 122,050 kg CO₂. The residential component of the development must achieve zero carbon i.e.100%. Therefore the assessed Carbon Offset Fund contribution for the residential component, based on 122,050 tonnes CO₂ (100%) at £1,800 per tonne, is £219,700.
269. Non-Residential: The overall carbon emission has been assessed for new non-residential component of the development to be 15.8kgCO₂/m²/annum. The low energy and renewable technologies proposed would result in an overall reduction in CO₂ emissions of 20%. The overall predicted Carbon emission is 55,030 kg CO₂. In terms of the Carbon Offset Fund calculation, the non-Residential component of the

Development needs to achieve a 40% reduction against Part L, which would result in a total carbon emission of 40,960 kgCO₂. Therefore the difference of 14,070 kgCO₂ is the basis for assessing the Carbon Offset Fund contribution for the non-residential. This equates to 14.0 tonnes CO₂, which at £1,800 per tonne, provides a Carbon Offset Fund contribution for the non-Residential component of the Development of £25,328.

270. The overall Carbon Offset Fund contribution for the overall development for both the residential, and non-residential, is £245,028 over the 30 year period.

BREEAM

271. Strategic policy 13 of the Core Strategy requires the commercial units to achieve BREEAM 'excellent'. A BREEAM Pre-assessment report has been undertaken (this is contained within the applicant's Sustainability Statement) which demonstrates that an "excellent" standard can be achieved which meets the policy requirement and is therefore acceptable. A condition to secure this is therefore recommended.

Air Quality

272. The submitted Air Quality Assessment considers the impacts that the proposed development would have both during construction and post-completion. The proposed development has been shown to be air quality neutral with regard to buildings. During the construction works, a range of best practice mitigation measures will be implemented to reduce dust emissions and the overall effect will be 'not significant', as confirmed by the council's EPT officer.

Development viability

273. This application was accompanied by a viability report on submission. Following discussions, the application was amended to confirm that the proposed affordable rented units would be 'social rent' tenure and that the affordable housing offer was 35% with a 70%/30% social rent/intermediate split to be secured through s106.. The applicant has committed to achieving 35% affordable housing by habitable room for three reasons:

- The applicant is taking a view that the proposed development will outperform present day market assumptions;
- The applicant is intending to be the end operator of the proposed workspaces which will provide long-term income to off-set some of the viability issues; and
- The applicant is looking to develop a number of sites within Southwark and the old Kent Road area, with this scheme being an initial flagship project, and so is willing to accept a reduced level of profit to ensure its success as an exemplar scheme.

Community engagement

274. The applicant's statement of community involvement details the consultation undertaken before the full application was submitted. These community engagement efforts included:

- The pre-application consultation and promotion methods used were:

- A letter delivered to approximately 1,800 homes;
 - Emails to political representatives;
 - A two day public consultation exhibition on two consecutive weekdays;
 - A consultation feedback form handed out at the exhibition events;
 - A dedicated telephone number and email address for further enquiries.
275. The applicant has also met local businesses to understand local demand and type and of commercial fit out.
276. Notwithstanding that there are no statutory requirements in relation to Community Involvement, this is considered to be an adequate effort to engage with those affected by the proposals. As part of its statutory requirements, The Local Planning Authority, sent letters to all residents, displayed site notices in the vicinity, and issued a press notice publicising the planning application. Adequate efforts have, therefore, been made to ensure the community has been given the opportunity to participate in the planning process. The responses received are summarised later in this report.

Planning obligations and Community Infrastructure Levy

Mayoral and Southwark CIL

277. Section 143 of the Localism Act states that any financial contribution received as community infrastructure levy (CIL) is a material "local financial consideration" in planning decisions. The requirement for payment of the Mayoral or Southwark CIL is therefore a material consideration. However, the weight attached is determined by the decision maker. The Mayoral CIL is required to contribute towards strategic transport investments in London as a whole, primarily Crossrail, while Southwark's CIL will provide for infrastructure that supports growth in Southwark.
278. The Mayoral and Southwark Community Infrastructure Levies are to be confirmed in the addendum to this report as the ground floor of the scheme has recently been revised to provide an uplift in commercial floorspace. The figures will be pre-relief and subject to indexation. The draft liability notice will be attached to the Decision Notice.

Section 106

279. Saved Policy 2.5 'Planning Obligations' advises that planning obligations should be secured to overcome the negative impacts of a generally acceptable proposal. Saved Policy 2.5 is reinforced by the Section 106 Planning Obligations and Community Infrastructure Levy (CIL) SPD, which sets out in detail the type of development that qualifies for planning obligations.
280. In accordance with Southwark's Section 106 Planning Obligations and Community Infrastructure Levy (CIL) SPD, the following contributions have been agreed with the applicant, in order to mitigate the impacts of the development:

Planning obligation	Mitigation	Applicant's position
Local Economy and Workspace		
LOCAL ECONOMY: CONSTRUCTION PHASE JOB/CONTRIBUTIONS	<p>The maximum Employment and Training Contribution is £203,400(£180,600 against sustained jobs, £6300 against short courses, and £16,500 against construction industry apprenticeships)</p> <p>This development would be expected to deliver 42 sustained jobs to unemployed Southwark residents, 42 short courses, and take on 11 construction industry apprentices during the construction phase, or meet the Employment and Training Contribution.</p>	To be agreed
LOCAL ECONOMY: CONSTRUCTION PHASE EMPLOYMENT, SKILLS AND BUSINESS SUPPORT PLAN	<p>The Plan would be expected to detail:</p> <ul style="list-style-type: none"> • Methodology of training, skills, support etc. • Targets for construction skills and employment outputs • Methodology for delivering apprenticeships • Local supply chain activity methodology 	Agreed
AFFORDABLE WORKSPACE	10% of the total commercial floorspace is to be for affordable workspace at a rate of £12 per square foot over a 15-year period.	Agreed
COMMERCIAL UNITS MANAGEMENT PLAN	<p>Strategy to be submitted to and approved by the Council setting out:</p> <ul style="list-style-type: none"> • how a Specialist Workspace Provider will be appointed; • the methodology for supporting SMEs; • the marketing strategy, and; • the strategy for managing the units. 	To be agreed

Housing, Viability and Amenity Space		
AFFORDABLE (SOCIAL RENT AND INTERMEDIATE) HOUSING PROVISION	<p>Provision and retention in perpetuity (except where viability is reviewed) of 61 affordable units on the site, comprising the following mix:</p> <ul style="list-style-type: none"> • 40 units (7 x one-bedroom flats, 22 x two-bedroom flats, 11 x three-bedroom flats) to be social rent tenure • 21 units (10 x one-bedroom flats, 9 x two-bedroom flats, 2 x three-bedroom units) to be intermediate shared ownership tenure units. <p>The payment of £8,073 towards the costs of an Affordable Housing monitoring.</p>	Agreed
VIABILITY	<p>Viability Review Update to be submitted should the agreed affordable housing offer not be complied with.</p> <p>Standard paragraphs pertaining to validation of the Viability Review Update and its subsequent review: (receipt of Review Update within 10 days; provision of additional info within 10 days; Review to be carried out by external agents on behalf of the council, with costs to be met by the developer; confirmation to be given by Council within 3 months; referral to specialist if Update not accepted etc.)</p> <p>Provisions in respect of the payment of the Deferred Affordable Housing Payment, the expiry of the Viability Review Update, and the Viability Actual Value Review.</p> <p>Restriction on occupation of 50% if a Viability Review Update is</p>	Agreed

	required.	
WHEELCHAIR HOUSING PROVISION	<p>Provision of 18 housing units as wheelchair housing units.</p> <p>Suitable marketing of the Housing Units designated as Wheelchair Accessible Units for the duration of the Marketing Period for Wheelchair Accessible Dwellings where applicable.</p> <p>No disposal of any of the Intermediate Housing Units designated as a Wheelchair Accessible Unit to those not in need of wheelchair housing until marketing exercise at end of marketing period.</p>	Agreed
OUTDOOR AMENITY SPACE	<p>Not to occupy the development or any part of it until the communal amenity space has been completed to satisfaction of Council.</p> <p>To maintain the communal amenity space and provide residents with free access to it throughout the year for the duration of the development.</p>	Agreed
PUBLIC OPEN SPACE	<p>Payment of £11,070 (indexed) to secure improvements to existing parks and open spaces within the Old Kent Road Opportunity Area. This figure is the remainder required following the delivery of the Latona Yard public space.</p>	Agreed
Transport and Highways		
HIGHWAY WORKS	<p>Prior to implementation, the Developer is to submit for approval the s278 specification and estimated costs.</p> <p>Prior to commencement of highway works, the Developer is to enter into a Highway Agreement for the purposes authorising the works etc.</p> <p>The works, as listed below, are to be completed in accordance with</p>	To be agreed

	<p>the Highway agreement:</p> <ul style="list-style-type: none"> • Repave the footway including new kerbing fronting the development on Glengall Road and Bianca Road using materials in accordance with Southwark's Streetscape Design Manual. • Construct an inset bay using materials in accordance with Southwark's Streetscape Design Manual. • Provide access arrangements for refuse collection such as a dropped kerb construction to SSDM standards. 	
DELIVERY SERVICE PLAN BOND	<p>For a period of two years from 75% occupancy the daily vehicular activity of the site (for both the commercial and residential elements of the development) are to be monitored and returns made on a quarterly basis. If the site meets or betters its own baseline target the bond will be returned within 6 months of the end of the monitoring period. If the site fails to meet its own baseline the bonded sum will be made available for the council to utilise for sustainable transport projects in the ward of the development.</p> <p>The Delivery Service Plan Bond will be £18,871, which breaks down as follows:</p> <ul style="list-style-type: none"> • Resi units (£100/unit): £18100 • Non-resi floorspace (£100 per each 500 square metres or part thereof): £771 	Agreed

	<p>The Bond is to be paid to the Council prior to occupation of any part of the development.</p> <p>The council will retain £1,600 of the £18,871 Bond for assessing the quarterly monitoring.</p>	
CYCLE CLUB SCHEME	<p>Membership of a dockless cycle hire scheme licenced by the highway authority or 'Brompton lockers' hire scheme for 10% of total units, for a period of 3 years from the date of first occupation will be available for free to all residents.</p>	Agreed
CAR CLUB SCHEME	<p>Membership of a Car Club Operator scheme (to be one of the Council's approved car club partners) for a period of 3 years from the date of first occupation will be available to all eligible residents.</p>	Agreed
PARKING PERMIT RESTRICTION	<p>All future residents, with the exception of blue badge holders, are to be exempted from parking permit eligibility in local Controlled Parking Zones.</p>	To be agreed
Energy, Sustainability and the Environment		
FUTUREPROOFING FOR CONNECTION TO DISTRICT CHP	<p>Prior to occupation, a CHP Energy Strategy must be approved setting out how the development will be designed and built so that it will be capable of connecting to the District CHP in the future.</p>	Agreed
CARBON OFFSET FUND	<p>Payment on or before implementation of £245,028 (indexed) based on the shortfall tonnes of carbon per year over a 30 year period, which breaks down as follows:</p> <ul style="list-style-type: none"> • Resi element: £219,700 • Non-domestic element: £25,328. <p>Development as built is to achieve a 54% carbon reduction for the residential element and 20%% carbon reduction for the non-residential element.</p>	Agreed

ARCHAEOLOGY	Payment of £11,171 (indexed) to cover the costs of archaeology monitoring/supervising.	Agreed
Transport for London		
CYCLE HIRE SCHEME CONTRIBUTION	£36,200	Not agreed
BUS CONTRIBUTION	To be confirmed	Not agreed
HEALTHY STREETS	£181,000	Funded through CIL
LEGIBLE LONDON SIGNS X 2	£12,000	Funded through CIL
Administration fee	Payment to cover the costs of monitoring these necessary planning obligations calculated as 2% of total sum.	Agreed
Indicative total	£497,613	

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

- Latona Yard Management Plan and access arrangements
- Ancillary flexible community space management and access arrangements
- Affordable housing provisions
- Wheelchair housing provisions
- Appointment of workspace co-ordinator
- Affordable workspace – 10% of floorspace – Location to be agreed

282. These obligations are necessary to make the development acceptable in planning terms, mitigating for its adverse impacts. In the event that a satisfactory legal agreement has not been entered into by 14 June 2019 it is recommended that the director of planning refuses 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 adequate provision of affordable housing and 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).

Consultation responses: Members of the public

283. 22 representations were received in respect of this planning application, of which 20 were in objection and 2 in support. In summary, the material planning considerations raised by these representations are as follows:

Support

- 284.
- Mixed use development is necessary and worthwhile
 - The height of the proposed buildings are fine

ObjectionsPrematurity

285. • OKR AAP still in consultation phase and the application is premature
Officer response: This is addressed in the main body of the report.

Commercial floorspace

286. • Loss of industrial floorspace
• Poor quality commercial floorspace
Officer response: The scheme has been revised to ensure a net gain of commercial floorspace. A condition will secure a minimum of B1(c) fit out for the B1(c) and B2/B8 floorspace. Improved commercial lifts are also now proposed.

Community/affordability

287. • The proposed homes would be unaffordable;
• No benefit to community.
Officer response: The scheme will provide 181 new homes with 61 affordable homes, new jobs and public open spaces for new and existing residents.

Amenity

288. • Loss of light to existing residents;
• Sense of enclosure;
• Loss of amenity;
• Potential overlooking;
• Loss of view from existing flats.
Officer response: It is noted that the proposal will have an impact on the amenity of some existing residents. However, it is considered that the impacts would not cause a degree of harm that would warrant refusal of the application.

Design and heritage

289. • Excessive building heights are proposed;
• Inappropriate density;
• Impact on local services;
• Poor design;
• Loss of historic buildings and impact on conservation areas;
• Under sized residential units.
Officer response: The scheme is dense, but secures exemplary residential design and regeneration benefits. The heights are considered acceptable within the opportunity area and optimise the site while delivering public benefits. Residential layouts are good and unit sizes meet and in places exceed space standards. The scheme seeks to retain elevations of the existing non-listed industrial buildings which is seen a positive outcome.

Transport

290. • Negative local transport impacts;
 • The negative impact on transport as a result of construction.
 Officer response: Transport impacts will be mitigated through improved services funded by financial contributions and through construction management plans secured by condition.

Consultation responses: Internal and external consultees

291. Set out below are the responses received from external consultees in respect of this planning application. The views of internal consultees are summarised within the main body of this Committee Report. Appendix 1 provides further details.

London Fire and Emergency Planning Authority

292. No objection.

Environment Agency

293. No objection subject to suggested conditions.

Historic England

294. As discussed in main report.

London Underground

295. No comment.

Thames Water

296. No concerns following further detail being provided by the applicant to Thames Water.

Transport for London

297. Concerns raised regarding the pedestrian environment fronting Glengall Road and Bianca Road.

298. Officer Response: The council agrees that the footways should be as wide as feasible taking into account the retention of historic features.

299. The proposed cycle parking is substandard.

300. Officer Response: Detailed cycle parking and landscaping will be subject to condition

301. A financial contribution for cycle hire was requested.

302. Officer Response: Officers have worked with the developer on this and have recommended either Dockless cycle hire for 3 years or Brompton lockers (10% of units) to provide a convenient in house cycle hire facility with at least two lockers providing EV charging. This will allow residents and workers of the site to access

convenient cycle hire using a quality model of bike that can be flexible in use.

303. Financial contributions for highways infrastructure was requested for Healthy Streets and Legible London signage.
304. Officer response: Infrastructure requirements are covered under CIL. We are working with TfL on a surface transport delivery plan with estimates and priorities. Developers are also making contributions to public realm improvements and will be delivering improvements in the vicinity of the development within their S278 agreement.
305. Detailed Construction Traffic Management Plan (CTMP) and Delivery and Servicing Management Plans are required by condition
306. Officer response: Agreed.
307. Car-free development supported. No disabled parking onsite or expansion.
308. Officer response: Due to site constraints and wider regeneration benefits of new open space and other policy requirements this is not possible.
309. A financial contribution of £1,095,000 has been requested for improvements to bus services.
310. Officer response: Officers agree with TfL that an increased and improved bus services are needed to accommodate growth in the Old Kent Road Opportunity Area prior to the arrival of the Bakerloo Line Extension (BLE). LBS Officers are working with TfL to produce a phasing plan which will ensure this happens. It will require contributions from developers to pay for additional bus services. The LBS Section 106 Planning Obligations and Community Infrastructure Levy (CIL) SPD (2015) is clear and transparent in what it expects development to deliver for local people and these contributions need to be subject to the same rigour. In addition, as the collecting and enforcing authority for the Section 106 Agreement, LBS need to know that the contributions requested pass the Section 106 tests and are fair and proportionate and reasonably related to mitigating the impacts of each individual scheme. If this is not confirmed according to a clear evidence base setting out exactly what is required and what can be accommodated, any contributions may be subject to challenge. LBS officers are therefore working with TfL to set out a strategy that is deliverable and coherent and can be seen by local people and developers alike to addressing concerns about bus capacity.

Natural England

311. No comment.

Metropolitan Police

312. No objections. This consultee requested that Secured by Design accreditation be required by conditions.

GLA

313. The GLA's Stage 1 response considers that the application does not comply with the

London Plan and draft new London Plan. The reasons for this, along with Officer responses, are set out below.

314. The provision of residential units on this protected industrial site in the Old Kent Road Opportunity Area is not currently supported, in line with London Plan Policies 2.17 and 4.4 and draft London Plan Policy E6. The balance of uses proposed does not accord with London Plan Policy 4.4 and Policy E7 of the draft London Plan; and should the site be considered suitable for mixed-use development the applicant must provide genuine industrial floorspace to address the requirements of draft London Plan Policy E7.
315. Officer Response: The GLA and LBS have now agreed an approach to phasing the release of protected industrial land for mixed use development in the Old Kent Road Opportunity Area. The application site is agreed to be in the first phase of released sites. A letter was received from the Deputy Mayor for Planning, Regeneration and Skills, dated 17th September 2018 which confirms the “agreed means for Southwark, the GLA and TfL to deliver the scale of change and quality we want to see for Old Kent Road. This agreement is very welcome, and I believe places us in the best position to continue to make the case for BLE funding to government.” The letter goes on to identify detailed matters that still need to be addressed, but the Deputy Mayor states that he is “confident these final matters can be fully resolved over the coming months”. Members should however note that even with this agreement in place the draft OKR AAP and New Southwark Plan (NSP) would still need to be subject to an EiP and approval of the Secretary of State before they become the adopted development plan position. It should also be noted that there have been a number of objections to the proposed release of industrial land from third parties which would need to be considered at the EiP.
316. Following revisions to the design of the proposal, it is considered that a condition securing B1(c) and B2/B8 use class with a conditioned B1(c) fit out is the most appropriate use class that will deliver increased delivery of jobs within the area and the required floorspace mix.
317. The proposed affordable housing offer at 35% by habitable room, does not meet the GLA’s 50% threshold for the Fast Track Route for applications on industrial land; therefore, a financial viability assessment must be provided. Early and late stage review mechanisms must be secured in accordance with Policy H6 of the draft London Plan and the Mayor’s SPG; and the affordability of the units must accord with the requirements of Policy H7 of the draft London Plan, the Mayor’s Affordable Housing and Viability SPG, and the London Plan Annual Monitoring Report.
318. Officer Response: The proposed offer of 35% affordable housing by habitable rooms is considered policy compliant in relation to the Affordable Housing SPD (2008 - Adopted and 2011 - Draft). London Borough of Southwark requires full viability assessment in line with its adopted Development Viability SPD (2016).
319. The carbon emission figures (for the entire site) in tonnes per annum for each stage of the energy hierarchy for the domestic and non-domestic elements must be provided separately.
320. Officer Response: The applicant is confirming the commercial carbon emission figures. A financial contribution is proposed to offset any shortfall.

321. The GLA requested a Servicing and Delivery Plan.
322. Officer Response: This would be secured by condition.
323. GLA officers raised concerns regarding the level of daylight penetration into main living spaces of the units on the northern frontage of the lower block and the location of a residential core accessed only from the proposed courtyard, and the nature of the courtyard with little natural surveillance, gives rise to concerns over personal security.
324. Officer Response: The scheme has good levels of daylight with only 2 of 181 units receiving daylight below BRE standards. The GLA has specifically mentioned "the level of daylight penetration into main living spaces of the units on the northern frontage of the lower block. Using the detailed figures at Appendix V of the daylight/sunlight assessment, these are shown as rooms R7/202-207, R8/206-207, R9/202 -205, R10/202-207, R11/202-207, R12/202-205 and R13/202-205 - all of which comprise Living Diners, Bedrooms or Living Kitchen Diners. As demonstrated in the assessment tables, all of these rooms achieve well above the BRE guidance (1% for bedrooms; 1.5% for living diners and 2% for living kitchen diners). The Met Police have not objected to the scheme, subject to condition to secure secured by design.
325. The development should be car free in line with the draft London Plan and emerging OKR AAP and Blue Badge Parking does not meet London Plan targets. Further information must be provided indicating how this provision could be expanded to 10% as required by this policy. Funding for a controlled parking zone should be secured, and this development should be made "permit-free" except for Blue Badge holders. Active and passive electric vehicle charging points must also be secured.
326. Officer Response: Relevant conditions and S106 agreement proposed. It is not considered feasible to provide parking on site in light of the requirement to reprovide commercial floorspace and new public open space.
327. Cycle parking is below minimum standards and of poor quality and therefore must be improved. A contribution to the London Cycle Hire Scheme will also be required.
328. Officer Response: Cycle parking design will be secured by condition. Further amendments to the internal layout have been secured.
329. **Community impact statement / Equalities Assessment**
330. The Public Sector Equality Duty (PSED) contained in Section 149 (1) of the Equality Act 2010 imposes a duty on public authorities to have, in the exercise of their functions, due regard to three "needs" which are central to the aims of the Act:
- a) The need to eliminate discrimination, harassment, victimisation and any other conduct prohibited by the Act
 - b) The need to advance equality of opportunity between persons sharing a relevant protected characteristic and persons who do not share it. This involves having due regard to the need to:
 - Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic

- Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it
 - Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low
- c) The need to foster good relations between persons who share a relevant protected characteristic and those who do not share it. This involves having due regard, in particular, to the need to tackle prejudice and promote understanding.
331. The protected characteristics are: race, age, gender reassignment, pregnancy and maternity, disability, sexual orientation, religion or belief, sex, marriage and civil partnership.
332. The Council must not act in a way which is incompatible with rights contained within the European Convention of Human Rights.
333. The Council has given due regard to the above needs and rights where relevant or engaged throughout the course of determining this application. It is not considered that this proposal would give rise to any equalities issues in respect of persons sharing the relevant characteristics set out above.
334. **Human rights implications**
335. 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.
336. This application has the legitimate aim of providing a mixed use (Classes B1 and C3) redevelopment of an existing but vacant commercial (Class B1) building. 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.

Conclusion

337. The proposed development would deliver new high-quality and flexible B1(c) and B2/B8 class floorspace representing uplift on the existing quantum, in so doing increasing the number of jobs for local people, and would include an affordable element. Although the proposal would also introduce residential floorspace within the SPIL, thereby representing a departure from the adopted development plan, the draft New Southwark Plan and Old Kent Road Area Action Plan provide an indication of the direction of travel for planning policy in this location, including an intention to release this site from its SPIL designation. This emerging policy content also set outs a vision for developing mixed-use neighbourhoods and delivering significant levels of new housing.
338. The proposal would deliver 181 new units that would meet the exemplary residential design standards adopted by the council. The provision of affordable housing, measured at 35% of habitable rooms would be policy compliant and is a positive aspect of the proposals. 61 new affordable homes are proposed.

339. The introduction of this proposal would either cause no or less than substantial harm to the significance of the conservation areas, listed buildings and their urban settings and would not warrant refusal of the application. The proposal would be visible in the midground of the draft borough view of St Paul's Cathedral from Nunhead Cemetery, but would not obscure the view of the Cathedral itself. It is considered that that limited harm caused by the proposed development is outweighed by the public benefits of the development including new homes, jobs and the new Latona Yard.
340. A detailed daylight and sunlight assessment has been undertaken in relation to all neighbouring residential properties in accordance with the BRE guidelines on daylight and sunlight. As the existing site massing is modest, there would be some noticeable proportional reductions to daylight and sunlight that as a consequence of the scheme optimising the full potential of the site. While reductions in amenity to many of the properties assessed comply with the default BRE criteria, there will be impacts to some properties. However, in each case these are considered to be limited and to not unacceptably harm the amenity of neighbouring residents and are therefore considered acceptable. Conditions are also recommended to ensure the future occupiers of the proposed residential units are protected against undue noise disturbance from the nearby existing and proposed commercial premises, the double benefit of which is that the continued successful functioning of these businesses will be safeguarded.
341. The height and massing of the proposed buildings would optimise the use of the site, respond successfully to the existing character and surrounding context, and the architectural language, inspired by nearby buildings and the design guidance in the draft Area Action Plan would result in an attractive building.
342. The trip generation, servicing and refuse arrangements are all acceptable, while detailed cycle storage design and construction management impacts will be resolved at the conditions stage.
343. Other conditions are imposed in respect of matters such as archaeology, ecology and energy. Additionally, mitigation will be sought through a Section 106 Agreement, the terms of which have been agreed with the developer, and upon the successful resolution of which planning permission will be dependent.
344. In line with the requirements of the NPPF, the Council has applied the presumption in favour of sustainable development. The proposed development would accord with sustainable principles and would make efficient use of the land to deliver a high quality development that is in accordance with the Council's aspirations for the area. It is therefore recommended that Members grant permission, subject to conditions as set out in the attached draft decision notice and the applicant entering into a Section 106 agreement.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Site history file: TP/2364-A	Place and Wellbeing Department	Planning enquiries telephone: 020 7525 5403
Application file: 17/AP/4612	160 Tooley Street	Planning enquiries email:

Southwark Local Development Framework and Development Plan Documents	London SE1 2QH	planning.enquiries@southwark.gov.uk Case officer telephone: 020 7525 5604 Council website: www.southwark.gov.uk
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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	Tom Buttrick, Team Leader	
Version	Final	
Dated	3 January 2019	
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, Environment and Social Regeneration	No	No
Strategic Director of Housing and Modernisation	No	No
Director of Regeneration	No	No
Date final report sent to Constitutional Team	4 January 2019	

APPENDIX 1

Consultation undertaken

Site notice date: 30/01/2018

Press notice date: 01/02/2018

Case officer site visit date: n/a

Neighbour consultation letters sent: 30/01/2018

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
 Housing Regeneration Initiatives
 Waste Management

Statutory and non-statutory organisations consulted:

EDF Energy
 Environment Agency
 Greater London Authority
 Historic England
 London Fire & Emergency Planning Authority
 London Underground Limited
 Metropolitan Police Service (Designing out Crime)
 Natural England - London Region & South East Region
 Network Rail (Planning)
 Thames Water - Development Planning
 Transport for London (referable & non-referable app notifications and pre-apps)

Neighbour and local groups consulted:

79 Haymerle Road London SE15 6SQ	Flat A 70 Glengall Road SE15 6NH
77 Haymerle Road London SE15 6SQ	Flat 4 41 Glengall Road SE15 6NF
83 Haymerle Road London SE15 6SQ	Basement Flat 72 Glengall Road SE15 6NH
81 Haymerle Road London SE15 6SQ	Flat B 70 Glengall Road SE15 6NH
71 Haymerle Road London SE15 6SQ	85 Galleria Court Sumner Road SE15 6PW
69 Haymerle Road London SE15 6SQ	72 Galleria Court Sumner Road SE15 6PW
75 Haymerle Road London SE15 6SQ	4 Galleria Court Sumner Road SE15 6PW
73 Haymerle Road London SE15 6SQ	74 Galleria Court Sumner Road SE15 6PW
35a Glengall Road London SE15 6NJ	64 Galleria Court Sumner Road SE15 6PW
80b Glengall Road London SE15 6NH	61 Galleria Court Sumner Road SE15 6PW
Flat 1 Denstone House Friary Estate SE15 6SG	69 Galleria Court Sumner Road SE15 6PW
18a Latona Road London SE15 6RX	65 Galleria Court Sumner Road SE15 6PW
76b Glengall Road London SE15 6NH	53 Galleria Court Sumner Road SE15 6PW
76a Glengall Road London SE15 6NH	70 Galleria Court Sumner Road SE15 6PW

80a Glengall Road London SE15 6NH
 76c Glengall Road London SE15 6NH
 74 Latona Road London SE15 6RY
 72 Latona Road London SE15 6RY
 78 Latona Road London SE15 6RY
 76 Latona Road London SE15 6RY
 66 Latona Road London SE15 6RY
 64 Latona Road London SE15 6RY
 70 Latona Road London SE15 6RY
 68 Latona Road London SE15 6RY
 80 Latona Road London SE15 6RY
 92 Latona Road London SE15 6RY
 90 Latona Road London SE15 6RY
 67 Haymerle Road London SE15 6SQ
 65 Haymerle Road London SE15 6SQ
 84 Latona Road London SE15 6RY
 82 Latona Road London SE15 6RY
 88 Latona Road London SE15 6RY
 86 Latona Road London SE15 6RY
 Flat 10 Denstone House Friary Estate SE15 6SG
 1 Unwin Close London SE15 6SH
 Flat 9 Denstone House Friary Estate SE15 6SG
 11 Unwin Close London SE15 6SH
 10 Unwin Close London SE15 6SH
 Flat 6 Denstone House Friary Estate SE15 6SG
 Flat 5 Denstone House Friary Estate SE15 6SG
 Flat 8 Denstone House Friary Estate SE15 6SG
 Flat 7 Denstone House Friary Estate SE15 6SG
 12 Unwin Close London SE15 6SH
 18 Unwin Close London SE15 6SH
 17 Unwin Close London SE15 6SH
 2 Unwin Close London SE15 6SH
 19 Unwin Close London SE15 6SH
 14 Unwin Close London SE15 6SH
 13 Unwin Close London SE15 6SH
 16 Unwin Close London SE15 6SH
 15 Unwin Close London SE15 6SH
 Flat 16 Denstone House Friary Estate SE15 6SG
 Flat 15 Denstone House Friary Estate SE15 6SG
 Flat 18 Denstone House Friary Estate SE15 6SG
 Flat 17 Denstone House Friary Estate SE15 6SG
 Flat 12 Denstone House Friary Estate SE15 6SG
 Flat 11 Denstone House Friary Estate SE15 6SG
 Flat 14 Denstone House Friary Estate SE15 6SG
 Flat 13 Denstone House Friary Estate SE15 6SG
 Flat 19 Denstone House Friary Estate SE15 6SG
 Flat 24 Denstone House Friary Estate SE15 6SG
 Flat 23 Denstone House Friary Estate SE15 6SG
 Flat 4 Denstone House Friary Estate SE15 6SG
 Flat 3 Denstone House Friary Estate SE15 6SG
 Flat 20 Denstone House Friary Estate SE15 6SG
 Flat 2 Denstone House Friary Estate SE15 6SG
 Flat 22 Denstone House Friary Estate SE15 6SG
 Flat 21 Denstone House Friary Estate SE15 6SG
 67 Glengall Road London SE15 6RU
 65 Glengall Road London SE15 6RU
 71 Glengall Road London SE15 6RU
 69 Glengall Road London SE15 6RU
 59 Glengall Road London SE15 6RU
 117 Glengall Road London SE15 6RU
 63 Glengall Road London SE15 6RU
 61 Glengall Road London SE15 6RU
 73 Glengall Road London SE15 6RU
 85 Glengall Road London SE15 6RU
 83 Glengall Road London SE15 6RU
 89 Glengall Road London SE15 6RU
 87 Glengall Road London SE15 6RU
 77 Glengall Road London SE15 6RU
 75 Glengall Road London SE15 6RU
 81 Glengall Road London SE15 6RU
 79 Glengall Road London SE15 6RU
 108 Glengall Road London SE15 6RR
 68 Galleria Court Sumner Road SE15 6PW
 76 Galleria Court Sumner Road SE15 6PW
 73 Galleria Court Sumner Road SE15 6PW
 62 Galleria Court Sumner Road SE15 6PW
 56 Galleria Court Sumner Road SE15 6PW
 66 Galleria Court Sumner Road SE15 6PW
 63 Galleria Court Sumner Road SE15 6PW
 38 Galleria Court Sumner Road SE15 6PW
 32 Galleria Court Sumner Road SE15 6PW
 40 Galleria Court Sumner Road SE15 6PW
 39 Galleria Court Sumner Road SE15 6PW
 19 Galleria Court Sumner Road SE15 6PW
 16 Galleria Court Sumner Road SE15 6PW
 30 Galleria Court Sumner Road SE15 6PW
 23 Galleria Court Sumner Road SE15 6PW
 45 Galleria Court Sumner Road SE15 6PW
 21 Galleria Court Sumner Road SE15 6PW
 60 Galleria Court Sumner Road SE15 6PW
 35 Galleria Court Sumner Road SE15 6PW
 31 Galleria Court Sumner Road SE15 6PW
 52 Galleria Court Sumner Road SE15 6PW
 47 Galleria Court Sumner Road SE15 6PW
 86 Galleria Court Sumner Road SE15 6PW
 54 Galleria Court Sumner Road SE15 6PW
 78 Galleria Court Sumner Road SE15 6PW
 Unit 2 Glengall Business Centre SE15 6NF
 Unit 1 Glengall Business Centre SE15 6NF
 Unit 4 Glengall Business Centre SE15 6NF
 Unit 3 Glengall Business Centre SE15 6NF
 43 Galleria Court Sumner Road SE15 6PW
 33 Galleria Court Sumner Road SE15 6PW
 55 Galleria Court Sumner Road SE15 6PW
 20 Galleria Court Sumner Road SE15 6PW
 Unit 5 Glengall Business Centre SE15 6NF
 Units 10 To 13 Glengall Business Centre SE15 6NF
 153 Galleria Court Pennack Road SE15 6PY
 7 Galleria Court Sumner Road SE15 6PW
 Unit 7 Glengall Business Centre SE15 6NF
 Unit 6 Glengall Business Centre SE15 6NF
 Unit 9 Glengall Business Centre SE15 6NF
 Unit 8 Glengall Business Centre SE15 6NF
 67 Galleria Court Sumner Road SE15 6PW
 75 Galleria Court Sumner Road SE15 6PW
 82 Galleria Court Sumner Road SE15 6PW
 77 Galleria Court Sumner Road SE15 6PW
 80 Galleria Court Sumner Road SE15 6PW
 79 Galleria Court Sumner Road SE15 6PW
 84 Galleria Court Sumner Road SE15 6PW
 81 Galleria Court Sumner Road SE15 6PW
 44 Galleria Court Sumner Road SE15 6PW
 150 Galleria Court Pennack Road SE15 6PY
 22 Galleria Court Sumner Road SE15 6PW
 50 Galleria Court Sumner Road SE15 6PW
 59 Galleria Court Sumner Road SE15 6PW
 42 Galleria Court Sumner Road SE15 6PW
 9 Galleria Court Sumner Road SE15 6PW
 93 Galleria Court Pennack Road SE15 6PY
 87 Galleria Court Pennack Road SE15 6PY
 Flat 7 77 Trafalgar Avenue SE15 6NZ
 Flat 6 77 Trafalgar Avenue SE15 6NZ
 Flat 9 77 Trafalgar Avenue SE15 6NZ
 Flat 8 77 Trafalgar Avenue SE15 6NZ
 Flat 3 77 Trafalgar Avenue SE15 6NZ
 Flat 2 77 Trafalgar Avenue SE15 6NZ
 Flat 5 77 Trafalgar Avenue SE15 6NZ
 Flat 4 77 Trafalgar Avenue SE15 6NZ
 Flat 6 53 Colegrove Road SE15 6NU
 Flat 5 53 Colegrove Road SE15 6NU
 Flat 8 53 Colegrove Road SE15 6NU
 Flat 7 53 Colegrove Road SE15 6NU
 Flat 2 53 Colegrove Road SE15 6NU
 Flat 1 53 Colegrove Road SE15 6NU

106 Glengall Road London SE15 6RR
 112 Glengall Road London SE15 6RR
 110 Glengall Road London SE15 6RR

 100 Glengall Road London SE15 6RR
 104 Glengall Road London SE15 6RR
 102 Glengall Road London SE15 6RR
 114 Glengall Road London SE15 6RR
 111 Glengall Road London SE15 6RU
 109 Glengall Road London SE15 6RU
 115 Glengall Road London SE15 6RU
 113 Glengall Road London SE15 6RU
 103 Glengall Road London SE15 6RU
 101 Glengall Road London SE15 6RU
 107 Glengall Road London SE15 6RU
 105 Glengall Road London SE15 6RU
 91 Glengall Road London SE15 6RU
 40 Latona Road London SE15 6RY
 38 Latona Road London SE15 6RY
 44 Latona Road London SE15 6RY
 42 Latona Road London SE15 6RY
 32 Latona Road London SE15 6RY
 30 Latona Road London SE15 6RY
 36 Latona Road London SE15 6RY
 34 Latona Road London SE15 6RY
 46 Latona Road London SE15 6RY
 58 Latona Road London SE15 6RY
 56 Latona Road London SE15 6RY
 62 Latona Road London SE15 6RY
 60 Latona Road London SE15 6RY
 50 Latona Road London SE15 6RY
 48 Latona Road London SE15 6RY
 54 Latona Road London SE15 6RY
 52 Latona Road London SE15 6RY
 12 Latona Road London SE15 6RX
 10 Latona Road London SE15 6RX
 16 Latona Road London SE15 6RX
 14 Latona Road London SE15 6RX
 95 Glengall Road London SE15 6RU
 93 Glengall Road London SE15 6RU
 99 Glengall Road London SE15 6RU
 97 Glengall Road London SE15 6RU
 18 Latona Road London SE15 6RX
 24 Latona Road London SE15 6RY
 22 Latona Road London SE15 6RY
 28 Latona Road London SE15 6RY
 26 Latona Road London SE15 6RY

 4 Latona Road London SE15 6RX
 2 Latona Road London SE15 6RX
 8 Latona Road London SE15 6RX
 6 Latona Road London SE15 6RX
 33 Ednam House Friary Estate Latona Road SE15 6SE
 32 Ednam House Friary Estate Latona Road SE15 6SE

 35 Ednam House Friary Estate Latona Road SE15 6SE
 34 Ednam House Friary Estate Latona Road SE15 6SE
 3 Ednam House Friary Estate Latona Road SE15 6SE
 29 Ednam House Friary Estate Latona Road SE15 6SE

 31 Ednam House Friary Estate Latona Road SE15 6SE
 30 Ednam House Friary Estate Latona Road SE15 6SE
 36 Ednam House Friary Estate Latona Road SE15 6SE
 9 Ednam House Friary Estate Latona Road SE15 6SE
 8 Ednam House Friary Estate Latona Road SE15 6SE
 38 Ednam House Friary Estate Latona Road SE15 6SF
 37 Ednam House Friary Estate Latona Road SE15 6SF
 5 Ednam House Friary Estate Latona Road SE15 6SE
 4 Ednam House Friary Estate Latona Road SE15 6SE

 7 Ednam House Friary Estate Latona Road SE15 6SE
 6 Ednam House Friary Estate Latona Road SE15 6SE

 Flat 4 53 Colegrove Road SE15 6NU
 Flat 3 53 Colegrove Road SE15 6NU
 Inspiration House Second Floor 54-80 Ossory Road SE1 5AN
 Surrey Wharf 30 Olmar Street SE1 5AY
 74c Glengall Road London SE15 6NH
 Unit 0z05 Ground Floor 54-80 Ossory Road SE1 5AN
 Top Floor Flat 68 Glengall Road SE15 6NH
 20 Latona Road London SE15 6RX
 Room 4 78b Glengall Road SE15 6NH
 66c Glengall Road London SE15 6NH
 Flat 10 77 Trafalgar Avenue SE15 6NZ
 Flat 1 77 Trafalgar Avenue SE15 6NZ
 Flat 12 77 Trafalgar Avenue SE15 6NZ
 Flat 11 77 Trafalgar Avenue SE15 6NZ
 74a Glengall Road London SE15 6NH
 66a Glengall Road London SE15 6NH
 74b Glengall Road London SE15 6NH
 25 Galleria Court Sumner Road SE15 6PW
 24 Galleria Court Sumner Road SE15 6PW
 34 Galleria Court Sumner Road SE15 6PW
 29 Galleria Court Sumner Road SE15 6PW
 27 Galleria Court Sumner Road SE15 6PW
 57 Galleria Court Sumner Road SE15 6PW
 17 Galleria Court Sumner Road SE15 6PW
 49 Galleria Court Sumner Road SE15 6PW
 148 Galleria Court Pennack Road SE15 6PY
 132 Galleria Court Pennack Road SE15 6PY
 15 Galleria Court Sumner Road SE15 6PW
 14 Galleria Court Sumner Road SE15 6PW
 58 Galleria Court Sumner Road SE15 6PW
 51 Galleria Court Sumner Road SE15 6PW
 117 Galleria Court Pennack Road SE15 6PY
 48 Galleria Court Sumner Road SE15 6PW
 151 Galleria Court Pennack Road SE15 6PY
 149 Galleria Court Pennack Road SE15 6PY
 3 Galleria Court Sumner Road SE15 6PW
 152 Galleria Court Pennack Road SE15 6PY
 94 Galleria Court Pennack Road SE15 6PY
 147 Galleria Court Pennack Road SE15 6PY
 102 Galleria Court Pennack Road SE15 6PY
 1 Galleria Court Sumner Road SE15 6PW
 Flat C 44 Glengall Road SE15 6NH
 Flat B 44 Glengall Road SE15 6NH
 26 Galleria Court Sumner Road SE15 6PW
 24-50 Ossory Road London SE1 5AN
 Ground Floor And First Floor 54-80 Ossory Road SE1 5AN
 Flat A 44 Glengall Road SE15 6NH
 Asda 478-500 Old Kent Road SE1 5AS
 45 Ossory Road London SE1 5AN
 Rear Of 90 Latona Road SE15 6RY
 52 Ossory Road London SE1 5AN
 Part Ground Floor First Floor And Second Floor 3-5 Latona Road SE15 6RX
 Part Ground Floor 3-5 Latona Road SE15 6RX
 Ground Floor 55 Glengall Road SE15 6NF
 First Floor Flat 57 Glengall Road SE15 6NF
 Christ Apostolic Church Mount Zion International 1a Sumner Road SE15 6LA
 19 Pennack Road London SE15 6DD
 17 Pennack Road London SE15 6DD
 23 Pennack Road London SE15 6DD
 21 Pennack Road London SE15 6DD
 11 Pennack Road London SE15 6DD
 1 Pennack Road London SE15 6DD
 15 Pennack Road London SE15 6DD
 13 Pennack Road London SE15 6DD
 Second Floor And Third Floor 55 Glengall Road SE15 6NF
 Hand Car Wash Asda SE1 5AG
 140 Galleria Court Pennack Road SE15 6PY

18 Ednam House Friary Estate Latona Road SE15 6SE
 17 Ednam House Friary Estate Latona Road SE15 6SE
 2 Ednam House Friary Estate Latona Road SE15 6SE
 19 Ednam House Friary Estate Latona Road SE15 6SE
 14 Ednam House Friary Estate Latona Road SE15 6SE
 13 Ednam House Friary Estate Latona Road SE15 6SE
 16 Ednam House Friary Estate Latona Road SE15 6SE
 15 Ednam House Friary Estate Latona Road SE15 6SE
 20 Ednam House Friary Estate Latona Road SE15 6SE
 26 Ednam House Friary Estate Latona Road SE15 6SE
 25 Ednam House Friary Estate Latona Road SE15 6SE
 28 Ednam House Friary Estate Latona Road SE15 6SE
 27 Ednam House Friary Estate Latona Road SE15 6SE
 22 Ednam House Friary Estate Latona Road SE15 6SE
 21 Ednam House Friary Estate Latona Road SE15 6SE
 24 Ednam House Friary Estate Latona Road SE15 6SE
 23 Ednam House Friary Estate Latona Road SE15 6SE
 39 Ednam House Friary Estate Latona Road SE15 6SF
 62 Ednam House Friary Estate Latona Road SE15 6SF
 61 Ednam House Friary Estate Latona Road SE15 6SF
 64 Ednam House Friary Estate Latona Road SE15 6SF
 63 Ednam House Friary Estate Latona Road SE15 6SF
 58 Ednam House Friary Estate Latona Road SE15 6SF
 57 Ednam House Friary Estate Latona Road SE15 6SF
 60 Ednam House Friary Estate Latona Road SE15 6SF
 59 Ednam House Friary Estate Latona Road SE15 6SF
 65 Ednam House Friary Estate Latona Road SE15 6SF
 71 Ednam House Friary Estate Latona Road SE15 6SF
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 72 Ednam House Friary Estate Latona Road SE15 6SF
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 69 Ednam House Friary Estate Latona Road SE15 6SF
 68 Ednam House Friary Estate Latona Road SE15 6SF
 45 Ednam House Friary Estate Latona Road SE15 6SF
 44 Ednam House Friary Estate Latona Road SE15 6SF
 47 Ednam House Friary Estate Latona Road SE15 6SF
 46 Ednam House Friary Estate Latona Road SE15 6SF
 41 Ednam House Friary Estate Latona Road SE15 6SF
 40 Ednam House Friary Estate Latona Road SE15 6SF
 43 Ednam House Friary Estate Latona Road SE15 6SF
 42 Ednam House Friary Estate Latona Road SE15 6SF
 48 Ednam House Friary Estate Latona Road SE15 6SF
 54 Ednam House Friary Estate Latona Road SE15 6SF
 53 Ednam House Friary Estate Latona Road SE15 6SF
 56 Ednam House Friary Estate Latona Road SE15 6SF
 55 Ednam House Friary Estate Latona Road SE15 6SF
 50 Ednam House Friary Estate Latona Road SE15 6SF
 49 Ednam House Friary Estate Latona Road SE15 6SF
 52 Ednam House Friary Estate Latona Road SE15 6SF
 51 Ednam House Friary Estate Latona Road SE15 6SF
 3 Brideale Close London SE15 6NB
 2 Brideale Close London SE15 6NB
 7 Brideale Close London SE15 6NB
 6-7 Brideale Close London SE15 6NB
 Unit 1 Horizon Industrial Estate SE15 6SA
 57 Glengall Road London SE15 6NF
 1 Brideale Close London SE15 6NB
 9 Brideale Close London SE15 6NB
 15 Brideale Close London SE15 6NB
 14 Brideale Close London SE15 6NB
 16 Brideale Close London SE15 6NB
 11 Brideale Close London SE15 6NB
 10 Brideale Close London SE15 6NB
 13 Brideale Close London SE15 6NB
 12 Brideale Close London SE15 6NB
 25 Unwin Close London SE15 6SH
 24 Unwin Close London SE15 6SH
 27 Unwin Close London SE15 6SH
 26 Unwin Close London SE15 6SH
 21 Unwin Close London SE15 6SH
 20 Unwin Close London SE15 6SH
 134 Galleria Court Pennack Road SE15 6PY
 5 Galleria Court Sumner Road SE15 6PW
 First Floor Flat 40a Glengall Road SE15 6NH
 Studio 1 55 Glengall Road SE15 6NF
 Flat 8 41 Glengall Road SE15 6NF
 118 Galleria Court Pennack Road SE15 6PY
 7-17 Latona Road London SE15 6RY
 Flat 5 41 Glengall Road SE15 6NF
 4-5 Brideale Close London SE15 6NB
 Flat 7 41 Glengall Road SE15 6NF
 Flat 6 41 Glengall Road SE15 6NF
 25 Pennack Road London SE15 6DD
 33 Glengall Road London SE15 6NJ
 31 Glengall Road London SE15 6NJ
 37 Glengall Road London SE15 6NJ
 35 Glengall Road London SE15 6NJ
 39 Glengall Road London SE15 6NJ
 7 Glengall Terrace London SE15 6NW
 6 Glengall Terrace London SE15 6NW
 9 Glengall Terrace London SE15 6NW
 8 Glengall Terrace London SE15 6NW
 3 Glengall Terrace London SE15 6NW
 1 Glengall Terrace London SE15 6NW
 5 Glengall Terrace London SE15 6NW
 4 Glengall Terrace London SE15 6NW
 9 Pennack Road London SE15 6DD
 5 Pennack Road London SE15 6DD
 62 Colegrove Road London SE15 6ND
 60 Colegrove Road London SE15 6ND
 29 Pennack Road London SE15 6DD
 27 Pennack Road London SE15 6DD
 31 Pennack Road London SE15 6DD
 3 Pennack Road London SE15 6DD
 64 Colegrove Road London SE15 6ND
 46 Glengall Road London SE15 6NH
 40 Glengall Road London SE15 6NH
 42 Glengall Road London SE15 6NH
 101 Galleria Court Pennack Road SE15 6PY
 100 Galleria Court Pennack Road SE15 6PY
 105 Galleria Court Pennack Road SE15 6PY
 104 Galleria Court Pennack Road SE15 6PY
 71 Galleria Court Sumner Road SE15 6PW
 46 Galleria Court Sumner Road SE15 6PW
 88 Galleria Court Pennack Road SE15 6PY
 83 Galleria Court Sumner Road SE15 6PW
 107 Galleria Court Pennack Road SE15 6PY
 95 Galleria Court Pennack Road SE15 6PY
 92 Galleria Court Pennack Road SE15 6PY
 97 Galleria Court Pennack Road SE15 6PY
 96 Galleria Court Pennack Road SE15 6PY
 89 Galleria Court Pennack Road SE15 6PY
 124 Galleria Court Pennack Road SE15 6PY
 91 Galleria Court Pennack Road SE15 6PY
 90 Galleria Court Pennack Road SE15 6PY
 13 Galleria Court Sumner Road SE15 6PW
 12 Galleria Court Sumner Road SE15 6PW
 103 Galleria Court Pennack Road SE15 6PY
 8 Galleria Court Sumner Road SE15 6PW
 First Floor Flat 50 Glengall Road SE15 6NH
 6 Galleria Court Sumner Road SE15 6PW
 Ground Floor Flat 50 Glengall Road SE15 6NH
 Second Floor Flat 50 Glengall Road SE15 6NH
 10 Galleria Court Sumner Road SE15 6PW
 36 Galleria Court Sumner Road SE15 6PW
 28 Galleria Court Sumner Road SE15 6PW
 41 Galleria Court Sumner Road SE15 6PW
 37 Galleria Court Sumner Road SE15 6PW
 133 Galleria Court Pennack Road SE15 6PY
 11 Galleria Court Sumner Road SE15 6PW
 18 Galleria Court Sumner Road SE15 6PW
 2 Galleria Court Sumner Road SE15 6PW
 98 Galleria Court Pennack Road SE15 6PY

23 Unwin Close London SE15 6SH
 22 Unwin Close London SE15 6SH
 28 Unwin Close London SE15 6SH
 8 Unwin Close London SE15 6SH
 7 Unwin Close London SE15 6SH
 Haymerle School Haymerle Road SE15 6SY
 9 Unwin Close London SE15 6SH
 4 Unwin Close London SE15 6SH
 3 Unwin Close London SE15 6SH
 6 Unwin Close London SE15 6SH
 5 Unwin Close London SE15 6SH
 Unit 3 To 4 Horizon Industrial Estate SE15 6SA
 90 Haymerle Road London SE15 6SB
 55 Glengall Road London SE15 6NF
 Hygrade Meats Ltd Latona Road SE15 6RX
 3-5 Latona Road London SE15 6RX
 Ground Floor Flat 72 Glengall Road SE15 6NH
 Ground Floor Flat 68 Glengall Road SE15 6NH
 14 Frensham Street London SE15 6TH
 66b Glengall Road London SE15 6NH
 Third Floor Flat Surrey Wharf SE1 5AU
 10 Ednam House Friary Estate Latona Road SE15 6SE
 1 Ednam House Friary Estate Latona Road SE15 6SE
 12 Ednam House Friary Estate Latona Road SE15 6SE
 11 Ednam House Friary Estate Latona Road SE15 6SE
 48b Glengall Road London SE15 6NH
 48a Glengall Road London SE15 6NH
 First Floor And Second Floor Flat 72 Glengall Road SE15 6NH
 78b Glengall Road London SE15 6NH
 Flat 2 41 Glengall Road SE15 6NF
 Flat 1 41 Glengall Road SE15 6NF
 Unit 2 Horizon Industrial Estate SE15 6SA
 93 Haymerle Road London SE15 6SQ
 78a Glengall Road London SE15 6NH
 2 Glengall Terrace London SE15 6NW
 Flat 3 41 Glengall Road SE15 6NF
 Flat C 70 Glengall Road SE15 6NH
 Basement Flat 68 Glengall Road SE15 6NH
 Ground Floor Flat 40a Glengall Road SE15 6NH
 Ground Floor And First Floor Flat 27 Glengall Road SE15 6NJ
 131 Galleria Court Pennack Road SE15 6PY
 130 Galleria Court Pennack Road SE15 6PY
 136 Galleria Court Pennack Road SE15 6PY
 135 Galleria Court Pennack Road SE15 6PY
 127 Galleria Court Pennack Road SE15 6PY
 126 Galleria Court Pennack Road SE15 6PY
 129 Galleria Court Pennack Road SE15 6PY
 128 Galleria Court Pennack Road SE15 6PY
 137 Galleria Court Pennack Road SE15 6PY
 144 Galleria Court Pennack Road SE15 6PY
 143 Galleria Court Pennack Road SE15 6PY
 146 Galleria Court Pennack Road SE15 6PY
 145 Galleria Court Pennack Road SE15 6PY
 139 Galleria Court Pennack Road SE15 6PY
 138 Galleria Court Pennack Road SE15 6PY
 142 Galleria Court Pennack Road SE15 6PY
 141 Galleria Court Pennack Road SE15 6PY
 111 Galleria Court Pennack Road SE15 6PY
 110 Galleria Court Pennack Road SE15 6PY
 113 Galleria Court Pennack Road SE15 6PY
 112 Galleria Court Pennack Road SE15 6PY
 106 Galleria Court Pennack Road SE15 6PY
 99 Galleria Court Pennack Road SE15 6PY
 109 Galleria Court Pennack Road SE15 6PY
 108 Galleria Court Pennack Road SE15 6PY
 114 Galleria Court Pennack Road SE15 6PY
 122 Galleria Court Pennack Road SE15 6PY
 121 Galleria Court Pennack Road SE15 6PY
 125 Galleria Court Pennack Road SE15 6PY
 123 Galleria Court Pennack Road SE15 6PY
 116 Galleria Court Pennack Road SE15 6PY
 115 Galleria Court Pennack Road SE15 6PY
 120 Galleria Court Pennack Road SE15 6PY
 119 Galleria Court Pennack Road SE15 6PY
 36a Bird In Bush Rd Peckham se156rw
 7a Manor Place London SE17 3BD
 Galleria Court, Sumner Rd London SE15 6PW
 Unit 21 Tower Workshops London SE2 3DG
 17 Lulworth House Dorset Road SW8 1DR
 C/O Benedict O'Looney, Riba 56 Pennethorne Road
 SE15 5TQ

Re-consultation: 11/06/2018

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

Economic Development Team

Statutory and non-statutory organisations

Environment Agency
 Greater London Authority
 Historic England
 London Fire & Emergency Planning Authority
 London Underground Limited
 Metropolitan Police Service (Designing out Crime)
 Natural England - London Region & South East Region
 Thames Water - Development Planning

Neighbours and local groups

C/O Benedict O'Looney, Riba 56 Pennethorne Road SE15 5TQ
 Galleria Court, Sumner Rd London SE15 6PW
 Unit 21 Tower Workshops London SE2 3DG
 17 Galleria Court Sumner Road SE15 6PW
 17 Lulworth House Dorset Road SW8 1DR
 36a Bird In Bush Rd Peckham se156rw
 5 Glengall Terrace London SE15 6NW
 53 Galleria Court Sumner Road SE15 6PW
 55 Glengall Road London SE15 6NF
 57 Glengall Road London SE15 6NF
 60 Galleria Court Sumner Road SE15 6PW
 7a Manor Place London SE17 3BD
 76c Glengall Road London SE15 6NH
 83 Galleria Court Sumner Road SE15 6PW
 83 Galleria Court Sumner Road SE15 6PW
 84 Galleria Court Sumner Road SE15 6PW
 85 Galleria Court Sumner Road SE15 6PW
 86 Galleria Court Sumner Road SE15 6PW
 88 Galleria Court Pennack Road SE15 6PY
 88 Galleria Court Pennack Road SE15 6PY
 90 Haymerle Road London SE15 6SB

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 David Hill Twenty Twenty Glengall Ltd	Reg. Number	17/AP/4612
Application Type	Full Planning Application	Case Number	TP/2364-A
Recommendation	Grant subject to Legal Agreement and GLA		

Draft of Decision Notice

Planning Permission was GRANTED for the following development:

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

(This application represents a departure from strategic policy 10 'Jobs and businesses' of the Core Strategy (2011) and saved policy 1.2 'strategic and local preferred industrial locations' of the Southwark Plan (2007) by virtue of proposing to introduce residential accommodation in a preferred industrial location).

At: 49-53 GLENGALL ROAD, LONDON, SE15 6NF

In accordance with application received on 05/12/2017

and Applicant's Drawing Nos. Existing

GLR-HKR-SU-00-DR-A-0201
GLR-HKR-SU-00-DR-A-1100
GLR-HKR-SU-00-DR-A-1101
GLR-HKR-SU-00-DR-A-1115
GLR-HKR-XX-XX-DR-A-2100
GLR-HKR-XX-XX-DR-A-2101

Proposed

GLR-HKR-XX-00-DR-A-0100-B
GLR-HKR-XX-00-DR-A-0101-B
GLR-HKR-XX-00-DR-A-1000-C
GLR-HKR-XX-00-DR-A-1001-C
GLR-HKR-XX-01-DR-A-1002-B
GLR-HKR-XX-02-DR-A-1003-B
GLR-HKR-XX-03-DR-A-1004-B
GLR-HKR-XX-04-DR-A-1005-B
GLR-HKR-XX-05-DR-A-1006-B
GLR-HKR-XX-06-DR-A-1007-B
GLR-HKR-XX-07-DR-A-1008-B
GLR-HKR-XX-08-DR-A-1009-B
GLR-HKR-XX-09-DR-A-1010-B
GLR-HKR-XX-10-DR-A-1011-B
GLR-HKR-XX-11-DR-A-1012-B
GLR-HKR-XX-12-DR-A-1013-B
GLR-HKR-XX-13-DR-A-1014-B
GLR-HKR-XX-14-DR-A-1015-B
GLR-HKR-XX-14-DR-A-1016-B
GLR-HKR-XX-XX-DR-A-2000-B
GLR-HKR-XX-XX-DR-A-2001-B
GLR-HKR-XX-XX-DR-A-2002-B
GLR-HKR-XX-XX-DR-A-2003-B
GLR-HKR-XX-XX-DR-A-3000-B
GLR-HKR-XX-XX-DR-A-3001-B
GLR-HKR-XX-XX-DR-A-3002

Noise Impact Assessment, Air Quality Assessment, Energy Statement, Planning Statement, Landscaping and Open Space Statement, Heirtage Statement, Tree Survey and Assessment, Flood Risk and Sustainable Drainage Statement, BREEAM Assessment, CIL form, Daylight Sunlight Assessment, Framework Construction Environmental Management Plan, Framework Delivery and Servicing Management Plan, Framework Travel Plan, Full Viability Report and Summary, Geo-Environmental Conditions and Risks, Transport Statement, Design and Access Statement, PRELIMINARY ECOLOGICAL APPRAISAL AND BAT ROOST ASSESSMENT, Statement of Community Involvement, TOWNSCAPE AND VISUAL ASSESSMENT, Transport Technical Note, Utility Investigations, Ventilation Statement,

Subject to the following thirty-four 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:

GLR-HKR-XX-00-DR-A-0100-B
 GLR-HKR-XX-00-DR-A-0101-B
 GLR-HKR-XX-00-DR-A-1000-C
 GLR-HKR-XX-00-DR-A-1001-C
 GLR-HKR-XX-01-DR-A-1002-B
 GLR-HKR-XX-02-DR-A-1003-B
 GLR-HKR-XX-03-DR-A-1004-B
 GLR-HKR-XX-04-DR-A-1005-B
 GLR-HKR-XX-05-DR-A-1006-B
 GLR-HKR-XX-06-DR-A-1007-B
 GLR-HKR-XX-07-DR-A-1008-B
 GLR-HKR-XX-08-DR-A-1009-B
 GLR-HKR-XX-09-DR-A-1010-B
 GLR-HKR-XX-10-DR-A-1011-B
 GLR-HKR-XX-11-DR-A-1012-B
 GLR-HKR-XX-12-DR-A-1013-B
 GLR-HKR-XX-13-DR-A-1014-B
 GLR-HKR-XX-14-DR-A-1015-B
 GLR-HKR-XX-14-DR-A-1016-B
 GLR-HKR-XX-XX-DR-A-2000-B
 GLR-HKR-XX-XX-DR-A-2001-B
 GLR-HKR-XX-XX-DR-A-2002-B
 GLR-HKR-XX-XX-DR-A-2003-B
 GLR-HKR-XX-XX-DR-A-3000-B
 GLR-HKR-XX-XX-DR-A-3001-B
 GLR-HKR-XX-XX-DR-A-3002

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 works excluding demolition shall commence until details of a detailed water drainage strategy for the site, based on the principles set out in the approved Flood Risk Assessment and Sustainable Drainage Assessment prepared by Walsh (dated 17 November 2017) has been submitted to and approved in writing by the Local Planning Authority in consultation with the LLFA.

The detailed drainage strategy will incorporate methods that will attenuate flows to the sewer network for the 100 year critical duration storm with a 40% allocation for climate change. In addition to this it has also been agreed that SuDS in line with SuDS principals, will be added into the design to provide a further improvement on attenuation of surface water flows. The scheme shall subsequently be implemented in accordance with 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).

- 4 No development shall take place, including any works of demolition, until a written Construction Environmental Management Plan (CEMP) for the site has been devised based on the principles set out in the FRAMEWORK CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN prepared by MOTION (dated 14 November 2017) and submitted with the application. The CEMP shall oblige the applicant, developer and contractors to commit to current best practice with regard to site management and to use all best endeavours to minimise off site impacts. A copy of the CEMP shall be available on site at all times and shall include the following information:
- " A detailed specification of demolition and construction works at each phase of development including consideration of all environmental impacts and the identified remedial measures;
 - " Compliance with the GLA guidance on Non-Road Mobile Machinery;
 - " Engineering measures to eliminate or mitigate identified environmental impacts e.g. acoustic screening, sound insulation, dust control, emission reduction, location of specific activities on site, etc., together with air and noise monitoring to demonstrate that potential impacts are being successfully controlled;
 - " Arrangements for direct responsive contact for nearby occupiers with the site management during demolition and/or construction (signage on hoardings, newsletters, resident's liaison meetings);
 - " A commitment to adopt and implement of the ICE Demolition Protocol and Considerate Contractor Scheme;
 - " Details of the routing of in-bound and outbound site traffic, one way site traffic, lay off areas, etc; and
 - " Details of accurate waste identification, separation, storage, registered waste carriers for transportation and disposal to appropriate destinations.

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

Reason:

To ensure that occupiers of neighbouring premises and the wider environment do not suffer a loss of amenity by reason of unnecessary pollution or nuisance, in accordance with strategic policy 13 'High environmental standards' of the Core Strategy (2011) saved policy 3.2 'Protection of amenity' of the Southwark Plan (2007) and the National Planning Policy Framework 2012

- 5 Before demolition to ground level slab, the applicant shall secure the implementation of a programme of archaeological evaluation works in accordance with a written scheme of investigation 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 Strategic Policy 12 - Design and Conservation of The Core Strategy 2011, Saved Policy 3.19 Archaeology of the Southwark Plan 2007 and the National Planning Policy Framework 2012.

- 6 Before any work hereby authorised begins, the applicant shall secure the implementation of a programme of archaeological mitigation works in accordance with a written scheme of investigation, which shall be submitted to and approved in writing by the Local Planning Authority and shall not be carried out other than in accordance with any such approval given.

Reason

In order that the details of the programme of 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 Strategic Policy 12 - Design and Conservation of The Core Strategy 2011, Saved Policy 3.19 Archaeology of the Southwark Plan 2007 and the National Planning Policy Framework 2012.

- 7 Within six months of the completion of archaeological site works, an assessment report detailing the proposals for post-excavation works, publication of the site and preparation of the archive shall be submitted to and approved in writing by the Local Planning Authority and that the works detailed in this assessment report shall not be carried out otherwise than in accordance with any such approval given.

Reason: In order that the archaeological interests of the site are secured with regard to the details of the post-excavation works, publication and archiving to ensure the preservation of archaeological remains by record in accordance with Chapter 12, paragraph 141 of the National Planning Policy Framework, policy 12 of the Core Strategy 2011 and saved policy 3.19 of the Southwark Plan 2007

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

Reason

In order that details of the foundations, ground works and all below ground impacts of the proposed development are detailed and accord with the programme of archaeological mitigation works to ensure the preservation of archaeological remains by record and in situ in accordance with Strategic Policy 12 - Design and Conservation of The Core Strategy 2011, Saved Policy 3.19 Archaeology of the Southwark Plan 2007 and the National Planning Policy Framework 2012.

- 9 Prior to works commencing, full details of all proposed tree planting together with additional trees on Ilderton 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, use of guards or other protective measures 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. Planting shall comply with BS5837: Trees in relation to demolition, design and construction (2012) and BS: 4428 Code of practice for general landscaping operations.

If within a period of five years from the date of the planting of any tree that tree, or any tree planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree of the same species and size as that originally planted shall be planted at the same place in the first suitable planting season., unless the local planning authority gives its written consent to any variation.

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.

- 10 The existing trees on or adjoining the site which are to be retained shall be protected and both the site and trees managed in accordance with the recommendations contained in the method statement. Following the pre-commencement meeting all tree protection measures shall be installed, carried out and retained throughout the period of the works, unless otherwise agreed in writing by the Local Planning Authority. In any case, all works must adhere to BS5837: (2012) Trees in relation to demolition, design and construction and BS3998: (2010) Tree work - recommendations.

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

Reason

To avoid damage to the existing trees which represent an important visual amenity in the area, 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.

- 11 Before any fit out works to the commercial premises hereby authorised begins, an independently verified BREEAM report (detailing performance in each category, overall score, BREEAM rating and a BREEAM certificate of building performance) to achieve a minimum "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 2018, 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.

- 12 i) Before any above grade work hereby authorised begins within the public realm (excluding demolition), the applicant shall submit details of all the play spaces proposed, including 1:50 scale detailed drawings for approval by the Local Planning Authority. The development shall not be carried out otherwise than in accordance with any such approval given and retained as such.
- ii) No later than 6 months prior to occupation of the development hereby approved, details of the play equipment to be installed on the site shall be submitted to and approved in writing by the Local Planning Authority. The play equipment shall be provided in accordance with the details thereby approved prior to the occupation of the residential units. All playspace and communal amenity space within the development shall be available to all residential occupiers of the development in perpetuity.

Reason:

In order that the Council may be satisfied with the details of the play strategy, in accordance with The National Planning Policy Framework 2018 Parts 5, 8, and 12, London Plan (2016) Policy 3.6 Children and young people's play and informal recreation facilities; policies SP11 Open spaces and wildlife and SP12 Design and conservation of The Core Strategy 2011 and the following 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 4.2 Quality of residential accommodation

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

Reason

In granting this permission the Local Planning Authority has had regard to the special circumstances of this case in accordance with Strategic Policy 1.2 Strategic and local preferred industrial locations of The Core Strategy 2011 and Saved Policy 3.2 Protection of Amenity of the Southwark Plan 2007 and the National Planning Policy Framework 2018.

- 14 Before any above grade work hereby authorised begins (excluding demolition) details of green/brown roofs shall be submitted to and approved in writing by the Local Planning Authority. The green/brown roofs shall be: biodiversity based with extensive substrate base (depth 80-150mm); laid out in accordance with the agreed plans; and planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works (focused on wildflower planting, and no more than a maximum of 25% sedum coverage).

The green/brown roof shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency.

The green/brown shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

A post completion assessment will be required to confirm the roof has been constructed to the agreed specification.

Reason: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in accordance with policies: 2.18, 5.3, 5.10, and 5.11 of the London Plan 2011, saved policy 3.28 of the Southwark Plan and Strategic Policy 11 of the Southwark Core strategy.

- 15 Samples of all external facing materials to be used in the carrying out of this permission shall be presented to the Local Planning Authority and approved in writing before any above grade works, 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 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; of The Southwark Plan (UDP) July 2007.

- 16 Bay studies at a scale of 1:20 of facades from parapet to ground, including window design, 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 (excluding demolition) 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 as to the quality of the design and details in accordance with Policies: 3.12 Quality in Design; 3.13 Urban Design; of The Southwark Plan (UDP) July 2007.

- 17 Before any above grade work hereby authorised begins (excluding demolition) (1:50 scale drawings) of all 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.

- 18 Section detail-drawings at a scale of 1:5 through:
the facades and balconies;
parapets and roof edges; and
heads, cills and jambs of all openings
to be used in the carrying out of this permission shall be submitted to and approved by the Local Planning Authority in writing before any work in connection with this permission is commenced (excluding demolition); the development shall not be carried out otherwise than in accordance with any such approval given.

Reason:

In order that the Local Planning Authority may be satisfied as to the quality of the design and details in accordance with saved policies: 3.12 Quality in Design; 3.13 Urban Design; of the Southwark Plan (UDP) July 2007.

- 19 Before any above grade work hereby authorised begins, 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' accreditation award from the Metropolitan Police.

Reason

In pursuance of the Local Planning Authority's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions and to improve community safety and crime prevention in accordance with The National Planning Policy Framework 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.

- 20 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 that will provide public realm including 'Latona Yard', communal amenity space and playspace (including 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. 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.

- 21 Details of house sparrow nesting boxes / bricks shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the use hereby granted permission.

No less than three nesting boxes / bricks shall be provided and the details shall include the exact location, specification and design of the habitats. The boxes / bricks shall be installed with the development prior to the first occupation of the building to which they form part or the first use of the space in which they are contained.

The house sparrow nesting boxes / bricks shall be installed strictly in accordance with the details so approved, shall be maintained as such thereafter.

Discharge of this condition will be granted on receiving the details of the nest/roost features and mapped locations and Southwark Council agreeing the submitted plans, and once the nest/roost features are installed in full in accordance to the agreed plans. A post completion assessment will be required to confirm the nest/roost features have been installed to the agreed specification.

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

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.

- 22 Before the first occupation of the building hereby permitted, a detailed Delivery and Servicing Management Plan (DSMP) detailing how all elements of the site are to be serviced has been submitted to and approved in writing by the Local Planning Authority. The detailed DSMP shall be based on the principles set out in the FRAMEWORK DELIVERY & SERVICING MANAGEMENT PLAN prepared by MOTION (dated 14 November 2017) and submitted with the application. 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.

- 23 The residential accommodation hereby approved shall not be occupied until the ground and mezzanine floor commercial units have been fitted out in accordance with the approved B1(c) fit out details, unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To ensure that occupiers of neighbouring residential properties do not suffer a loss of amenity by reason of noise nuisance from fit out works after residential accommodation has been occupied, in accordance with the National Planning Policy Framework 2018, Strategic Policy 13 High Environmental Standards of the Core Strategy 2011 and Saved Policy 3.2 Protection of Amenity of the Southwark Plan (2007).

- 24 Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order and any associated provisions of the Town and Country Planning General Permitted Development Order (including any future amendment of enactment of those Orders), the Class B use hereby permitted shall only be for Class B1(c) and B2/B8 uses as detailed in Ground and Mezzanine floor plans: GLR-HKR-XX-00-DR-A-1000 Rev C and GLR-HKR-XX-00-DR-A-1001 Rev C

Reason:

In granting this permission the Local Planning Authority has had regard to the special circumstances of this case in accordance with Strategic Policy 1.2 Strategic and local preferred industrial locations of The Core Strategy 2011

and Saved Policy 3.2 Protection of Amenity of the Southwark Plan 2007 and the National Planning Policy Framework 2018.

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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.

- 25 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[s] as shown on elevational drawings or shall be permitted to extend outside of the roof plant enclosure[s] of any building[s] hereby permitted.

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.

- 26 The development hereby permitted shall be constructed to include the energy efficiency measures, photovoltaic panels and CHP plant as stated in the Sustainable Energy Statement by CDI Building Services Engineers Sustainability dated November 2017 and submitted with the application. All measures and technologies shall remain for as long as the development is occupied.

Reason: To ensure the development complies with the National Planning Policy Framework 2012, Strategic Policy 13 High Environmental Standards of the Core Strategy and Policy 5.7 Renewable Energy of the London Plan 2015.

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

Bedrooms - 35dB LAeq T_δ, 30 dB LAeq T*, typical noise levels of 45dB LAFmax T *

Living rooms- 35dB LAeq T_δ

Dining room - 40 dB LAeq T_δ

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

δ - Daytime 16 hours between 07:00-23:00.

Reason:

To ensure that the occupiers and users of the development do not suffer a loss of amenity by reason of excess noise from environmental and transportation sources in accordance with strategic policy 13 'High environmental standards' of the Core Strategy (2011) saved policies 3.2 'Protection of amenity' and 4.2 'Quality of residential accommodation' of the Southwark Plan (2007), and the National Planning Policy Framework 2012.

- 28 Any deliveries or collections to the commercial units shall only be between the following hours: 08.00 to 20.00hrs on Monday to Saturday and 10.00 to 16.00hrs on Sundays & Bank Holidays.

Reason:

To safeguard the amenity 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.

- 29 The rating level from any plant, together with any associated ducting shall not exceed the Background sound level (LA90 15min) at the nearest noise sensitive premises. Furthermore, the plant Specific sound level shall be 10dB(A) or more below the background sound level at this location. For the purposes of this condition the Background, Rating and Specific sound levels shall be calculated in full accordance with the methodology of BS4142:2014. This shall apply to future uses made of the developed site as well as plant used in connection with the residential use.

Reason:

To ensure that occupiers of neighbouring premises do not suffer a loss of amenity by reason of noise nuisance or the local environment from noise creep due to plant and machinery in accordance with the National Planning Policy Framework 2012, Strategic Policy 13 High Environmental Standards of the Core Strategy 2011 and Saved Policy 3.2 Protection of Amenity of the Southwark Plan (2007).

- 30 The habitable rooms within the development sharing a party ceiling/floor element with commercial premises shall

be designed and constructed to provide reasonable resistance to the transmission of sound sufficient to ensure that noise due to the commercial premises does not exceed NR20 as a predicted LAeq noise level. A written report including noise level predictions shall be submitted to and approved by the LPA prior any above grade works taking place. Prior to occupation of any homes or commencement of the commercial use, details of the proposed ceiling/floor construction, including likely sound insulation performance shall be submitted to the LPA for approval in writing. The development shall be carried out in accordance with the approval given and shall be permanently maintained thereafter.

Reason

To ensure that the occupiers and users of the proposed development do not suffer a loss of amenity by reason of noise nuisance and other excess noise from activities within the commercial premises accordance with strategic policy 13 'High environmental standards' of the Core Strategy (2011), saved Policy 3.2 Protection of Amenity of the Southwark Plan (2007) and the National Planning Policy Framework 2012.

Other condition(s) - the following condition(s) are to be complied with and discharged in accordance with the individual requirements specified in the condition(s).

- 31 If, during development (excluding demolition), contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved, verified and reported to the satisfaction of the Local Planning Authority.

Reason

There is always the potential for unexpected contamination to be identified during development groundworks. We should be consulted should any contamination be identified that could present an unacceptable risk to Controlled Waters (the site is located above a Secondary Aquifer).

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

Reason

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

- 33 Whilst the principles and installation of sustainable drainage schemes are to be encouraged, no drainage systems for the infiltration of surface water drainage into the ground are permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to Controlled Waters. The development shall be carried out in accordance with the approval details.

Reason

Infiltrating water has the potential to cause remobilisation of contaminants present in shallow soil/made ground which could ultimately cause pollution of groundwater.

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

Reason

In order that the Council may be satisfied as to the details of the development in the interest of the visual amenity of the area, the safety and security of persons using the area and the amenity and privacy of adjoining occupiers in accordance with The National Planning Policy Framework 2012, Strategic Policy 12 Design and Conservation and Strategic Policy 13 High environmental standards of The Core Strategy 2011 and Saved Policies 3.2 Protection of Amenity and 3.14 Designing out crime of the Southwark Plan 2007.

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.

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