

Planning Committee

Monday 1 June 2020

6.30 pm

Online/Virtual: Members of the public are welcome to attend the meeting.
Please contact Constitutional.Team@southwark.gov.uk for a link or
telephone dial-in instructions to join the online meeting

Membership

Councillor Martin Seaton (Chair)
Councillor Kath Whittam (Vice-Chair)
Councillor Barrie Hargrove
Councillor Adele Morris
Councillor Margy Newens
Councillor Damian O'Brien
Councillor Catherine Rose
Councillor Cleo Soanes

Reserves

Councillor Eleanor Kerlake
Councillor Sarah King
Councillor Richard Livingstone
Councillor James McAsh
Councillor Hamish McCallum
Councillor Darren Merrill
Councillor Jason Ochere
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: Gerald Gohler on 020 7525 7420 or email: gerald.gohler@southwark.gov.uk

Members of the committee are summoned to attend this meeting

Eleanor Kelly

Chief Executive

Date: 14 May 2002



Planning Committee

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Order of Business

Item No.	Title	Page No.
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	1 - 8
	To approve as a correct record the Minutes of the open section of the meeting held on 3 March 2020 and 4 May 2020.	
6.	TO RELEASE £1,000,442.43 FROM THE S106 AGREEMENTS ASSOCIATED WITH THE BELOW DEVELOPMENTS, IN ORDER TO DELIVER EXPANSION OF THE DOCKED CYCLE HIRE EXPANSION AND ASSOCIATED HIGHWAY IMPROVEMENTS	9 - 16

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7.	DEVELOPMENT MANAGEMENT	17 - 20
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	7.2. 651-657 OLD KENT ROAD, LONDON SE15 1JU	215 - 377

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.”

Date: 14 May 2020

Planning Committee

Guidance on conduct of business for planning applications, enforcement cases and other planning proposals (virtual meetings)

Please note:

The council has made the following adaptations to the committee process to accommodate virtual meetings:

- The agenda will be published earlier than the statutory minimum of five working days before the meeting. We will aim to publish the agenda ten clear working days before the meeting.
- This will allow those wishing to present information at the committee to make further written submissions in advance of the meeting in order to:
 - Correct any factual information in the report
 - Confirm whether their views have been accurately reflected in the report
 - Re-emphasise the main points of their comments
 - Suggest conditions to be attached to any planning permission if granted.
- **Those wishing to speak at the meeting should notify the constitutional team at Constitutional.Team@southwark.gov.uk in advance of the meeting by 5pm on the working day preceding the meeting.**

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 in the virtual meeting and wish to speak) for **not more than three minutes each**. **Speakers must notify the constitutional team at Constitutional.Team@southwark.gov.uk in advance of the meeting by 5pm on the working day preceding the meeting.**

- (a) One representative (spokesperson) for any objectors. If there is more than one objector wishing to speak, the time is then divided within the three-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). If there is more than one supporter (who lives within 100 metres of the development site) wishing to speak, the time is divided within the 3-minute time slot.
- (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 three-minute time allowance must be divided amongst those wishing to speak. Where you are unable to decide who is to speak in advance of the meeting, the chair will ask which objector(s)/supporter(s) would like to speak at the point the actual item is being considered. The clerk will put all objectors who agree to this in touch with each other, so that they can arrange a representative to speak on their behalf at the meeting. The clerk will put all supporters who agree to this in touch with each other, so that they can arrange a representative to speak on their behalf at the meeting.
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, will be speaking in their designated time-slots only, apart from answering brief questions for clarification; this 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 to which is open to the public and there should be no interruptions from members of the public.
10. Members of the public are welcome to record, screenshot, or tweet the public proceedings of the meeting.
11. Please be considerate towards other people and take care not to disturb the proceedings.
12. This meeting will be recorded by the council and uploaded to the Southwark Council YouTube channel the day after the meeting.

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

FOR ACCESS TO THE VIRTUAL MEETING (ONLINE/BY TELEPHONE)

PLEASE CONTACT:

Planning Committee Clerk, Constitutional Team
Finance and Governance

Tel: 020 7525 7420 or email: gerald.gohler@southwark.gov.uk

Guide for guests to join Southwark Council virtual committee meetings

To access the meeting via a desktop computer or laptop:

- 1) Right click on the meeting link provided via email:

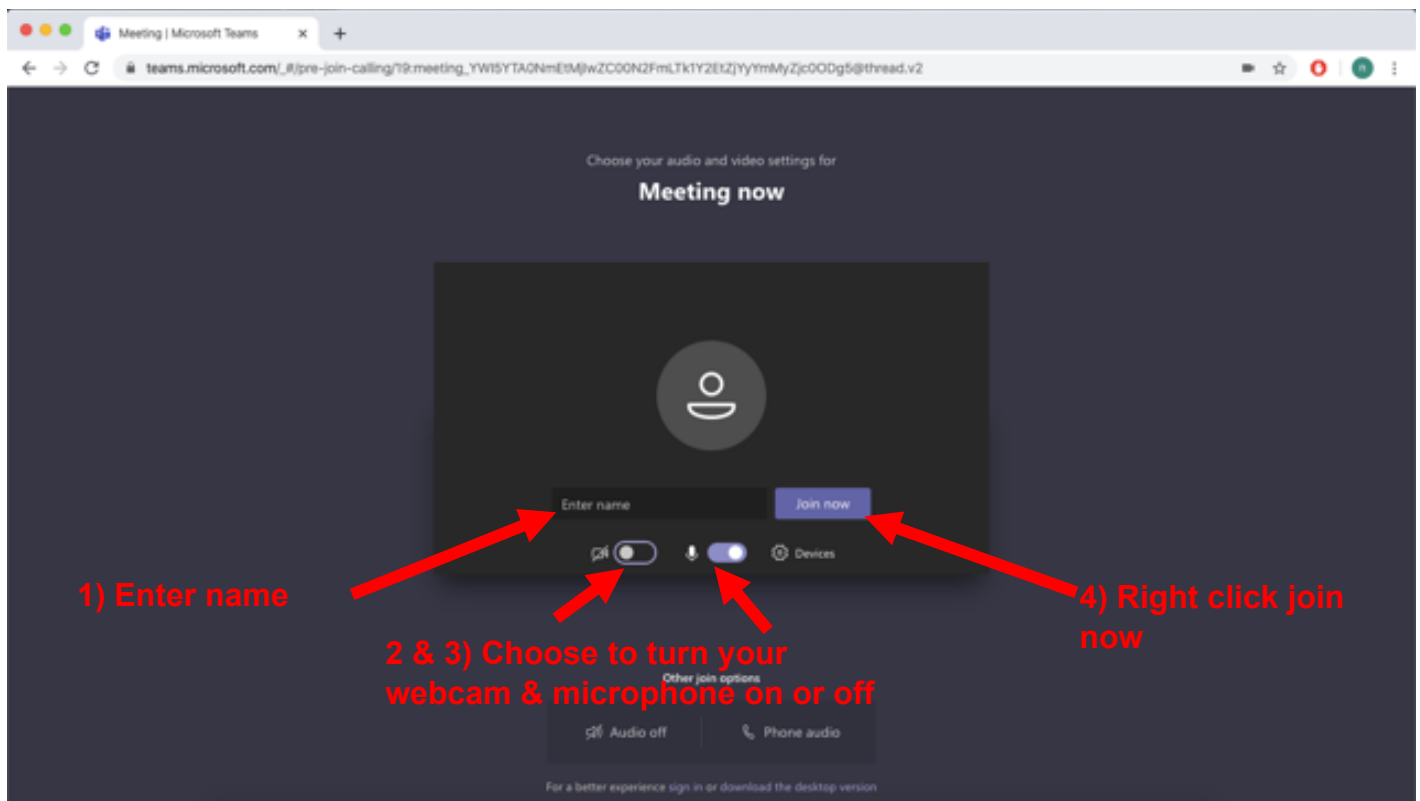
Join Microsoft Teams Meeting



- 2) The link will open in a browser (please use Chrome or Microsoft Edge web browsers). Your browser may ask if it's okay for Teams to use your mic and camera. You will need to agree to this.

The below screen shot shows what the page will look like when it opens.

Follow the instructions as indicated by the red arrows – enter your name and then right click 'join now'



- 3) The meeting organiser will accept you as a guest to the meeting and you will be added to the meeting.

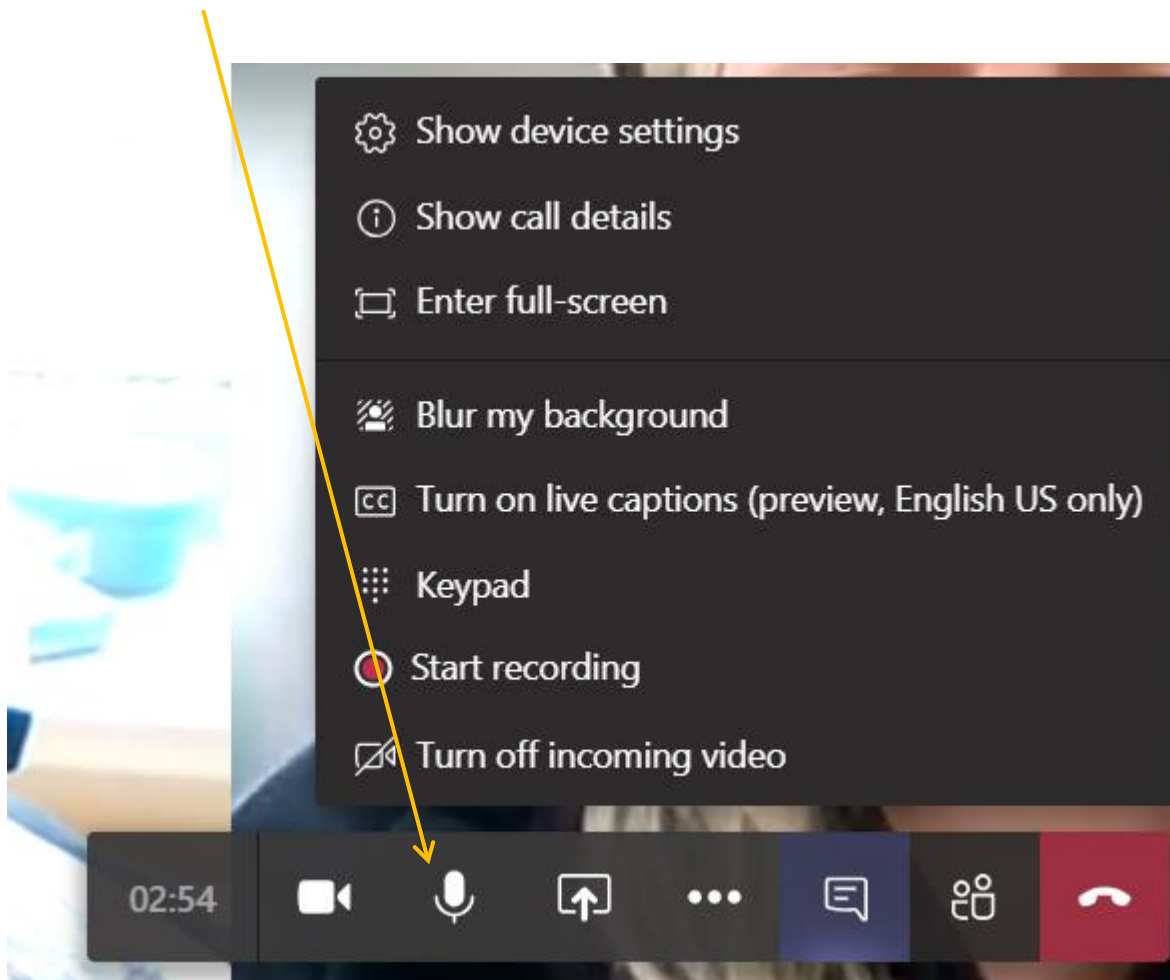
Meeting rules:

- Please note **all guests will have their microphones muted** when they join the meeting – you will be asked to remain on mute unless told otherwise.
- Please note all guests will be made attendees after they have entered the meeting, a message will show up on your screen once this has been done:

 You're an attendee You can chat and share audio and video, but not present or facilitate. [Learn more](#)

Dismiss

- If the chair invites you to speak, you will be able to un-mute yourself via the menu bar below; the second image is the mic, which you will need to click on to un-mute yourself when you are called on.



- The meeting will be recorded and uploaded to Southwark Council's YouTube channel as soon as possible after the meeting ends.

To access the meeting via a smartphone or tablet:

Even if you do not have a Microsoft Teams account, you can still join the meeting via the application on your mobile or tablet device.

- 1) If you don't already have the Microsoft Teams application on your device, download the application from your local app store on your smartphone or tablet:

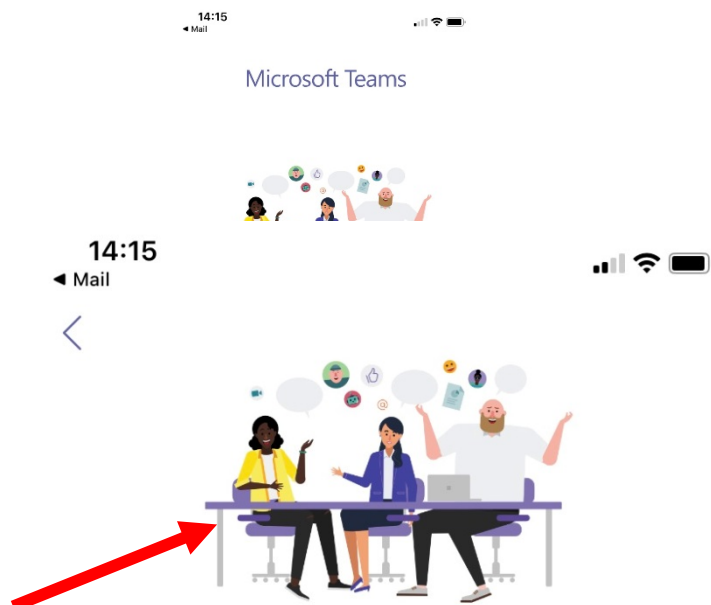


- 2) Once downloaded, open the Teams app from the app store page.
- 3) Go back to the meeting invite email, and click the '**Join Microsoft Teams Meeting**' hyperlink:

Join Microsoft Teams Meeting

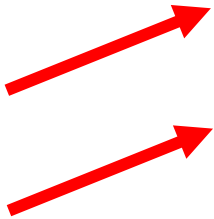


- 4) You'll be given two options for joining the meeting: **Join as a guest** or **Sign in and join** – choose **Join as a guest**.



Type your name, then select
Join meeting.

- 5) Type your name and tap **Join meeting**.



Meeting rules:

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- Please note all guests will be made attendees after they have entered the meeting, a message will show up on your screen once this has been done:

▲ You're an attendee You can chat and share audio and video, but not present or facilitate. [Learn more](#)

Dismiss

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PLANNING COMMITTEE

MINUTES of the Planning Committee held on Tuesday 3 March 2020 at 6.30 pm at Ground Floor Meeting Room G02A - 160 Tooley Street, London SE1 2QH

PRESENT: Councillor Martin Seaton (Chair)
 Councillor Jane Salmon (Vice-chair)
 Councillor Hamish McCallum
 Councillor Margy Newens
 Councillor Catherine Rose
 Councillor Cleo Soanes

OTHER MEMBERS PRESENT: Councillor Damian O'Brien
 Councillor Leo Pollak

OFFICER SUPPORT: Simon Bevan (Director of Planning)
 Jon Gorst (Legal Officer)
 Vicky Crosby (Development Management)
 Yvonne Lewis (Development Management)
 Martin McKay (Design and Conservation)
 Alex Oyebade (Transport Policy)
 Tom Weaver (Development Management)
 Tim Murtagh (Constitutional Officer)

1. APOLOGIES

There were apologies for absence received from Councillors Barrie Hargrove, Adele Morris and Damian O'Brien.

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 before the meeting:

- Addendum report relating to items 6.1 and 6.2.
- Members pack relating to items 6.1 and 6.2.

4. DISCLOSURE OF INTERESTS AND DISPENSATIONS

There were none.

5. MINUTES

RESOLVED:

That the minutes of the meeting held on 5 February 2020 be approved as a correct record of the meeting and signed by the Chair.

6. 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 can be clearly specified.

6.1 11-13 SPA ROAD, SE1

PROPOSAL:

Demolition of existing buildings and construction of a part 4, 5 and 6 storey building to form 185 students rooms (sui generis), communal student facilities, plant room, cycle storage, gym, recycling & refuse facilities and associated works.

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

Objectors addressed the committee and responded to questions put by members of the committee.

The applicant's representatives 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 Damian O'Brien 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.

A motion to amend condition 23 in the report was moved, seconded, put to the vote and declared carried.

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

RESOLVED:

1(a). That planning permission be granted, subject to conditions in the report, addendum report, an amended condition 23 as outlined below and the applicant entering into an appropriate legal agreement no later than 3 June 2020.

New condition 23 –

HOURS OF USE OF OUTDOOR AMENITY AREAS

Other than for maintenance purposes, repair purposes or means of escape, the outdoor roof terrace amenity areas shall not be used outside of the following hours: 7am to 7pm on Mondays to Sundays (including Bank Holidays)

Other than for maintenance purposes, repair purposes or means of escape, the garden courtyard outdoor amenity area-roof terraces) shall not be used outside of the following hours: 7am to 9pm on Mondays to Sundays (including Bank Holidays)

The use of live or electronically amplified music shall not be permitted in or on these outdoor amenity areas under any circumstances.

Reason:

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

1(b). That in the event that the requirements of (a) are not met by 3 June 2020,

the director of planning be authorised to refuse planning permission, if appropriate, for the reasons set out at paragraph 255 of the report.

6.2 77-89 ALSCOT ROAD, LONDON SE1

PROPOSAL:

Redevelopment of site to provide 143 student bedrooms in a building ranging from 3- to 7-storeys (plus basement) and ancillary bin store, cycle store, laundry and office/reception, car parking, substation, associated landscaping, and alterations to the vehicle access. Removal of a street tree on Alscot Road and works to the highway.

The committee heard the officers' introduction to the report.

There were no objectors present that wished to speak.

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

A head teacher of a local nursery school spoke as a supporter of the application and answered questions by the committee.

There were no ward councillors present that wished to speak.

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

RESOLVED:

- 1(a). That planning permission be granted, subject to conditions and the applicant entering into an appropriate legal agreement by no later than 3 June 2020.
- 1(b). That in the event that the requirements of (a) are not by 3 June 2020, the director of planning be authorised to refuse planning permission, if appropriate, for the reasons set out at paragraph 217 of the report.

The meeting ended at 8.50pm

CHAIR:

DATED:



Planning Committee

MINUTES of the virtual Planning Committee held on Monday 4 May 2020 at 6.30 pm.

PRESENT: Councillor Martin Seaton (Chair)
 Councillor Kath Whittam (Vice-Chair)
 Councillor Barrie Hargrove
 Councillor Hamish McCallum (Reserve)
 Councillor Margy Newens
 Councillor Damian O'Brien
 Councillor Catherine Rose
 Councillor Cleo Soanes

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)
 Kiran Chauhan (Team Leader Old Kent Road)
 Pip Howson (Transport Policy)
 Gerald Gohler (Constitutional Officer)

1. APOLOGIES

Apologies for absence were received from Councillor Adele Morris.

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 before the meeting:

1. Supplemental Agenda No.1 (containing agenda item 6 "Mortgagee in possession S106

clause - Malt Street redevelopment”)

2. Addendum report relating to items 6 and 7.1
3. Members' pack.

4. DISCLOSURE OF INTERESTS AND DISPENSATIONS

There were none.

5. MINUTES

That the minutes of the meetings held on 24 February 2020 and 3 March 2020 be approved as correct records of the meetings and signed by the Chair.

6. MORTGAGEE IN POSSESSION S106 CLAUSE - MALT STREET REDEVELOPMENT

The committee heard the officer's introduction to the report in which he drew members' attention to the addendum report. Members of the committee asked questions of the officer.

A representative of the community addressed the meeting and answered questions put by members of the committee.

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

The committee put further questions to the officers and discussed the information presented to them.

A motion to agree the recommendation set out in the report and amended in the addendum report was moved, seconded put to the vote and declared carried.

RESOLVED:

That the director of planning be authorised to agree to the following Mortgagee in Possession (MIP) clause within the joint S106 agreement for the Malt Street redevelopment, that was considered by committee on 3 June 2019 (planning ref 17/AP/2773) and for the Nyes Wharf redevelopment that was considered by committee on 3 September 2018 (planning ref 17/AP/4596) and that committee were minded to approve subject to referral to the Mayor of London, the Secretary of State and completion of the S106 agreement.

“Prior to seeking to dispose of the Affordable Housing Units and any Additional Affordable Housing Units pursuant to any default under the terms of its mortgage or charge or any security documentation, the Registered Provider's Mortgagee, Chargee or the Receiver shall give not less than three months written notice to the Council of its intention to complete the transfer of the Affordable Housing Units and any Additional Affordable Housing to the Council at the market rate for Affordable Housing PROVIDED THAT the consideration will not be less than the amount due and outstanding under the terms of the relevant security documentation including all accrued principal monies, interest and costs and expenses;

If the Council cannot, within three months of the date of the Registered Provider's Mortgagee or Receiver's notice, complete the transfer of the Affordable Housing Units and any Additional Affordable Housing, only then will other Registered Providers be entitled to complete the transfer pursuant to clause [below].

If the Council, cannot, within three months of the date of the Registered Provider's Mortgagee, Chargee or Receiver's notice, complete a transfer of the Affordable Housing Units and any Additional Affordable Housing then provided that the Registered Provider's Mortgagee/ or Receiver shall have fully complied with its obligations above (in clause X), the Registered Provider's Mortgagee or Receiver shall be entitled to dispose free of the restrictions set out in paragraph 1 of Schedule 3 (Affordable Housing) and set out in the Nominations Agreement which provisions in respect of the relevant Affordable Housing Units and any Additional Affordable Housing shall determine absolutely."

Following this, the meeting adjourned for a comfort break from 8.47pm to 9pm.

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 can be clearly specified.

7.1 79-161 ILDERTON ROAD, LONDON SE16 3JZ

Planning application number: 18/AP/2497

PROPOSAL

Redevelopment of 79-161 Ilderton Road to provide two separate buildings, a north building and a south building separated by a publicly accessible children's playspace.

The erection of a north building to include a part 5, part 6, part 16 and part 28 storey development (93.350m AOD max).

The erection of a south building to include a part 3, part 5, part 8, part 13 storey development (49.275m AOD max).

To deliver a total of 312 residential units, 448.6sqm GIA of retail floorspace (Use Class A1); 1,817.98sqm GIA of commercial floorspace (Use Class B1) and associated basement provision, disabled parking, cycle parking, children's playspace, public realm improvements and landscaping.

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 officer's introduction to the report and the addendum report. Members of the committee asked questions of the officer.

There were no objectors wishing to address the committee.

The applicant's representatives 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 and wishing to speak.

Councillor Richard Livingstone addressed the meeting in his capacity as a ward councillor, and answered questions by the committee.

There were no further questions put by the committee.

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

RESOLVED:

1. That planning permission be granted, subject to the conditions set out in the report and addendum report, and referral to the Mayor of London and the applicant entering into an appropriate legal agreement by no later than 23 December 2020.
2. In the event that the requirements of (1) are not met by 23 December 2020 that the director of planning be authorised to refuse planning permission, if appropriate, for the reasons set out at paragraph 372 of the report.

Following this, the meeting heard that an amendment to the minutes of the meeting held on 3 March 2020 was required. Officers advised these minutes could be brought back to the next planning committee meeting for this amendment to be agreed.

The meeting ended at 10.10 pm.

CHAIR:

DATED:

Item No. 6.	Classification: Open	Date: 1 June 2020	Meeting Name: Planning Committee
Report title:		To release £1,000,442.43 from the S106 agreements associated with the below developments, in order to deliver expansion of the docked cycle hire expansion and associated highway improvements	
Ward(s) or groups affected:		London Bridge & West Bermondsey, North Bermondsey, South Bermondsey, Rotherhithe, Surrey Docks, Old Kent Road, North Walworth, Faraday, Newington, London Bridge and West Bermondsey, Faraday, and Camberwell Green	
From:		Director of Planning	

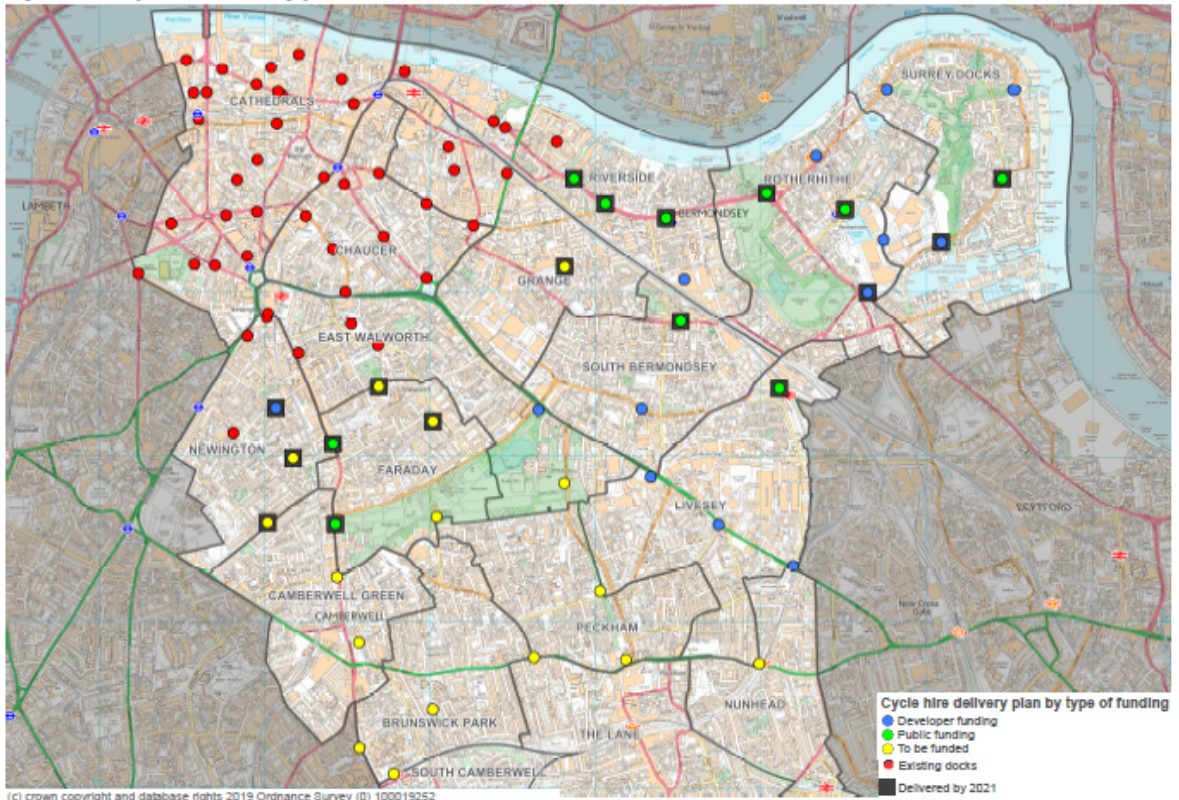
RECOMMENDATION

1. That planning committee agrees the release of funds totalling £1,000,442.43 from the S106 agreements associated with the developments listed in paragraphs 3-8, in order to deliver the first phase expansion of the docked cycle hire scheme as shown in figure 1.

BACKGROUND INFORMATION

2. Planning obligations are used to mitigate the negative impacts caused by a development and contribute towards providing infrastructure and facilities necessary to achieve sustainable communities. In order to achieve this, the council enters into a legal agreement with a developer whereby the developer agrees to provide planning contributions and/or enters into various planning obligations.
3. The council has long sought the expansion of the docked cycle hire scheme and remains a key ambition as set out in the Council Plan and Movement Plan. TfL have advised that from an operational perspective that a southern boundary broadly following the rail line through Camberwell and Peckham is the full extent to which an expansion could be considered.
4. In August 2019, TfL announced funding for the expansion of cycle hire along cycle way 4 (Jamaica Road to Canada Water). This will delivered alongside the infrastructure improvements which are currently on site.
5. The proposed phasing of the cycle hire expansion was endorsed by Cabinet on 30 October 2019 and is presented in two phases as set out in Figure 1. Please note the locations are indicative and will be further developed in discussion with TfL and will be subject to public consultation.

Cycle hire expansion delivery plan



6. Phase one will be delivered by 2021 and builds on the announced TfL investment in cycle hire along cycle way 4 it is proposed that additional docking stations are pursued in Bermondsey, continued along Lower Road and provided on the Rotherhithe to Peckham cycle route. As part of the Walworth Road investment is proposed to connect to the existing docking in Kennington. These two expansion areas will form a substantial increase in access to cycle hire and provide connections to Burgess Park.
7. Phase two will delivered by 2023 provide docking stations in Camberwell and Peckham as well as the Old Kent Road to complete the envisaged expansion.
8. The funding is required to deliver the expansion including design, consultation and implementation as well as supporting complementary measures such as public cycle parking, landscaping

KEY ISSUES FOR CONSIDERATION

Community impact statement

9. This project will support the council's commitment to meet the needs of Southwark's diverse community.
10. The proposed works will be designed to enhance the attractiveness and safety of cycle hire docking stations. By improving access to active travel infrastructure and making improvements to the public realm, the council will improve the environment and social sustainability of the area, providing a high quality environment which promotes public interaction and physical activity.

11. The proposals will be designed to be fully accessible to all, without prejudice or discrimination.
12. The proposals have no negative impact on any particular age, disability, faith or religion, race and ethnicity and sexual orientation.
13. With the exception of those benefits identified, the proposals are not considered to have a disproportionate effect on any other community or group.

Consultation

14. There has been full consultation on both the Council Plan and Movement Plan to which there was general support for improving access to cycling and cycle hire expansion.
15. As the individual sites are developed, full consultation will continue to be undertaken.

Resource implications

16. The project will be managed by the transport policy and the highway projects team, who have extensive experience of delivery in Southwark. Staffing and any other costs connected with this recommendation are to be contained within existing departmental revenue budgets.
17. The following developments secured £1,000,442.43, combined, in contributions towards public realm, site specific transport and security improvements. All £1,000,442.43 is currently unallocated and available.

Case Ref	Account Number:	Site Address	Ward	Amount
11/AP/2565	616	QUEBEC WAY INDUSTRIAL ESTATE, QUEBEC WAY, LONDON, SE16	Surrey Docks	£188,245.41
12/AP/3940	712	SAMPSON HOUSE 64 HOPTON STREET SE1 9JH & LUDGATE HOUSE 245 BLACKFRIARS ROAD SE1 & RAILWAY ARCHES	Borough & Bankside	£172,662.45
12/AP/4126	693	CANADA WATER SITES C AND E, SURREY QUAYS ROAD, LONDON SE16 2XU	Rotherhithe	£82,369.77
09/AP/1089	530	KINGS COLLEGE HALL, 10 CHAMPION HILL, LONDON, SE5 8AN	Champion Hill	£70,000.00
15/AP/3508	820	94-116 SOUTHWARK PARK ROAD, LONDON, SE16 3RR	South Bermondsey	£30,976.49

Case Ref	Account Number:	Site Address	Ward	Amount
14/AP/1302	749	FIELDEN HOUSE, 28-42 LONDON BRIDGE STREET & 21-27 ST THOMAS STREET SE1	London Bridge & West Bermondsey	£102,296.89
14/AP/1552	007	FORMER SOUTHWARK CAR POUND, 25 MANDELA WAY, LONDON, SE1 5SS	London Bridge & West Bermondsey	£99,428.91
13/AP/3059	720	6-14 MELIOR STREET AND LAND ADJOINING TO THE REAR OF OUR LADY OF LA SALLE AND SAINT JOSEPH CATHOLIC CHURCH, LONDON, SE1 3QP	London Bridge & West Bermondsey	£18,500.00
12/AP/2942	661	4-10 LAMB WALK AND 7-9 MOROCCO STREET, LONDON, SE1 3TT	London Bridge & West Bermondsey	£14,847.76
14/AP/0175	725	16A WYNDHAM ROAD AND 166, 168, 170, 172, 174, 176 AND 176A CAMBERWELL ROAD, LONDON, SE5	Camberwell Green	£3,729.09
06/AP/1290	467	LAND AT 170-176 GRANGE ROAD, LONDON, SE1 3BN	London Bridge & West Bermondsey	£766.07
11/AP/1390	572	LAND AT 177-184 GRANGE ROAD, LONDON, SE1 3AA	London Bridge & West Bermondsey	£76.00
17/AP/0367	832	SOUTHWARK FIRE STATION, 94 SOUTHWARK BRIDGE ROAD, LONDON, SE1 0EG, GROTTA PLACE AND GROTTA PODIUMS	Borough & Bankside	£20,000.00
11/AP/1097	380	TAVERN QUAY COMMERCIAL CENTRE, ROPE STREET, LONDON, SE16 7TX	Surrey Docks	£33,323.25

Case Ref	Account Number:	Site Address	Ward	Amount
12/AP/1066	654	44-50 AND 52-58 LANCASTER STREET, LONDON, SE1 0S	St George's	£21,196.91
13/AP/1864	716	525-539 OLD KENT ROAD LONDON SE1	Old Kent Road	£19,228.26
12/AP/4049	676	27-29 BLUE ANCHOR LANE, LONDON, SE16 3UL	South Bermondsey	£19,020.50
11/AP/0217	565	20-30 WILDS RENTS, LONDON, SE1 4QG	Chaucer	£18,500.00
13/AP/2007	698	161-165 BOROUGH HIGH STREET AND 71 NEWCOMEN STREET, LONDON SE1	Chaucer	£16,076.00
11/AP/2242	641	DOCKLAND SETTLEMENT AND LAND ADJOINING, ROTHERHITHE STREET, LONDON, SE16 5LJ	Surrey Docks	£14,161.00
13/AP/2311	745	67 CRAWFORD ROAD, LONDON, SE5 9NF	Rye Lane	£13,000.00
11/AP/0024	611	18-22 GROVE VALE, LONDON, SE22 8EF	Goose Green	£11,011.66
12/AP/3860	713	ESTATE OFFICE, AVONDALE SQUARE, LONDON, SE1 5PD	Old Kent Road	£9,368.17
11/AP/0963	570	41-55 ROTHERHITHE OLD ROAD, LONDON, SE16 2PR	Rotherhithe	£8,049.37
14/AP/1085	803	170 SUMNER ROAD, LONDON, SE15 6JL	Peckham	£7,585.38
13/AP/0876	674	WOOD DENE, SITE BOUNDED BY QUEENS ROAD, MEETING HOUSE LANE AND CARLTON GROVE SE15	Nunhead & Queen's Road	£3,384.46
14/AP/0075	750	41-43 EAST DULWICH ROAD, LONDON,	Goose Green	£2,000.00

Case Ref	Account Number:	Site Address	Ward	Amount
		SE22 9BY		
06/AP/1116	408	BLOCKS A, B, C & D 27 GREEN WALK, LONDON, SE1 4TX	Chaucer	£538.27
11/AP/3529	635	123-131 LONDON ROAD (INCLUDING FORMER DUKE OF CLARENCE PH) AND 113-119 BOROUGH ROAD, LONDON SE1	St George's	£100.36
			Total	£1,000,442.43

18. The proposed allocations accord with the above mentioned agreements and would provide appropriate mitigation for the impacts of the specific and future developments.

Policy implications

19. The proposals meet the following Fairer Future Promises:

- Promise 1: Value for money.
- Promise 6: A greener borough.
- Promise 7: Safer communities.
- Promise 9: Revitalised neighbourhoods.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Law and Democracy

20. Currently, the TfL docking stations in Southwark are concentrated in the north west corner of the borough. It is clear from the report that there has been extensive consultation concerning the proposed extension of the scheme to Bermondsey and beyond to Authority is now sought to spend £1,000,442.43 on these works from a variety of section 106 Agreements. A later phase is planned to introduce the docking stations to Kennington and Burgess Park.
21. The Agreements referred to at paragraph 17 of the report have been checked and it is confirmed that the contributions are being spent in accordance with the terms of the specific section 106 Agreements and also the legal tests relating to the validity and expenditure of section 106 monies. Since it is necessary to work in consultation with TfL in introducing these new stations, the expenditure has been delayed and some of the agreements are from some years ago.
22. Paragraph 12 of the report considers that there are no negative impacts on those group of persons with a protected characteristic in accordance with the Equality Act 2010

23. The decision to consider and approve the expenditure of section 106 monies is reserved to members of the Planning Committee in accordance with Part 3F, paragraph 9 of the Council Constitution.

Strategic Director of Finance and Governance (CAP 19/037)

24. This report seeks approval from the planning committee to release the sum of £1,000,442.43 from the various agreements listed at paragraph 17, and for the purposes outlined in the body of the report
25. The director of planning confirms the section 106 receipts associated with the agreements listed in this report have not been allocated to other projects and the proposed allocation accords with the terms of the agreements.
26. The strategic director of finance and governance notes the council has received the related section 106 funds and they are available for the purposes outlined in this report.
27. The S106 allocation of £1,000,442.43 represents an increase in council's capital expenditure and will be reflected as budget variation in the next capital monitoring report to cabinet.
28. Staffing and any other costs associated with this recommendation are to be contained within existing departmental revenue budgets.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Copies of S106 Legal Agreements	Planning Division, 160 Tooley Street, London SE1 2QH	Neil Loubser 020 7525 5464

APPENDICES

No.	Title
None	

AUDIT TRAIL

Lead Officer	Sally Crew, Transport Policy Manager	
Report Author	Sally Crew, Transport Policy Manager	
Version	Final	
Dated	17 March 2020	
Key Decision	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Law and Democracy	Yes	Yes
Strategic Director of Finance and Governance	Yes	Yes
Date final report sent to Constitutional Team		12 May 2020

Item No. 7.	Classification: Open	Date: 1 June 2020	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 Housing, 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 planning practice guidance (PPGs) and planning policy statements (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

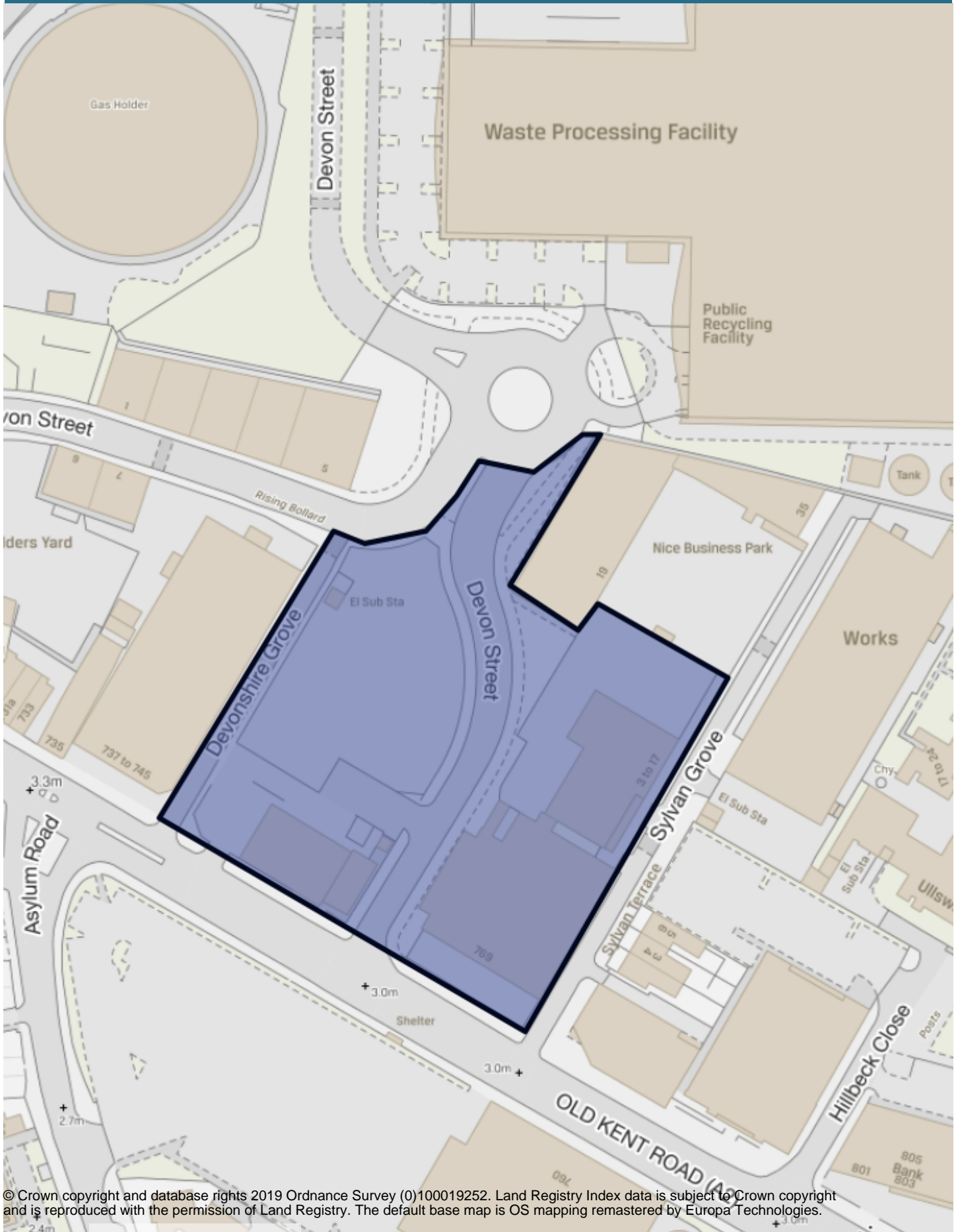
Background Papers	Held At	Contact
Council assembly agenda 23 May 2012	Constitutional Team 160 Tooley Street London SE1 2QH	Virginia Wynn-Jones 020 7525 7055
Each planning committee item has a separate planning case file	Development Management 160 Tooley Street London SE1 2QH	Planning Department 020 7525 5403

APPENDICES

No.	Title
None	

AUDIT TRAIL

Lead Officer	Chidilim Agada, Head of Constitutional Services	
Report Author	Gerald Gohler, Constitutional Officer Jonathan Gorst, Head of Regeneration and Development	
Version	Final	
Dated	14 May 2020	
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		14 May 2020



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Scale = 1250

28-Feb-2020

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Item No. 7.1	Classification: Open	Date: 1 June 2020	Meeting Name: Planning Committee
Report title:	<p>Development Management planning application: Application 19/AP/1239 for: HYBRID PLANNING PERMISSION</p> <p>Address:</p> <p>747-759 & 765-775 OLD KENT ROAD, LONDON SE15 1NZ & LAND AT DEVONSHIRE GROVE SE15</p> <p>Proposal:</p> <p>(Detailed Proposals) Full planning permission for the demolition of all existing structures on site, the stopping up of the existing Devonshire Grove major arm (IWMF egress road) and redevelopment to include formation of a new road reconfiguration and widening of Devonshire Grove, widening of the foot ways on Sylvan Grove and Old Kent Road, construction of Building A at ground plus 38 storeys to provide 264 residential units (Class C3), flexible retail/employment floorspace (Class A1/A2/A3/A4/B1a-c), creation of a new public realm including new public squares and spaces ,associated landscaping and highways works and a new substation and all associated works.</p> <p>(Outline Proposals) Outline planning permission (all matters reserved) for comprehensive mixed-use development for the following uses in four Buildings (B, C, D and E) and a basement level shared with Building A: Up to a maximum of 301 residential units (Class C3); employment workspace floorspace (Class B1a-c); flexible retail, financial and professional services, food and drink uses (Class A1/A2/A3/A4/A5), flexible non-residential institutions (Class D1) and Assembly and leisure uses (Class D2); Storage, car and cycle parking; Energy centre; Substations; Formation of new pedestrian and vehicular access and means of access and circulation within the site together; and new private and communal open space.</p> <p>This Application is for a Phased Development for CIL purposes with details of the phasing to be secured by Condition.</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	25/04/2019	Application Expiry Date	15/08/2019
Earliest Decision Date	01/08/2019		

RECOMMENDATIONS

1. That planning permission be granted for this Hybrid Planning application, subject to conditions and referral to the Mayor of London and the applicant entering into an appropriate legal agreement by no later than 1 October 2020, unless an extension is agreed in writing.
2. That the environmental information be taken into account as required by Regulation 30 of the Town and Country Planning (Environmental Impact Assessments) Regulations 2017
3. That following issue of the decision it be confirmed that the Director of Planning shall place a statement on the Statutory Register pursuant to Regulation 30 of the Town and Country Planning (Environmental Impact Assessments) Regulations and that for the purposes of Regulation 30(1)(d) the main reasons and considerations on which the Local Planning Authority's decision is based shall be set out as in this report.
4. In the event that the requirements of (1) are not met by 1 October 2020, that the director of planning be authorised to refuse planning permission, if appropriate, for the reasons set out at paragraph 538 of this report.

EXECUTIVE SUMMARY

5. The planning application is for the comprehensive redevelopment of the former HSS building, BP Petrol Station and vacant brownfield land at Devonshire Grove.

Location

6. The development site comprises of three existing individual sites as follows:
 - 747-759 Old Kent Road, which is currently in use as a Petrol Filling Station (PFS);
 - 765-775 Old Kent Road, which was formerly in use as an HSS Hire store (HSS) (HSS have relocated to a new facility in close proximity and the building is vacant save for a meanwhile use);
 - Land at Devonshire Grove, which is a brownfield site owned by LBS. The land is largely vacant, but part of the site is also used for parking by APCOA, a parking management company.
7. The application site is located immediately opposite the planned new Bakerloo Line station at the former Toys R Us site at 760 Old Kent Road on the southern side of Old Kent Road.



Proposed Development – Hybrid Scheme

8. The hybrid application is formed of two distinct parts that taken together form the “Proposed Development”:
 - Firstly, the application for full planning permission for the Detailed Proposals of the scheme consist of : the demolition of all existing structures on the application site and the stopping up of the existing Integrated Waste Management (IWMF) egress road, the construction of a single tower ‘Building A’, specifically all floors from ground floor and above,) and the public realm including the new revised road layout. No matters are reserved for this part of the planning application; and
 - Secondly, outline planning permission for Outline proposals for the remainder of the site to include the basement of Building A, and Buildings B-E) with all matters reserved (“Outline Proposals”).
9. In total, the Hybrid application would deliver a mixed use development of five buildings that would deliver:
 - Introduction of up to 565 new homes across four buildings (Buildings A, B, C, and D)
 - 41% affordable housing by habitable room, split between 29% Social Rent tenure and 12% Intermediate tenures. This equates to an indicative total of circa 220 units affordable homes in an indicative 560 unit scheme.
 - New shops with potential for convenience store and chemist, cafes and restaurants, including bringing the high street back to Old Kent Road
 - Up to 4480 sqm total floorspace for a range of employment, retail, leisure and

community uses, including flexible workspace and 'maker space' designed to accommodate light industrial (an uplift of over 1800 sqm vs. existing)

- 1015 sqm GEA of dedicated B1c workspace building in Building E
- A minimum 1000 sqm GEA of flexible commercial floorspace fitted out to B1c specifications delivered in Buildings B, C and D
- Uplift of new jobs from 15 to 210 FTE equivalent gross and 160 gross construction jobs each year for seven years.
- Up to 980 sqm for D1 or D2 use classes for existing local residents to use and meet
- Building heights from 3 storeys up to 39 storeys.
- 2873 sqm of new public open spaces
- 2039 sqm of playspace and 1804 sqm of communal amenity spaces
- Up to 17 wheelchair car parking spaces and policy compliant cycle parking spaces
- Works to the LBS highway: widening Devonshire Grove, Sylvan Grove and Old Kent Road.
- A new road indicatively called 'Chaucer Street' linking Sylvan Grove and Devonshire Grove West to provide safe cycling and pedestrian route and servicing
- Phased delivery
- Estimated £10m CIL to London Borough of Southwark and £2.5m to Mayor of London
- Estimated £2.5m Section 106 financial contributions, plus commitments including local job procurement, skills and training.



10. The Application seeks planning permission for a maximum of 41,170sqm GEA for the Outline Proposals and 28,816sqm GEA for the Detailed Proposals, totalling 69,986sqm GEA.
11. The application is considered a departure from the development plan as result of the introduction of residential uses in to a Strategic Industrial Location.

12. Due to the nature of the Proposed Development, an Environmental Impact Assessment has been formally scoped and undertaken in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2019.

Detailed Proposals (Full Planning Permission)

13. The Detailed Proposals for the scheme consist of two main components.

Building A

14. Building A, a single tower up to 39 storeys in height (137.26m AOD) located mid way on the eastern edge of site. Primarily residential in use, 264 units are proposed within the building, with flexible commercial uses on the ground floor
15. The proposed total floorspace by land use (in GIA and GEA sqm) for the Building A Proposals is set out below, and is provided at ground level and above.

Table: Proposed Floorspace by Use Class for the Building A

Land Use	Use Class	Building A Floorspace (GIA sqm)	Building A Floorspace (GEA sqm)
Residential	C3	25,821*	28,483*
Commercial/ employment	B1/A1-A4	260	291
Substation	Sui generis	35	42
TOTAL		26,116*	28,816*

(*Figures exclude winter gardens and external covered private balconies (2,091sqm total), external covered communal terraces (515 sqm) and external roof terrace which is uncovered)

Public open space and public realm

16. The Detailed Proposals also deliver the public realm of the scheme including new public open spaces, child play space, enhanced public realm, and revised road layouts.

Outline Proposals (Outline Planning Permission)

Buildings B, C, D and E and the basement

17. The Outline proposals are formed of three components. Firstly, three mixed use buildings, Buildings B, C and D, that are linked by a ground floor single storey podium. Secondly, Building E, a standalone workspace building; and thirdly, the combined basement for Building A of the Detailed Proposals and Buildings B, C and D of the Outline Proposals.
18. The table below defines the maximum floorspace for each category of land use (in GEA sqm) within Buildings B, C, D and E. The total floorspace by land use exceeds the maximum GEA cap as there is an allowance for variation between land uses, to allow flexibility for different uses to come forward at Reserved Matters stage. The amount of floorspace that could come forward is therefore controlled by a maximum GEA cap by Building, land use and for the Outline Proposals as a whole.
19. A total maximum of 41,470sqm GEA floorspace is proposed in the Outline Proposals. This

would be provided within the basement, podium and four buildings: Buildings B, C, D and E

20. The table below defines the maximum floorspace for each category of land use (in GEA sqm) in the Outline Proposals. The total floorspace by land use exceeds the maximum GEA cap for the Outline Proposals. This is because there is an allowance for variation between land uses that would allow flexibility for different uses to potentially come forward at Reserved Matters Stage.
21. The amount of floorspace that could come forward is therefore controlled by a maximum GEA cap by Building, Land use and for the Outline Proposals as a whole.

Table: Total GEA Floorspace by use class within the Outline Proposals

Land Use**	Use Class	Basement (GEA sqm)	Building B-D**** (GEA sqm)	Building E (GEA sqm)	Maximum GEA Cap by Use (SQM)
Residential	C3	N/A	30,820*	N/A	30,820*
Retail	A1-A5	N/A	3,465	210	3,465
Office/Light Industrial	B1(a)-(c)	N/A	3,465 *****	N/A	3,465*
Light Industrial/ Makerspace	B1(c)	N/A	N/A	1,015***** *	1,015
Non-residential Institution / Assembly and Leisure	D1/D2	N/A	980	N/A	980
Basement Ancillary – Parking, Energy Centre, Refuse Storage etc	Sui Generis/C3/ B1/A - A5/D1/D2	5,790***			5,790***
Substations			80		
Maximum GEA per Building		5,790	34,365*	1,015	
Total Maximum GEA Cap (sq)		41,170*			

(*figures exclude winter gardens and external covered balconies (max. 2,065sqm total) and external roof terraces which are uncovered.

**figures for each land use can include associated ancillary floorspace e.g plant and refuse storage and other ancillary facilities.

***this figure reflects the maximum basement extent as shown in the Parameter Plan 16139_00_07_53 P2.

****Building B-D floorspace includes ground floor (beneath the podium) level

***** Within Buildings B-D, a minimum of 1,000sqm GEA of the flexible commercial floorspace will be provided to an appropriate B1(c) specification to be agreed with the council (in addition to the exclusive B1(c) floorspace within Building E).

Documents for approval

22. The Outline Proposals are detailed within three documents: The Development Specification, the Parameter Plans and the Design Code that have been submitted with the applicaito for approval.
23. An indicative scheme of 560 units has been submitted with the application to demonstrate how the policy requirements can be met within the parameters and Development Specification the Applicant has applied for. The 560 unit scheme consists of 264 units in the Detailed Proposals, and an illustrative 296 units in the Outline Proposals.

Reserved matters

24. The Application seeks to reserve all of the following matters for the Outline Proposals to be determined at a future date.
 - 'Access' – the accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.
 - 'Appearance' – the aspects of a building or place within the Development which determine the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture.
 - 'Landscaping' – the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes: (a) screening by fences, walls or other means; (b) the planting of trees, hedges, shrubs or grass; (c) the formation of banks, terraces or other earthworks; (d) the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and (e) the provision of other amenity features;
 - 'Layout' – the way in which buildings, routes and open spaces within the Development are provided, situated and orientated in relation to each other and to buildings and spaces outside the Development.
 - 'Scale' – the height, width and length of each building proposed within the Development in relation to its surroundings.

Affordable and Private Housing

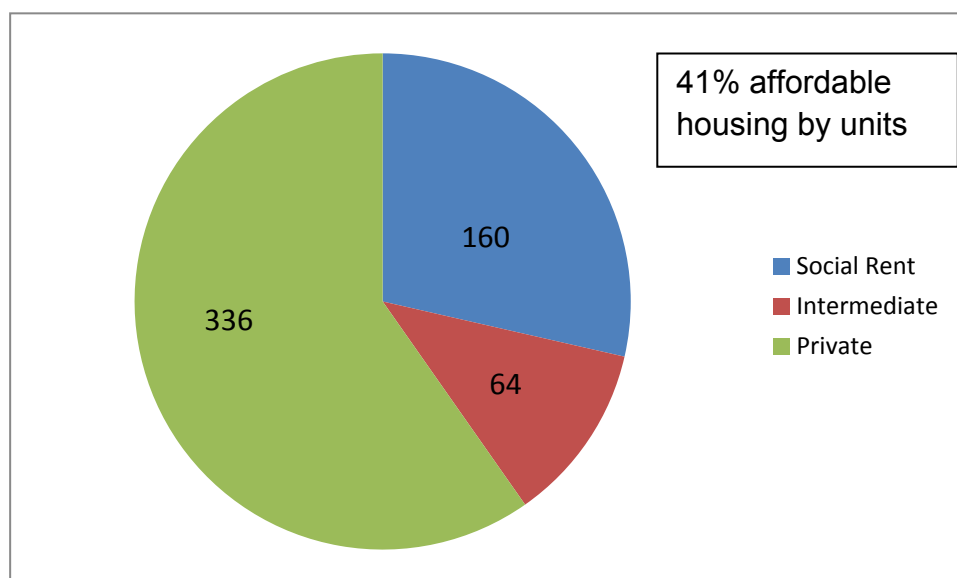
25. Up to a maximum of 565 homes can be delivered within the scheme with 41% affordable housing by habitable room. This offer would be split between 29% Social Rent tenure and 12% Intermediate tenures. The 41% target is calculated using a blended approach based on the extent of public and private land ownership within the application site. This approach does not include areas of highway as this is being reprovided within the proposal.

26. 264 private homes are proposed in Building A as part of the Detailed Proposals. All affordable homes would be delivered in Buildings B, C and D that form part of the Outline Proposal with full details secured at Reserved Matters, including total numbers, unit mix, unit location and unit sizes.
27. In terms of the indicative location of tenures, Buildings A and D would contain private housing. Buildings B and C and D would contain Social Rent homes, and all Intermediate would be provided in Building D.
28. An indicative scheme of 560 units was submitted with the application in order to illustrate how the outline element of the scheme could come forward. When the 41% affordable housing offer is applied to this indicative scheme, the total number of affordable homes would be 224, equating to 160 Social Rent units and 64 Intermediate units. 336 private units would be provided. Should a 565 home scheme eventually come forward the overall affordable habitable room mix of 41% is required.

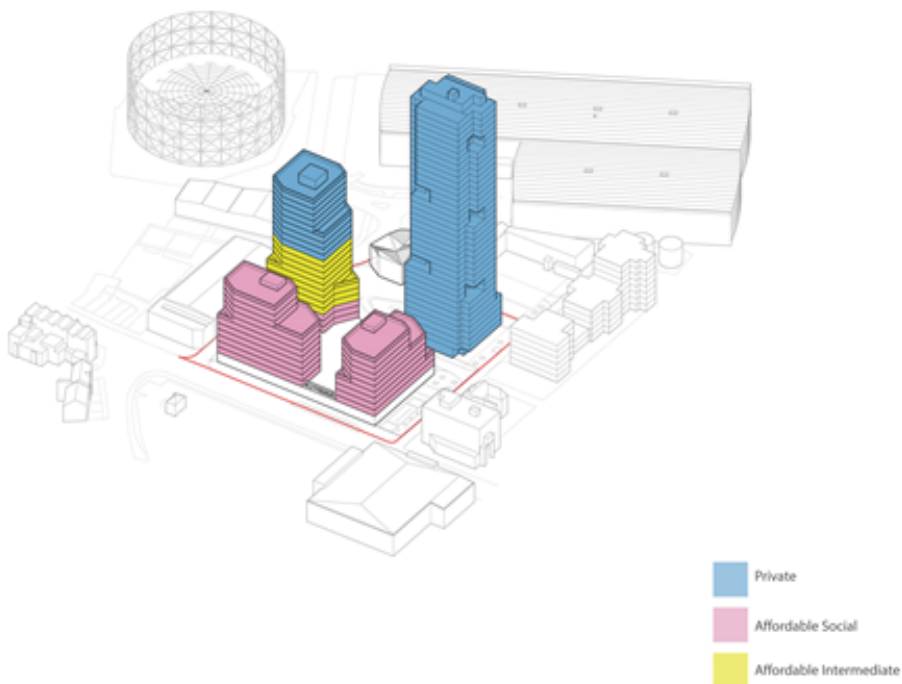
Table: Tenure split for indicative 560 unit scheme:

Tenure	Units	Percentage
Social Rent units	160	29%
Intermediate units	64	12%
Private units	336	59%
Total	560	100

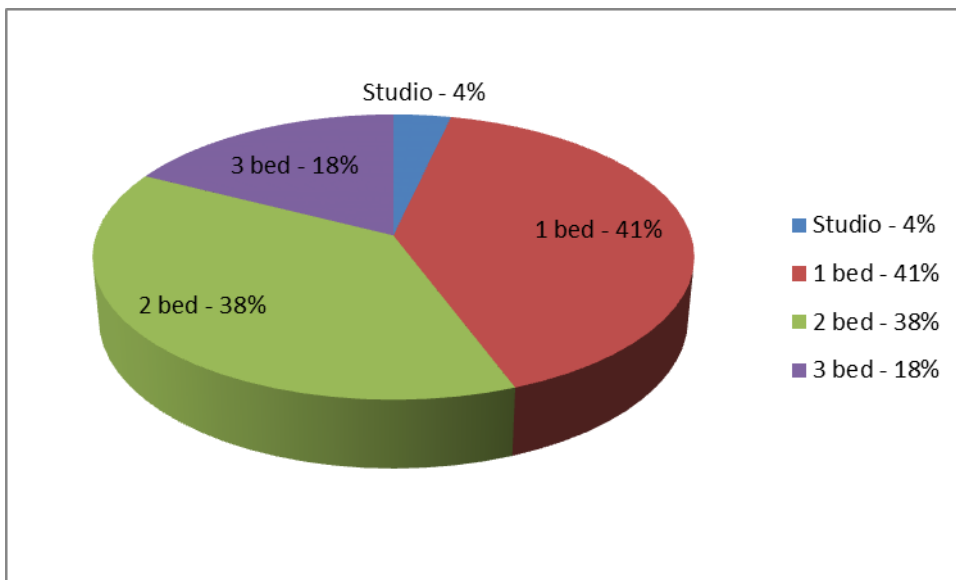
Tenure split for indicative 560 unit scheme:



Indicative 560 unit scheme - Tenure locations:



The unit mix of the 560 unit indicative scheme:



Unit type	Percentage	Total Hab Rooms
Studio	4%	20
1 bed	41%	456
2 bed	38%	642
3 bed	18%	392

It is important to note that the 560 unit scheme is indicative with the final unit mix to be agreed at the Reserved Matters stage when the detailed design of the Outline scheme will be submitted for determination. The Development Specification commits the applicant to achieving a minimum 40% two bed+ units and a minimum of 20% threebed units for the affordable homes at Reserved Matters stage. The percentage of three-bed social rent units would exceed 20% as the majority of three beds are likely to be in the social rented offer.

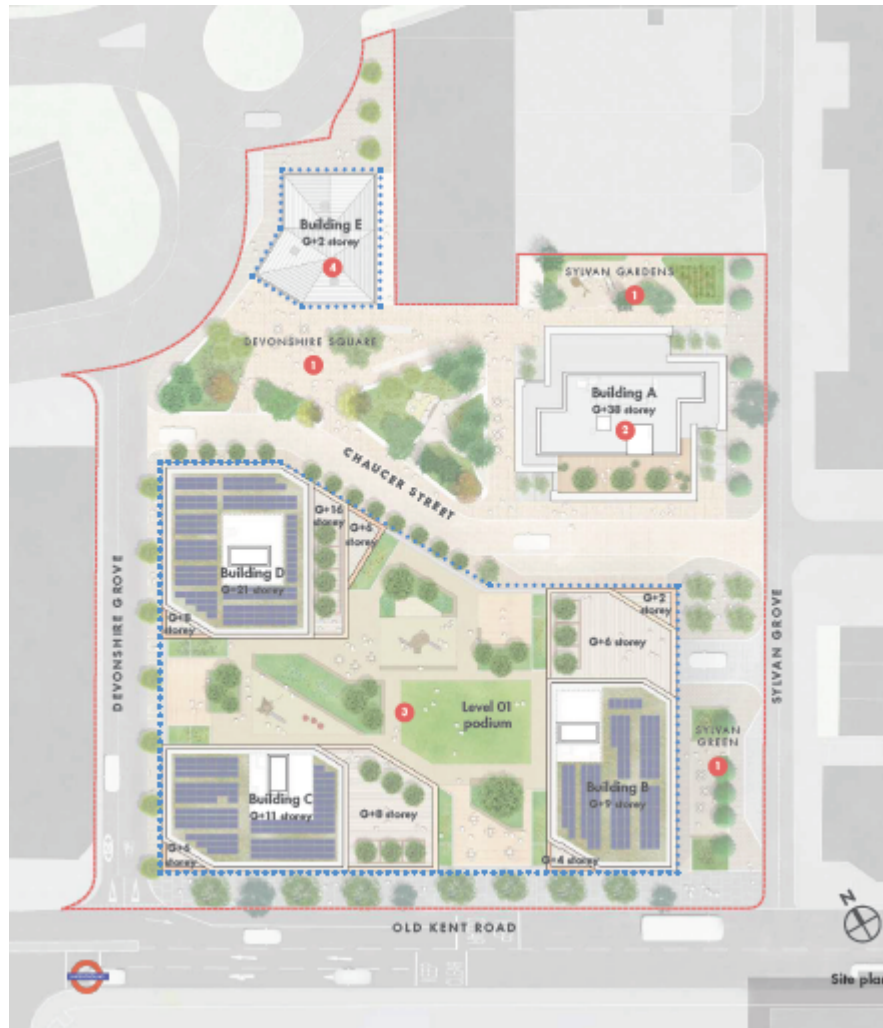
Residential design

29. All units meet or will meet Southwark Design Exemplary Standards SPD with 67% dual aspect units overall based on the 560 unit indicative scheme. The detailed design of Buildings B, C and D will be secured at reserved matters stage in line with the Development Specification and Design Code.

Public open space, amenity space and play space

30. The development will deliver a significant amount of public open space. Intensive soft and hard landscaping is proposed including new trees and new publically accessible playspace. In total 2,873 sqm public open space, comprising a new 1,951 sqm public square and two new public green spaces on Sylvan Grove including formal and informal child play and gardening club / growing. These new public spaces would create new routes through the site to connect to a series of green links, including the future Gasholder Park. 2,039 sqm of child play space for all ages is proposed within the public realm and Outline podium between Buildings B, C and D. All units have private amenity space with communal amenity space provided on the communal podium, with no segregation by tenure, and communal roof terraces.

Public open space masterplan:



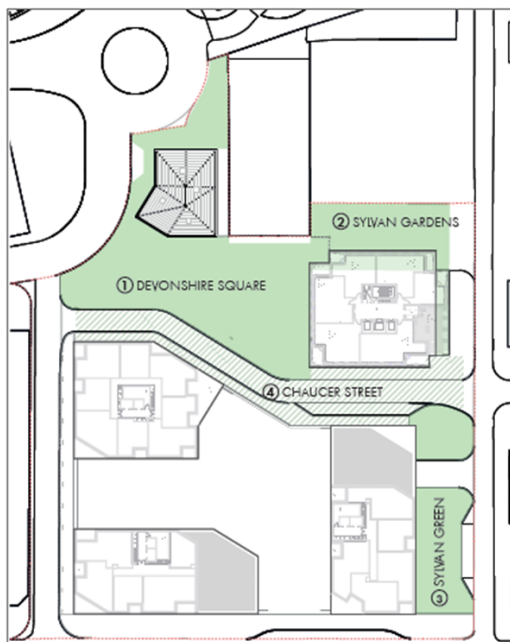
31. In terms of policy requirements for public open space, amenity space and play space, the Proposed Development, based on the indicative 560 unit scheme, would generate the following demands:

Type of space	Policy Requirement (sqm)	Proposed (sqm)	Difference (sqm)
Public open space (excluding Chaucer Street)	2825 sqm (565 homes x 5 sqm)	2873 sqm, comprising: • Devonshire Square - 1951 sqm • Sylvan Gardens - 369 sqm • Sylvan Green - 553 sqm	+48 sqm
Child Play Space	1,905 sqm (Latest GLA Calculator)	2,039 sqm, comprising: • 1,065 sqm (Detailed) within public realm	+134 sqm

		• 974 sqm (Outline) on the communal podium	
Communal amenity space	<p>50 sqm per block + any shortfall of private amenity space</p> <p><u>Detailed: Building A</u> 641 sqm (50 sqm + 591sqm shortfall of private amenity space)</p> <p><u>Outline: Buildings B, C and D</u> 945 sqm Indicative total requirement (50 sqm + 895 sqm shortfall of private amenity space)</p>	<p><u>Detailed: Building A</u> 663 sqm (Comprising communal terraces within Building A.)</p> <p><u>Outline: Buildings B, C and D</u> 1141 sqm (Comprising communal podium and terraces on Buildings B, C and D)</p>	<p>+22 sqm</p> <p>+196 sqm</p>
Private amenity space	<p>10 sqm per unit (Any shortfall for 1 and 2-beds accommodated in communal amenity)</p>	<p><u>Detailed: Building A</u> 2,091 sqm</p> <p><u>Outline: Buildings B, C and D</u> 2,065 sqm (indicative, with all 3-beds achieving 10sqm)</p>	<p>-591sqm</p> <p>-895sqm</p>

Location of proposed public open space (excluding Chaucer Street)



Location of proposed child play space



Public open space diagram



Child play space diagram

Location of proposed communal amenity space	Indicative CGI of proposed communal amenity space on the podium between Buildings B, C and D
 <p data-bbox="539 1099 826 1122">Communal amenity space diagram</p> <p data-bbox="683 1151 826 1211"> ● Podium Garden ● Terraces </p>	 <p data-bbox="882 1059 1034 1075">Illustrative view from Level 01 podium</p>

Sustainability

32. The proposed development would include:

- Connected to the SELCHP District Heat Network as the primary strategy, with a back up CHP available to be used in the interim if the connection is not available by the time the development is complete. The Proposed Development achieves over 60% carbon reduction.
- Commercial floorspace targeting BREEAM Excellent
- Over 90 new trees planted with significant landscaping and urban greening.

Transport, Car and Cycle Parking

33. The proposed development would include:

- Car free except for up to 17 blue badge spaces and service van provision in accordance with policy
- Long-stay and short-stay cycling parking in accordance with adopted London Plan targets
- Provision of space for new bus stops and cycle lane on Old Kent Road as agreed with TfL

- Widened Devonshire Grove, facilitating improved straight over junction with Asylum Road and improved access into the Opportunity Area
- Widened Sylvan Grove
- New safe and secure pedestrian and cycle route through the site
- Off street servicing – no servicing from Old Kent Road
- On site electric charging for disabled and service vehicles
- Continued access to IWMF for Veolia vehicles.

The revised highway arrangements enable the comprehensive redevelopment of the Site by creating a single parcel of land.

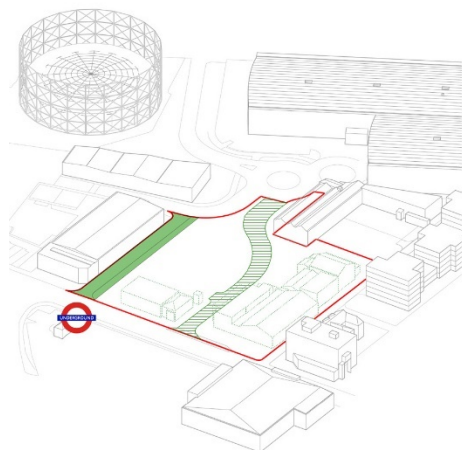
Phasing

34. The Proposed Development is a multi-phase scheme of six distinct phases as detailed in the diagrams below. Delivery would commence with the creation of the combined site and highways works, followed by the construction of Buildings A and B, then Buildings C and D, and finished with the delivery of the public realm and the construction of the Building E. Reserved Matters approval will be required prior to commencing works for Phase 2 (i.e. prior to commencing work on the basement, and Buildings A and B). The Phasing Plan is secured by condition.

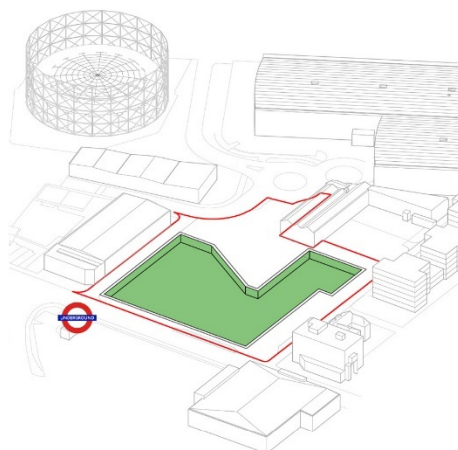
PHASING

Key

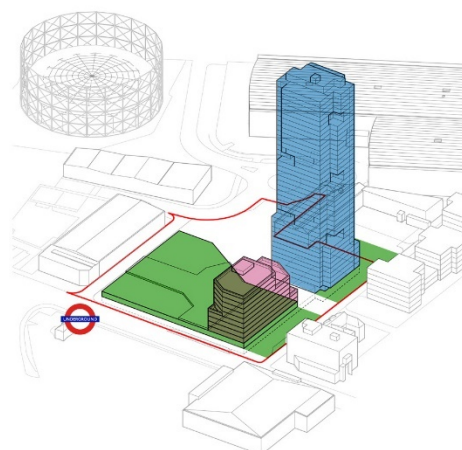
- Private
- Affordable Social
- Affordable Intermediate



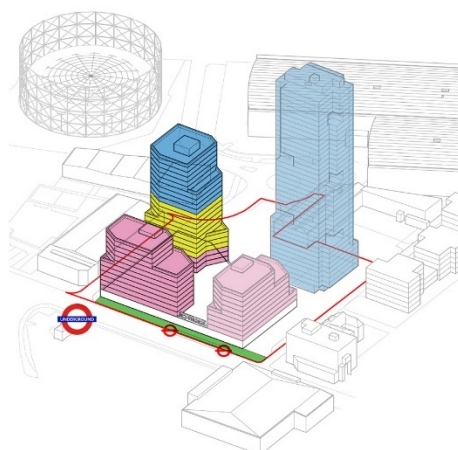
PHASE 1 - Widen Devonshire Grove and stop up existing egress road



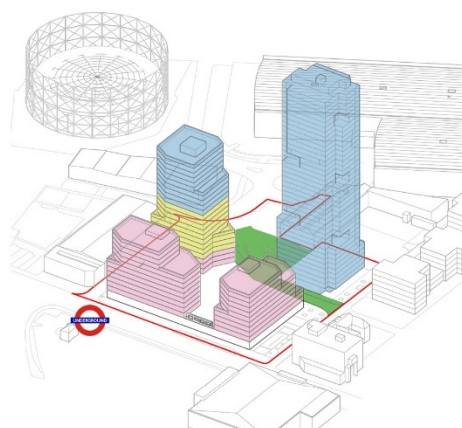
PHASE 2 - Excavate basement



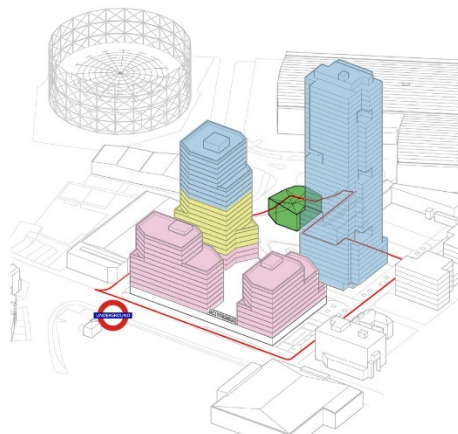
PHASE 3 - Buildings A (private) and B (social rent), new Sylvan Grove public and play spaces and ground floor town centre uses



PHASE 4 - Buildings C (social rent) and D (private and intermediate) and OKR footway improvements



PHASE 5 - New public square



PHASE 6 - Building E (workspace building)

BACKGROUND INFORMATION

Site location and description



1 Gasworks site



3 Egress road



5 Toys R Us / 760 Old Kent Road



7 Hatfield Road employment cluster



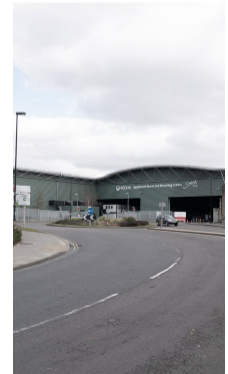
2 High street



4 Petrol station



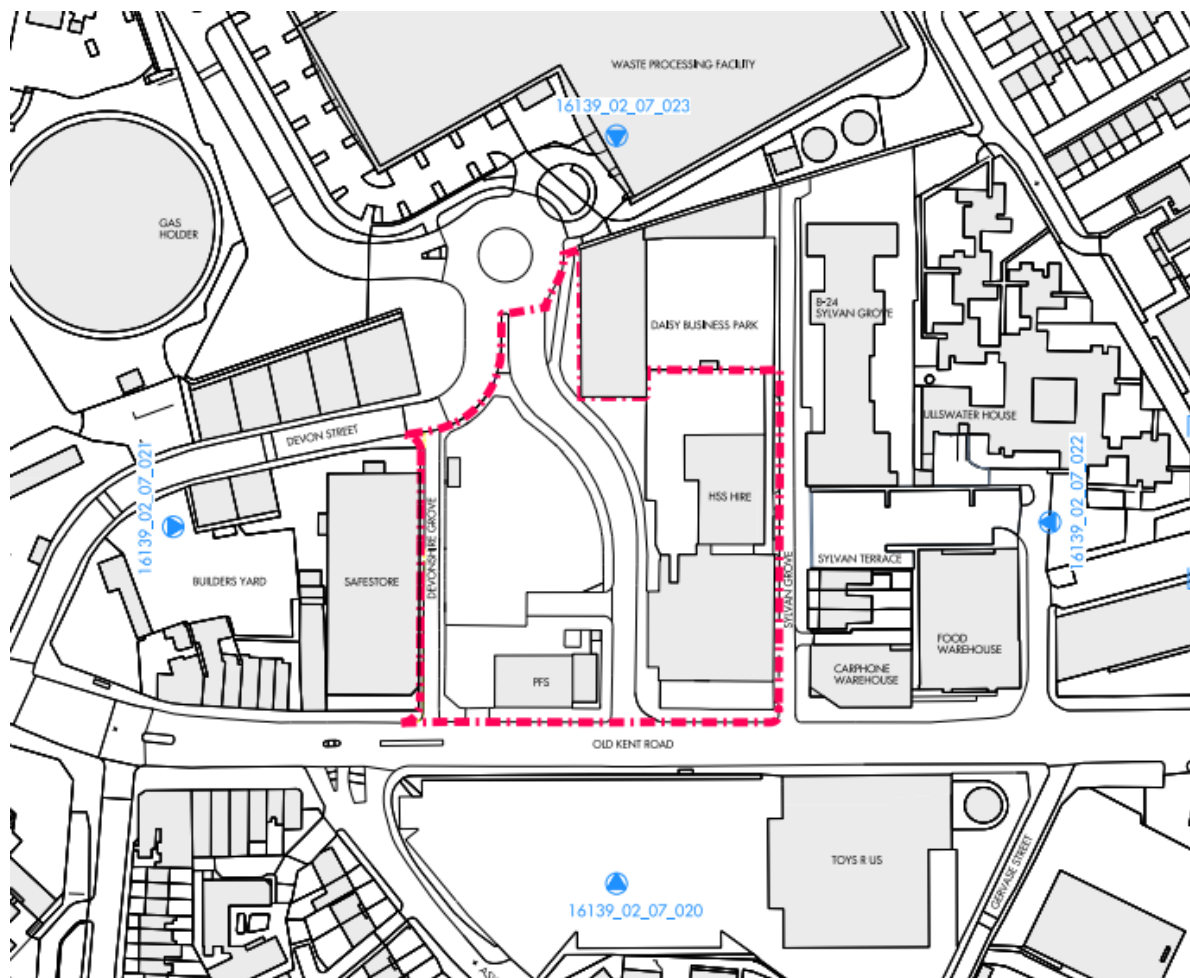
6 Tustin Estate



8 Integrated Waste Management Facility (I.W.M.F.)

35. The application site is a brownfield site that is formed from three existing individual sites that are predominately characterised by low rise buildings, vacant land and hardstanding, and existing LBS highway.
36. The site is located on the northern side of Old Kent Road in the Old Kent Road Ward. It is approximately 1.13 hectares (ha) in size and is broadly rectangular in shape.
37. The site is bounded by Sylvan Grove to the east, the Devonshire Grove ('minor arm') to the west and a low-rise business park, Daisy Business Park, to the north. An existing road, the 'major arm' of Devonshire Grove runs predominantly north/south through the site to provide egress from the Integrated Waste Management Facility (IWMF) located to the north of the Daisy Business Park, accessed from Devon Street. The application site has a frontage to Old Kent Road, which abuts the southern edge of the site.
38. Part of the application site was previously occupied by an HSS Hire Store, although HSS has now relocated to new premises within close proximity at Ruby Street and the former HSS Hire Store building is currently in meanwhile use by art studio provider Arebyte. This meanwhile use was facilitated by officers as part of the partnership working on this site.
39. A petrol station occupies the remainder of the frontage to Old Kent Road with an area of hardstanding to the rear. The cleared hardstanding to the rear of the petrol station is predominantly vacant brownfield land, although part of the site is used on a temporary basis as parking for APCOA.

Site plan:



40. The site is currently partly designated as Strategic Industrial Land (SIL) in the London Plan and a Preferred Industrial Location (PIL) in Southwark Council's adopted Core Strategy.
41. The site does not lie within a conservation area and none of the buildings are statutorily listed. The site includes a number of existing trees which are located to the site's southern and eastern boundaries.

Existing Land Uses:

Land Use	Total Floorspace (GIA sqm)
Trade counter/hire store/ancillary storage	2,625.34
Petrol station	94.32
UKPN substation	29
TOTAL	2,748.66

Existing Parking Provision:

Use	Car Parking	Wheelchair Accessible Parking	Motorcycle Parking	Cycle Parking
HSS Hire Store	30	0	0	0
Petrol Station	10	0	0	0
Vacant land	20	0	0	0
TOTAL	60	0	0	0

42. Sylvan Grove is the existing road bounding the east edge of the application site. At its northern end on the eastern side is a recent part eight, part six, part five and part two storey building comprising 80 residential units at 8-24 Sylvan Grove. This steps down in height to the south predominantly low-rise (two-storey) residential terraced properties and a ground level car park at the middle of the road before stepping up to a four-storey commercial building at its southern end. Daisy Business Park abuts the site to the north on the western side of Sylvan Grove and comprises predominately low-rise buildings in commercial use with a church at its northern end beyond which is the southern boundary of the IWMF.
43. Devonshire Grove and Devon Street bound the western edge of the site and are characterised by low-rise commercial buildings – the neighbouring Safestore presents a blank wall to Devonshire Grove with no windows overlooking the Site. To the north west is the former Livesey gasworks, which contains the now Grade II listed decommissioned gasholder, Gasholder 13.
44. The site immediately opposite on the southern side of Old Kent Road is the former Toys R Us car park and large 'big-box' retail unit. Transport of London (TfL) have recently confirmed that this site is the preferred location for a new underground station for the Bakerloo Line Extension (Old Kent Road 2 Station) and the Toys R Us site is therefore safeguarded as a works site.
45. The PTAL rating of the Site varies from 3-5 which indicates a moderate to very good level of public transport accessibility. The variation is due to the presence of Queen's Road Peckham Station which, for part of the Site, is just outside the PTAL distance threshold of 960m. However, in reality, the station is within a reasonable walking distance along Asylum Road from all parts of the Site and can therefore considered to benefit from a PTAL of 5.
46. The future 2031 PTAL forecast is also 3-5. However, this does not take into account the proposed new Bakerloo Line station. This is likely to have a positive impact on the PTAL in terms of increasing the rating beyond a 5, most likely to a 6, and therefore to an 'excellent' level of accessibility

The Proposed Development**Hybrid Planning application**

47. The hybrid application is formed of detailed proposals in respect of the demolition of all

existing structures and the stopping up of the existing Integrated Waste Management (IWMF) egress road, the construction of Building A (ground and above) and the public realm including the road layout, for which no matters are reserved (“Detailed Proposals”), and outline proposals for the remainder of the Site (the basement and Building B-E) with all matters reserved (“Outline Proposals”).

48. The part of the planning application that is has been submitted for full detailed planning permission consists of the following:

Detailed planning permission for the demolition of all existing structures, stopping up of existing Devonshire Grove ‘major arm’ (IWMF egress road), and redevelopment to include formation of new road, reconfiguration and widening of Devonshire Grove, widening of footways on Sylvan Grove and Old Kent Road, construction of Building A (at ground + 38 storeys) to provide residential (Class C3) and commercial/employment (Class B1/A1/A2/A3/A4) uses, creation of new public realm including new public squares and spaces, associated landscaping and highways works, a new substation, and all associated works.

49. The part of the planning application that is has been submitted for Outline planning permission consists of the following

Outline planning permission for comprehensive mixed-use development for the following uses in four Buildings (B, C, D and E) and at basement level shared with Building A:

- Residential (Class C3);
- Business/employment uses including office and flexible workspace (Class B1);
- Retail, financial and professional services, food and drink uses (Class A1, A2, A3, A4; A5);
- Non-residential institutions (Class D1);
- Assembly and leisure uses (Class D2);
- Storage, car and cycle parking;
- Energy centre;
- Substations;
- Formation of new pedestrian and vehicular access and means of access and circulation within the site together; and
- New private and communal open space.

50. Together the Detailed and Outline proposals form the “Proposed Development” and consist of a maximum of totalling 69,986sqm (GEA) of new development.

Summary

51. In summary, the key elements of the proposed scheme applied for under the planning application include:

- The Demolition of all existing structures;
- Detailed Proposals – 264 residential dwellings, flexible commercial and employment floorspace (Classes A1 to A4 (retail), B1 (business), D2 and D1 (community/leisure));
- Outline Proposals – up to 301 dwellings, a mix of Class B1(c) floorspace, flexible commercial and employment floorspace (Classes A1 to A4 (retail) / B1 (business), D2 and D1 (community/leisure).

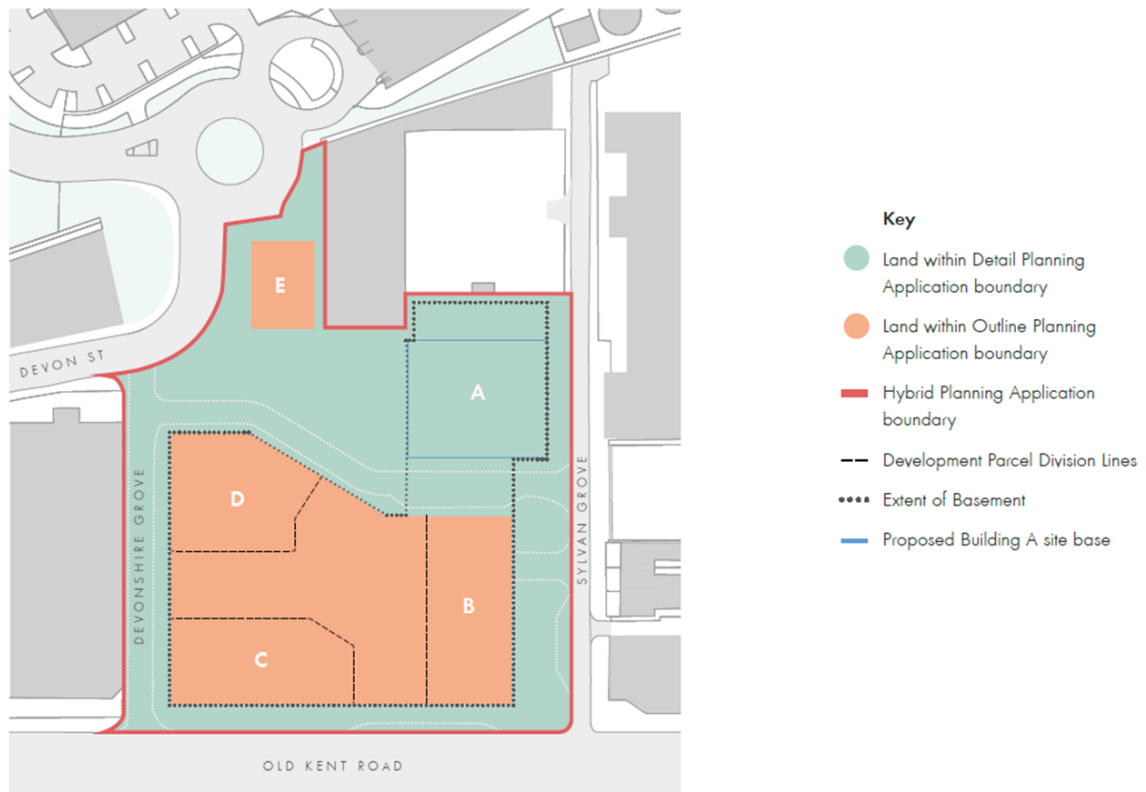
52. The proposal would include a total of five buildings including 1 standalone tall building, and 3 buildings linked by a central podium, and a workspace building

53. The proposed building height for the Detailed Proposals would be as follows
- Detailed Proposals – Building A - 39 storeys, 137.26m AOD
54. The proposed maximum building heights for the proposed buildings in the Outline Proposals would be as follows:
- Outline Proposal Building B - part 3, part 7, part 10 storeys, up to 40.6m AOD
 - Outline Proposal Building C - part 7, part 9, part 12 storeys, up to 47m AOD
 - Outline Proposal Building D - part 7, part 17, part 22 storeys, up to 81.3m AOD
 - Outline Proposal Building E - 3 storeys, up to 18.9m AOD

Development land parcels

55. The hybrid application is subdivided into five development land parcels that relate to the buildings, basement and public realm.

	Development Parcel	Summary Description
Detailed	Building A	Provides flexible commercial/employment (B1, A1, A2, A3, A4) and residential uses (C3) and a substation (sui generis). Parking, refuse facilities and energy centre will be provided within the Basement.
Detailed	Public realm and roads	Provides the new road layout (widened Devonshire Grove, widened footway and new loading bay at Sylvan Grove and new Chaucer Street), and the public realm for the development, including the public square and the Sylvan Grove open spaces
Outline	Basement	Provides ancillary facilities for Buildings A-D, including car and cycle parking, refuse storage, etc and an energy centre for the Proposed Development (mixture of sui generis, B1, A1-A5 and C3 ancillary floorspace to be defined at Reserved Matters stage)
Outline	Buildings B-D	Provides retail (A1, A2, A3, A4, A5), office/light industrial (B1 (a)-(c)) non-residential institution/assembly and leisure (D1, D2) and residential uses (C3) and substations (sui generis). Includes a podium level at ground floor linking Buildings B, C and D. Parking, refuse facilities and energy centre will be predominately provided within the Basement.
Outline	Building E	Provides office/light industrial (B1(c) use.



Phasing

56. The scheme is proposed to be delivered in six distinct phases. The Detailed proposals, site creation and highways works, Buildings A, and the public realm, would be delivered in Phases 1, 2, 3, 5 and 6. The Outline proposals, Basement, Buildings C, B and D, would be delivered in Phases 2, 3, 4, 5 and 6.

The six phases are set out below and in the two preceding Phasing Plans that illustrate the Proposed Development:

57. Phase 1

- Widen Devonshire Grove to consolidate IWMF access and egress
- Stopping up of IWMF Egress Road
- Demolish buildings and site clearance



58. Phase 2

- Excavation of basement
- Construction of basement slab



59. Phase 3

- Construction and occupation of Building B (Social Rent)
- Construction and occupation of Building A (Private)
- Construction and part fit-out of workspace and high street retail
- Landscape and public realm of Sylvan Green and Sylvan Gardens, providing open

space and playspace



60. Phase 4

- Construction and occupation of Building C (Social Rent)
- Construction and occupation of Building D (Social Rent, Intermediate and Private)
- Provision of podium garden and play space to Building B, C and D
- Public realm improvements and setback building lines to provide space for new bus stops, to be delivered by TfL.



61. Phase 5

- Creation of new public realm at Devonshire Square
- External works and tree planting on 'Chaucer Street' – the new road connecting Sylvan Grove to Devonshire Grove



62. Phase 6

- Construction of Building E (Workspace)
- Public realm improvements north of Building E

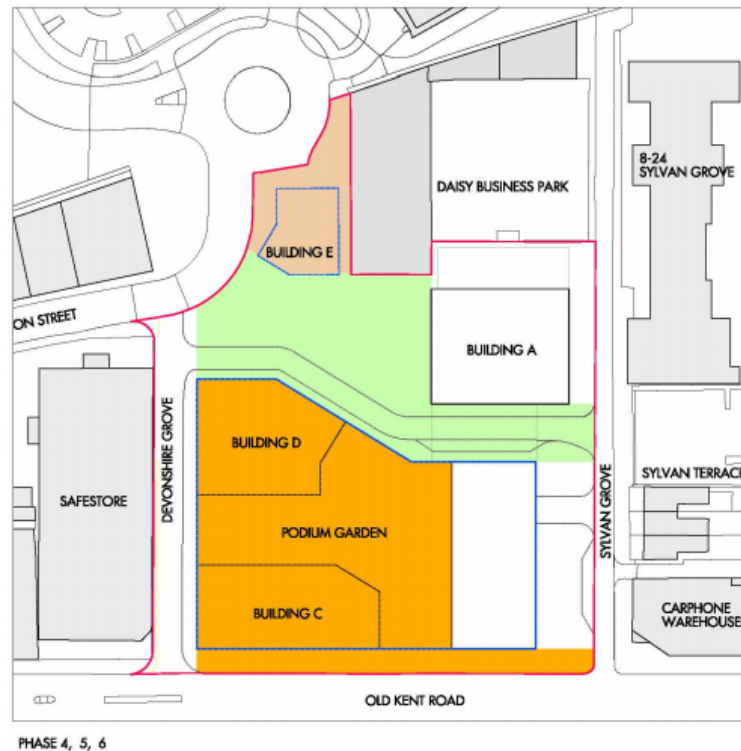


63. Phasing Plan: Phases 1, 2 and 3



PHASE 1, 2, 3 NOTE: BASEMENT EXTENT IN PHASE 2 IS AS PER BASEMENT EXTENT PARAMETER PLAN (16139_00_07_053)

64. Phasing Plan: Phases 4, 5 and 6



Detailed Planning Permission (Full)

- 65. The Detailed Proposals would comprise the demolition of all existing structures and the stopping up of the existing IWMF egress road running through the centre of the site, and the widening of Devonshire Grove to provide a new two way egress route for the IWMF. These works will release the site for comprehensive redevelopment.
- 66. The Detailed Proposals also include a new road (provisionally named Chaucer Street) running south east to north west through the middle of the Site, and the widening of footways on Sylvan Grove and Old Kent Road at the Site boundary.
- 67. Along with the changes to the road layout the Detailed Proposals deliver the entire public realm within the Proposed Development, including a large new public square and two new public spaces on Sylvan Grove. The Detailed Proposals include a comprehensive landscaping scheme for the public realm that will be secured by condition.

Land Parcels

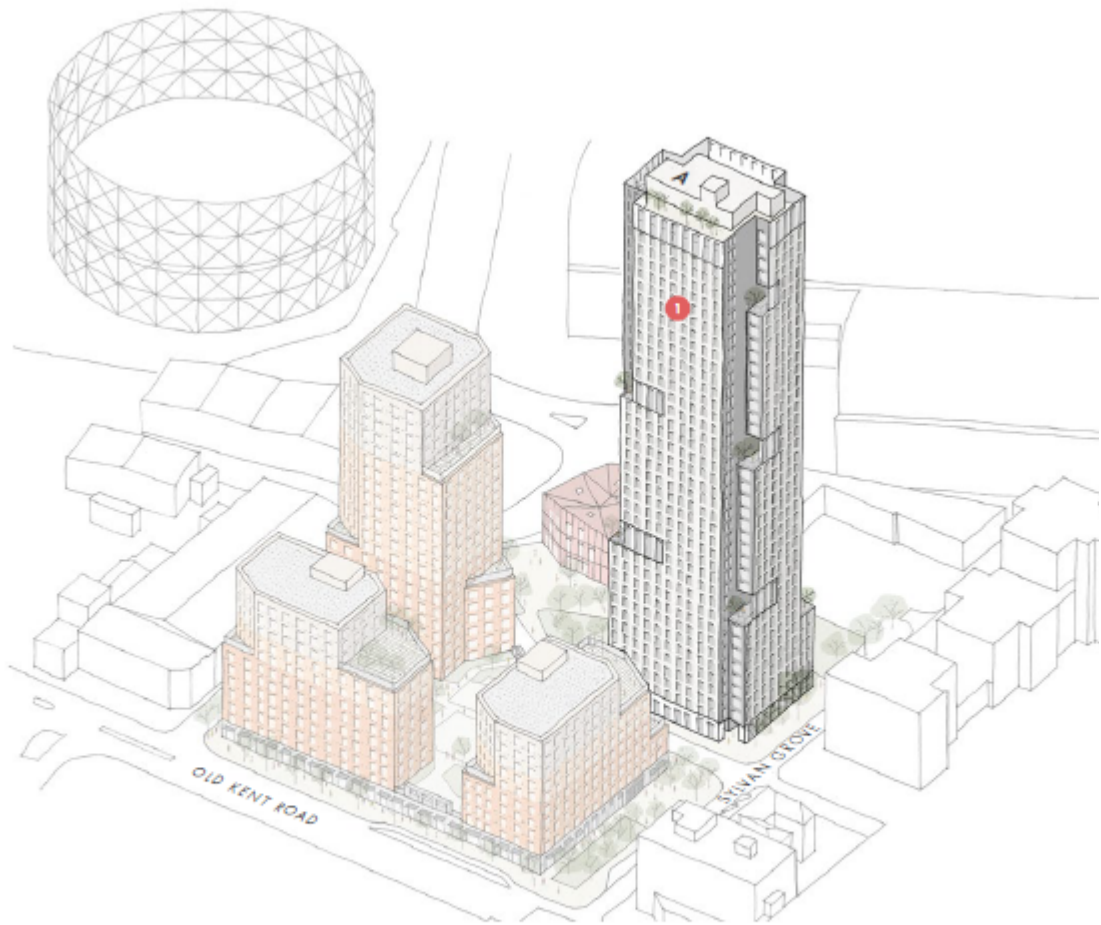
- 68. The Detailed Proposals application consists of two development land parcels:

Land Parcel	Proposed land use
Building A	Flexible commercial/employment (B1a-c), (A1, A2, A3, A4) and residential uses (C3) and a substation (sui generis). Parking, refuse facilities and energy centre will be provided within

	the Basement (Outline)
Public realm and road layout	Provides the new road layout (widened Devonshire Grove, widened footway and new loading bay at Sylvan Grove and the new Chaucer Street), and the public realm for the development, including the public square and the Sylvan Grove open spaces

Building A

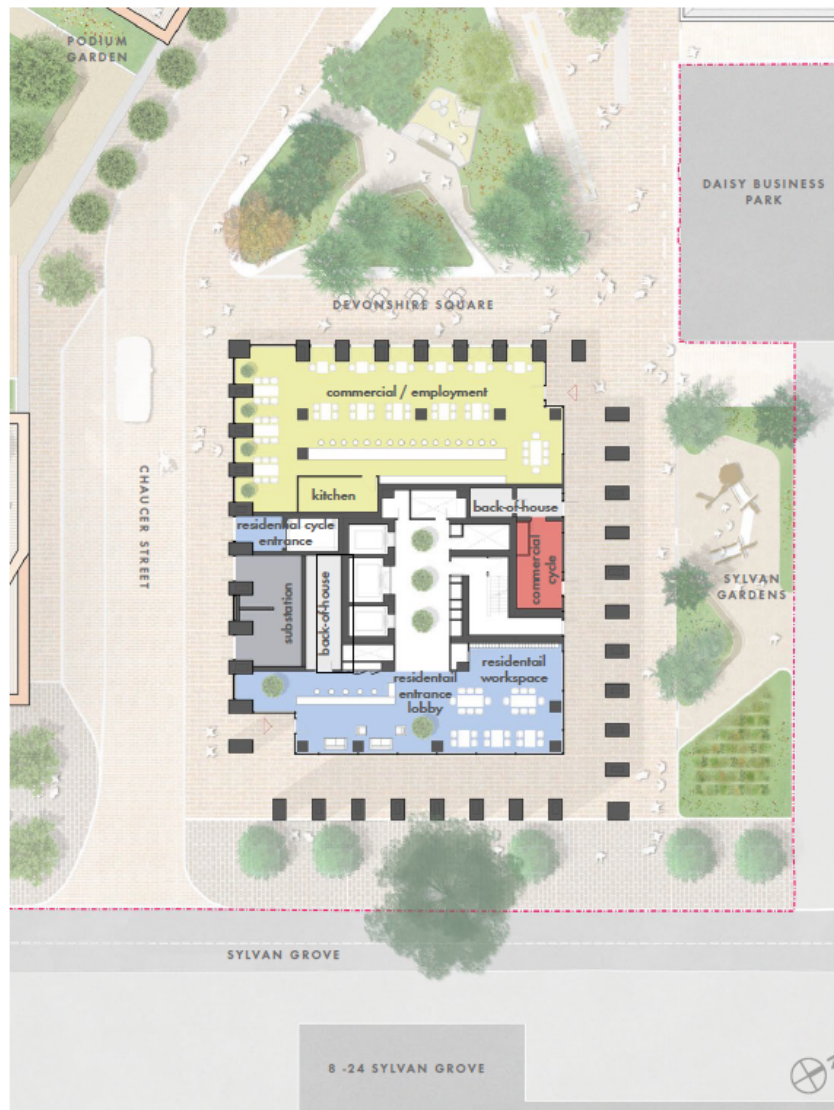
69. Building A comprises a 39 storey tower delivering 264 private residential units across the upper 38 floors, with a flexible commercial B1/A1-A4 Use proposed on the ground floor.



70. The proposed total floorspace by land use (in GIA and GEA sqm) for Building A at ground level and above. The Detailed Proposals also deliver the public realm of the scheme including new public spaces and road layouts, which do not create floorspace.

Land Use	Use Class	Building A Floorspace (GIA sq. m)	Building A Floorspace (GEA sq. m)
Residential	C3	25,821*	28,483*
Commercial/employment	B1, A1-A4	260	291
Substation	Sui generis	35	42
TOTAL		26,116*	28,816*

Ground floor of Building A:



Building A Ground floor

Building A ground floor and 'Chaucer Street' from Sylvan Grove:



Ground floor view of colonnade from Chaucer Street

Residential accommodation

71. Building A comprises a 39 storey tower delivering 264 private residential units across the upper 38 floors. The lower residential floors provide the majority of 3 bed units. The residential entrance to the building is from Sylvan Grove.

Table: Building A Unit Mix

	Studio	1 bed	2 bed unit	3 bed unit	Total
Total units	20	89	97	58	264
Total hab rooms	20	178	291	232	721

72. In terms of amenity space, Building A would deliver the following quantum of space as: private amenity space provided on terraces to each individual units, communal spaces situated on each façade or on a shared roof terrace, and child play space provided within the public realm.

Table: Building A amenity space

Type	Quantum
Private amenity	2091 sqm
Communal amenity	663 sqm
Child Play space in the public realm	1065 sqm (in total, phased delivery)

Wheelchair homes

73. Seventeen M4(3) wheelchair homes are proposed within the residential units of Building A.

Table: Building A wheelchair units

Unit size	Number of wheelchair units
1 bed unit	13
2 bed unit	4
3 bed units	0
Total	17

74. All other units within Building A will provide accessible residential accommodation that meets the requirements of Part M4(2) of the Building Regulations.

Affordable housing

75. No affordable housing is proposed within Building A. All affordable housing would be secured within Buildings B, C and D in the Outline scheme and secured through the Section 106 legal agreement. This provision is discussed in detail later in this report.

Retail or B Use Class floorspace

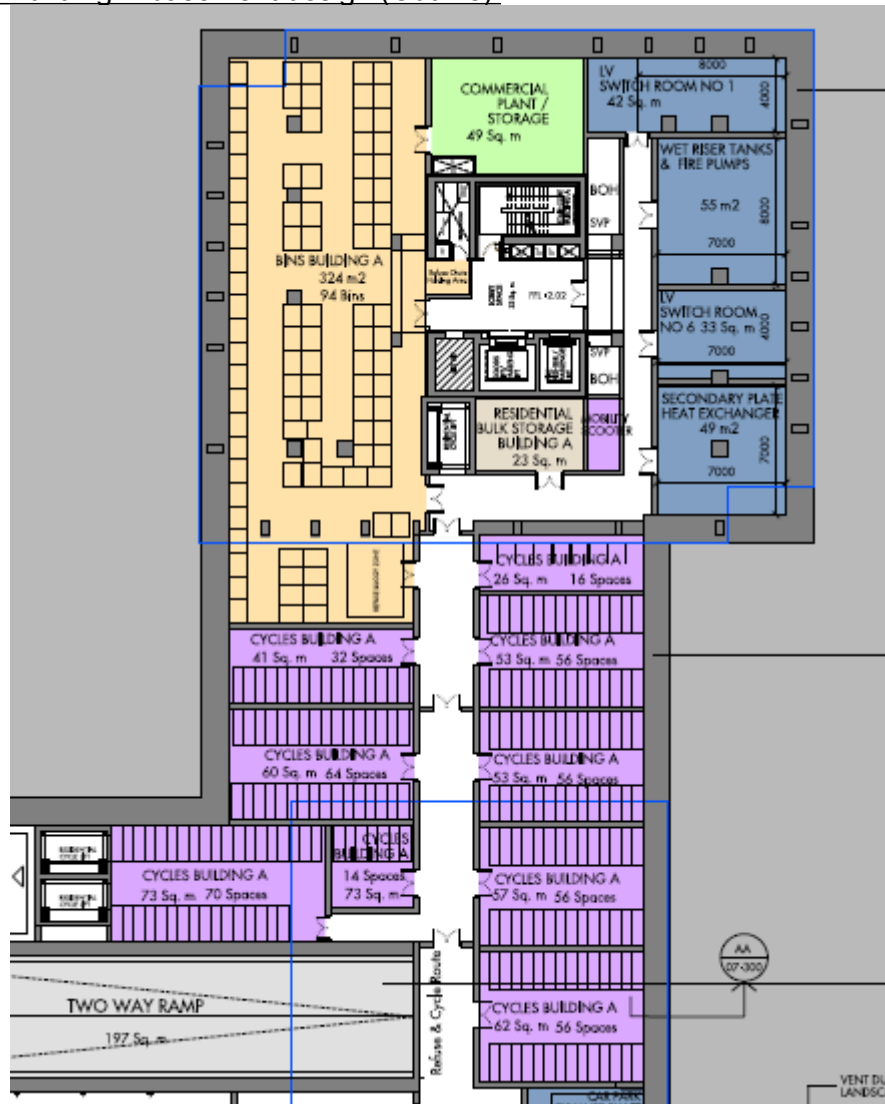
76. 291sqm (GEA) of flexible retail (A1/A2/A3/A4) or B1 (a-c) floorspace is proposed for the ground floor of Building A in a single unit. The unit would primarily front the proposed new Devonshire Square and provide active frontages on three sides, with access also from Sylvan Green.

Basement

77. Building A will be served by ancillary facilities provided within the basement land parcel proposed within the Outline Scheme. Although full details of the basement are reserved for future approval at Reserved Matters stage, the indicative scheme submitted with the

application illustrates appropriate refuse storage, cycle parking, residential and commercial plant, bulk storage, mobility scooter parking and lift cores. It should be noted that the basement provides shared ancillary facilities for Buildings A, B, C and D.

Illustrative Building A basement design (Outline):



Car parking

78. No private car parking spaces are proposed in the full application resulting in a car free development. In terms of wheelchair parking, a minimum of 17 wheelchair accessible car parking spaces are required for the maximum number of 565 units (3% of units). These spaces will be delivered within the Basement development parcel of the Outline application with details secured at Reserved Matters stage.

Cycle parking

79. All residential cycle parking would also be provided in the Basement except for visitor cycle parking that will be provided at grade. The basement would be accessible to residents by three lifts and a dedicated cycle lift. The cycle lift would be access from a dedicated lobby on the southern elevation of the building. In total, 445 long stay and 16 short stay spaces are proposed for the detailed application, but which would be secured at

Reserved Matters stage. Dedicated cycle parking for the commercial unit is located at ground floor.

Table: Minimum Parking Standards for the Detailed Proposals:

Use	Car Parking	Wheelchair Accessible Parking	Motorcycle Parking	Cycle Parking	
				Long-stay	Short-stay
Residential (C3)	0 spaces (car-free)	Up to 3% of dwellings	0 spaces	419	7
Retail (A1-A5)	0 spaces (car-free)	0 spaces	0 spaces	2	8
Office/Light Industrial (B1)	0 spaces (car-free)	0 spaces	0 spaces	4	1

Servicing

80. On-site servicing will primarily take place within the Basement that is a development parcel of the Outline proposals. Refuse storage for the residential uses in Building A, will be provided in the Basement Development Parcel, details of which will be applied for at Reserved Matters stage.
81. On-street servicing will be facilitated by the two on-street loading bays on Sylvan Grove and Chaucer Street, which can accommodate HGVs up to and including 10m rigid lorries. The dimensions of the on-street loading bays and adjacent footway are designed in accordance with LBS's Southwark Streetscape Design Manual

Public open space and public realm

82. The Detailed Proposal would deliver 100% of the public realm within the Proposed Development. This includes 2873sqm of publicly accessible open space and includes the following new public spaces within the site:
- Devonshire Square - 1951 sqm
 - Sylvan Gardens - 369 sqm
 - Sylvan Green - 553 sqm

There are currently no public open spaces within the application site, as the site currently consists of individual plots secured with high fences, walls or buildings that offer limited permeability and choice of routes.

83. The proposed location of these spaces is set out in the indicative landscaping plan below:



84. Public Space 1. Devonshire Square

A major new public square referred to as Devonshire Square that includes child play space equating to 1951sqm. Linking to Devonshire Grove this landscaped civic space is positioned at the centre of the site and is the primary public open space within the proposed hierarchy of spaces. The space is bounded to the east by the western elevation of Building A, to the north by the southern elevations of the adjoining business park building and of the proposed Building E, to the west by the revised layout of Devonshire Grove and Devon Street, and to the south by the new road 'Chaucer Street. The square would benefit from significant landscaping in terms of planting, new trees and play space.

85. Illustrative CGI of Devonshire SquarePublic Space 2. Sylvan Gardens

86. A new public amenity space, Sylvan Gardens (369sqm), is proposed for the north east corner of site at the northern end of Sylvan Grove. The space would offer child playspace and opportunities for community growing. Officers have worked with the adjoining site at Daisy Business Park site to agree a joint approach to Sylvan Gardens, as both landowners would contribute to delivery of this new public open space, with this application providing approximately a third of the total space. The proposed 369 sqm is not the total size of this space, but the share provided by this application. The total size of Sylvan Green will be bigger once Daisy Business Park application comes forward.
87. Existing residents, especially those at 8-24 Sylvan Grove, will benefit from access to and the visual amenity of this and other proposed public spaces, when compared to existing site conditions which are primarily of a car park.

Illustrative CGI of Sylvan Gardens



Sylvan Gardens

Public space 3.

88. A new amenity space is proposed towards the southern end of Sylvan Grove immediately adjacent to the proposed Building B. Sylvan Green at 553sqm would be landscaped civic space for sitting out in relation to the adjacent high street uses proposed within the scheme.

Illustrative CGI of Sylvan Green



View looking from Old Kent Road along Sylvan Grove towards Chaucer Street

89. The Detailed Proposals also provides 972sqm of additional pedestrian footways by widening existing footways, as well as the widening of and improvements to 585sqm of pedestrian footways on Old Kent Road. Chaucer Street can be closed for events to be combined with the public square, which would add a further 966 sq. m (total 3,839 sq. m public open space)

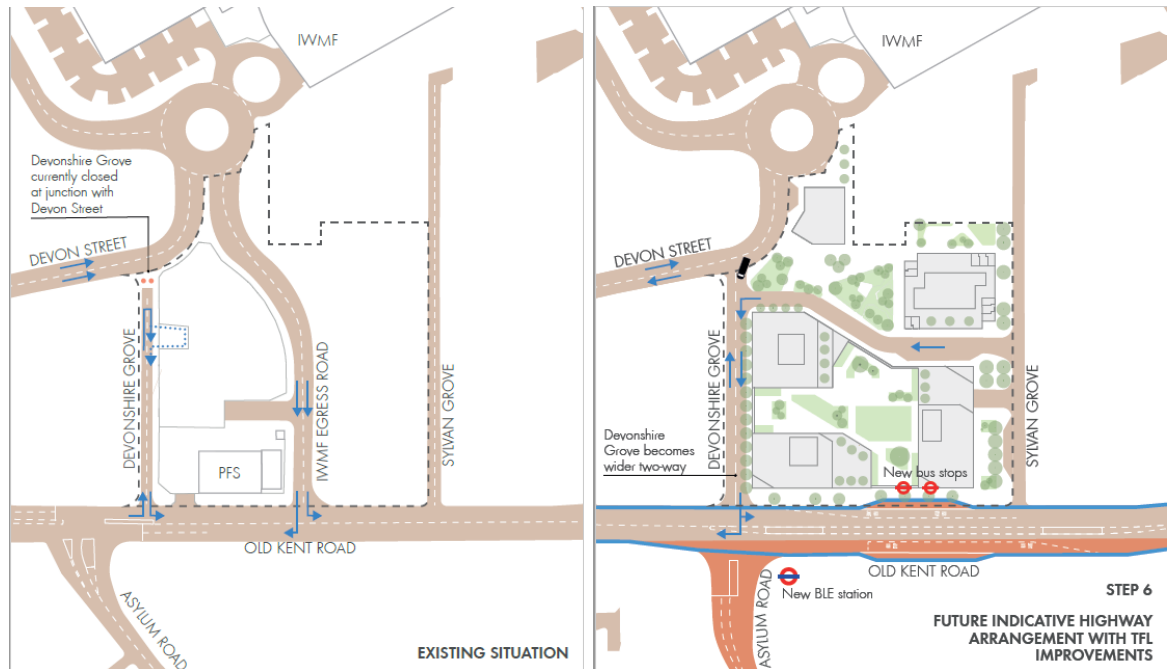
LBS Road Network

90. The Proposed Development proposes extensive works to the existing Southwark road network. Changes include the stopping up of the existing Integrated Waste Management Facility egress road that runs through the centre of the application site, and the widening and realignment of Devonshire Grove to accommodate two-way traffic to provide appropriate access and egress to the Integrated Waste Management Facility. These changes would enable the creation of the combined site to deliver the scheme.

Plan of LBS road network changes:



Existing road and Future road network layouts:



91. The existing Devonshire Grove is solely used as a service road to the council’s land to the rear of the application site rather than a two way street, as Devonshire Grove is blocked off at its northern end. The reconfiguration of the LBS road network would also facilitate the reconfiguration of the Old Kent Road, Devonshire Grove and Asylum Road junction as part of Transport for London’s emerging Healthy Streets A2 corridor scheme that will

deliver improved bus services, cycling facilities and pedestrian environment. The junction reconfiguration does not form part of this application, and will be delivered by LBS and Transport for London, with contributions from the applicant as part of S278 agreement.

92. The formation of a new road referred to in the Application as 'Chaucer Street' is proposed across the middle of the site running south east to north west from Devonshire Grove to Sylvan Grove. It would be a secondary servicing road and would also provide an alternative pedestrian and cycling route to the Old Kent Road, and to service the Proposed Development, according with key objectives within the Old Kent Road Area Action Plan. It is proposed that Chaucer Street could be closed for events to be combined with the public square, which would add a further 966 sqm of public open space (total 3,839 sqm public open space).

Indicative CGI of the new 'Chaucer Street' linking Devonshire Grove and Sylvan Grove:



93. The road would be privately owned but designed to an adoptable standard, allowing for it to fulfil the servicing needs of the Proposed Development but to be closed at certain times

of the year to facilitate its use as a public amenity space, accommodating temporary uses such as street markets.

Outline Proposals

Documents for approval

94. The second component of the Hybrid planning application, the Outline Proposals, consists of the following documents that define the parameters for the Outline Proposals.

Development Specification
The Development Specification defines the role of application documents, gives a written account of the parameter plans and details the allowable uses and quantum of development.
Parameter Plans
The Parameter Plans define the development parcels and extent of development, access arrangements and outdoor amenity spaces through a series of maximums along with limits of deviation.
Design Code
The Design Code supports the application of the parameter plans, and defines the regulatory components of design principles that the Outline Proposals must achieve at Reserved Matters stage. Codes govern aspects of use, layout, access, scale, character, landscape and appearance

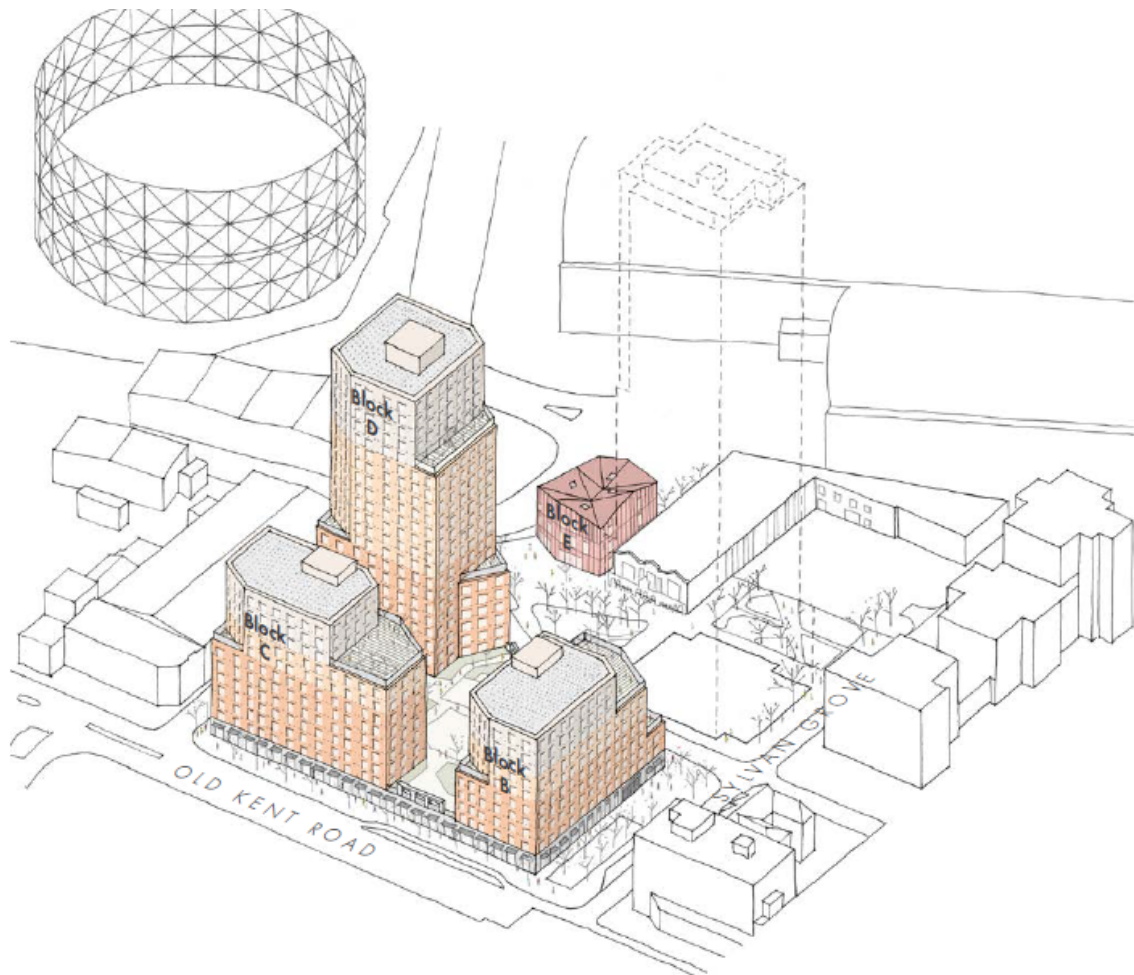
Development specification

95. The Development Specification defines the role of application documents, and gives a written account of the parameter plans and details of the land uses and quantum of development that is proposed within the Outline Proposal.

Development Parcels

96. The Outline application seeks a total maximum of 41,470sqm GEA floorspace to be provided across five development parcels:

Development Parcel	Proposed land uses
Basement	Provides ancillary facilities for Buildings A-D, including car and cycle parking, refuse storage, etc and an energy centre for the Proposed Development (mixture of sui generis, B1, A1-A5 and C3 ancillary floorspace to be defined at Reserved Matters stage)
Buildings B, C and D	Provides retail (A1, A2, A3, A4, A5), office/light industrial (B1a-c) non-residential institution/assembly and leisure (D1, D2) and residential uses (C3) and substations (sui generis). Includes a single storey podium linking Buildings B, C and D. Parking, refuse facilities and energy centre will be predominately provided within the Basement.
Building E	Provides office/light industrial (B1c) uses.



97. The table below defines the maximum floorspace for each category of land use (in GEA sqm) proposed for the Outline Proposals.
98. The total floorspace by land use exceeds the maximum GEA cap for the Outline Proposals because there is an allowance for swings between land uses, to allow flexibility

for different uses to potentially come forward. The amount of floorspace that could come forward is therefore controlled by a maximum GEA cap by Building, land use and for the Outline Proposals as a whole.

Table: Total GEA Floorspace by use class within the Outline Proposals

Land Use**	Use Class	Basement (GEA sqm)	Building B-D**** (GEA sqm)	Building E (GEA sqm)	Maximum GEA Cap by Use (SQM)
Residential	C3	N/A	30,820*	N/A	30,820*
Retail	A1-A5	N/A	3,465	N/A	3,465
Office/Light Industrial	B1(a)-(c)	N/A	3,465 *****	N/A	3465
Light Industrial / Makerspace	B1(c)	N/A	N/A	1,015	1,015
Non-residential Institution / Assembly and Leisure	D1/D2	N/A	980	N/A	980
Basement Ancillary – Parking, Energy Centre, Refuse Storage	Sui Generis/C3/ B1/A1-A5/D1/D2	5,790***			5,790***
Substations			80		
Maximum GEA per Building		5,790	34,365*	1,015	
Total Maximum GEA Cap (SQM)		41,170*			

*figures exclude winter gardens and external covered balconies (max. 2,065sqm total) and external roof terraces which are uncovered.

**figures for each land use can include associated ancillary floorspace e.g. plant and refuse storage and other ancillary facilities.

***this figure reflects the maximum basement extent as shown in the Parameter Plan 16139_00_07_53 P2.

****Building B-D floorspace includes ground floor (beneath the podium) level

***** Within Buildings B-D, a minimum of 1,000sqm GEA of the flexible commercial floorspace will be provided to an appropriate B1(c) specification to be agreed with the council (in addition to the exclusive B1(c) floorspace within Building E).

Basement

99. The Outline Proposals seek permission for development below ground to allow for the creation of a single shared basement accessible by a two-way ramp, cycle lifts, residential lifts and stair cores. The basement will provide parking, refuse and associated servicing

and facilities for Buildings A, B, C and D and an Energy Centre to serve the whole development (Buildings A-E). The precise form and scale of the basement is will be secured at Reserved Matters.

100. The maximum extent of the proposed basement is defined in Parameter Plan 16139_00_07_53 P1, with the maximum quantum of floorspace to be provided is 5790sqm GEA. This will provide a mix of Sui Generis, C3, B1, and A1-A5 ancillary floorspace, to be defined at Reserved Matters stage.

Indicative basement layout



Residential floorspace

101. The Outline Proposals seek permission for a maximum level of Use Class C3 residential floorspace of 30,820 sqm GEA distributed across Development Parcel Buildings B, C and D, delivering up to a maximum of 301 residential units.
102. The Outline Proposals will provide a mix of housing types including 1, 2 and 3 bedroom units, and non studio units. The number of residential units and the unit mix to be delivered as part of the Outline Proposals is to be applied for at Reserved Matters stage.
103. The indicative scheme for the Proposed Development that has been provided with the application shows 560 residential units, but allowing for tolerance at Reserved Matters stage and refinement of unit mix the Proposed Development could deliver up to 565 new homes of which 264 new homes are included in the Detailed Proposals. 296 units are

shown in the indicative scheme for the Outline Proposals. It is notable that the indicative scheme demonstrates that the communal amenity space exceeds planning policy minimum requirements.

104. The Outline Proposals will aspire to meet Southwark's planning policy requirements for communal and private amenity space and provide dedicated play space provision calculated in line with the Mayor's Shaping Neighbourhoods: Play and Informal Recreation (September 2012) Supplementary Planning Guidance. Further details will be provided at Reserved Matters stage.

Affordable Housing

105. The Outline scheme will provide all affordable housing for the proposed development. The proposed offer would deliver 41% of total habitable rooms within the Proposed Development with a split of 29% of the total habitable rooms secured for Social Rent and 12% of the habitable rooms secured for Intermediate tenure. The unit mix for the affordable housing will deliver a minimum of 40% two+ bedrooms units and 20% three bedroom units.
106. The affordable housing will be delivered at the same time as private accommodation following submission and approval of Reserved Matters, during Phases 3 and 4.
107. An indicative scheme for the Proposed Development has been provided with the application which provides 560 residential units comprising a total of 1510 habitable rooms, based on 264 new homes in the Detailed Proposals in Building A (at ground + 38 storeys), and 296 new homes in the Outline Proposals (Buildings B-D). In applying the proposed affordable housing offer of 41%, the following percentages would be secured

Tenure	Percentage of habitable rooms by tenure
Total affordable housing tenure, equating to:	41% - 619 hab rooms
• Social Rent	29% - 439 hab rooms
• Intermediate	12% - 180 hab rooms
Total Private tenure	59% - 891 hab rooms of which 721 are in the detailed application

108. The minimum policy requirement of 41% affordable housing by habitable rooms rather than the standard 35% minimum required by policy, arises from the council's land ownership of 35% of the development site and the requirement to deliver 50% affordable housing on publically held land. This is discussed in further detail in later in the report.

Commercial floorspace

109. The Outline Proposals define a maximum of 4,480sqm GEA of Use Class B1 (a to c) floorspace across Development Parcels Buildings B, C and D and Building E.
110. It is important to note that the total floorspace by land use exceeds the maximum GEA cap for the Outline Proposals because there is an allowance for swings between land uses, to allow flexibility for different uses to potentially come forward. The amount of

floorspace that could come forward is therefore controlled by a maximum GEA cap by Building, land use and for the Outline Proposals as a whole.

111. Following negotiations on industrial land re-provision and issues raised by the GLA in its Stage 1 report, the applicant has agreed to the following steps that will secure B1c floorspace and fit out.

- 1015sqm GEA of Building E (the ground floor and all of 1st and 2nd floor levels) will be provided as exclusive B1(c) floorspace

A minimum 1000sqm GIA of commercial floorspace delivered to B1(c) specification in Building B and D. As a minimum it is guaranteed this will comprise all of the commercial units at ground floor of Buildings B and D fronting the new Chaucer Street

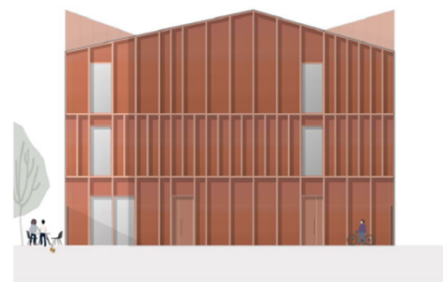
This offer significantly increases the amount of floorspace suitable for industrial use on site from the existing position (0sqm) to over 2,000sqm GEA

Illustrative Appearance

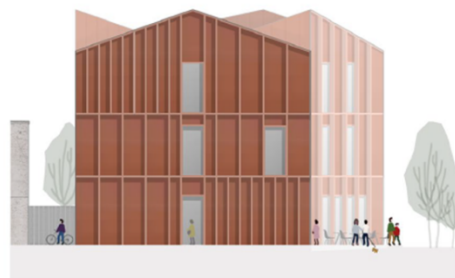
The illustrative scheme demonstrates how the codes relating to appearance could be applied to Building E:



1. Devonshire Square



2. Daisy Business Park



3. IWMF



4. Devonshire Grove

Retail

112. The Outline Proposals seek permission for a maximum of 3,465sqm GEA of Use Class A1/A2/A3/A4/A5 floorspace across Development Parcel Buildings B, C and D.

D Use Class

113. The Outline Proposals seek permission for a maximum of 980sqm GEA of Use Class D1/D2 floorspace across Development Parcel Buildings B-D.

Public Realm and landscaping, Amenity Space and Play Space Provision

114. The detailed design of amenity space and child play space provision will be secured at Reserved Matters stage and by condition. The 560 unit indicative scheme shows an indicative quantum of 296 residential units in the Outline phase (plus 264 units in Building A), which equates to the following policy requirements for amenity space and child play space.

Type of space	Policy Requirement (sqm)	Proposed (sqm)	Difference (sqm)
Child Play Space	1,905 sqm (Latest GLA Calculator)	2,039 sqm, comprising: • 1,065 sqm (Detailed) within public realm • 974 sqm (Outline) on the communal podium	+134 sqm
Communal amenity space	50 sqm per block + any shortfall of private amenity space <u>Detailed: Building A</u> 641 sqm (50 sqm + 591sqm shortfall of private amenity space) <u>Outline: Buildings B, C and D</u> 945 sqm Indicative total requirement (50 sqm + 895 sqm shortfall of private amenity space)	<u>Detailed: Building A</u> 663 sqm (Comprising communal terraces within Building A.) <u>Outline: Buildings B, C and D</u> 1141 sqm (Comprising communal podium and terraces on Buildings B, C and D)	+22 sqm +196 sqm
Private amenity space	10 sqm per unit (Any shortfall for 1 and 2-beds accommodated in communal amenity)	<u>Detailed: Building A</u> 2,091 sqm <u>Outline: Buildings B, C and D</u> 2,065 sqm (indicative, with all 3-beds achieving 10sqm)	-591sqm -895sqm

Car and Cycle parking

115. No private car parking spaces are proposed in the Outline application as such the development will be car free for private vehicles. As the scheme is in Outline the indicative quantum of wheelchairs accessible car parking spaces that are required for the residential and commercial uses, for a 560 unit scheme, is circa 17 spaces These spaces will again be delivered within the Basement Development Parcel of the Outline application with details secured at Reserved Matters stage. Furthermore indicative cycle parking quantum will also be provided in the Basement except visitor cycle parking that will be provided at grade.

116. With the exception of the visitor cycle parking spaces within the public realm, all of these spaces will be delivered within the Basement Development Parcel of the Outline Proposals and applied for at Reserved Matters stage. The below cycle parking minimums are based upon the more onerous provision for B1 and A class retail. Car parking is a maximum standard.
117. Cycle parking will be provided for all elements of the Proposed Development according to the currently adopted London Plan.

Table: Minimum cycle Parking Standards for the Detailed Proposals

Use	Car Parking	Wheelchair Accessible Parking	Motorcycle Parking	Cycle Parking	
				Long-stay	Short-stay
C3 Residential	Car-free	Up to 3% of dwellings*	Case by case basis	1 space per studio and 1 bedroom unit 2 spaces per all other dwellings	1 space per 40 units
A1 Food Retail	Up to 1 space per 75sqm (GIA)	At least 1 space	Case by case basis	From a threshold of 100sqm: 1 space per 175sqm	From a threshold of 100sqm: first 750sqm: 1 space per 40sqm thereafter: 1 space per 300sqm
A1 Non-Food Retail	Up to 1 space per 75sqm (GIA)	At least 1 space	Case by case basis	From a threshold of 100sqm: first 1000sqm: 1 space per 250sqm thereafter: 1 space per 1000sqm	From a threshold of 100sqm: first 1000sqm: 1 space per 125sqm thereafter: 1 space per 1000sqm
A2-A5 Retail	Up to 1 space per 75sqm (GIA)	At least 1 space	Case by case basis	From a threshold of 100sqm: 1 space per 175sqm	From a threshold of 100sqm: 1 space per

						40sqm
B1 Office	Car-free	At least 1 space	Case by case basis	Inner/central London: 1 space per 90sqm		First 5000sqm: 1 space per 500sqm thereafter: 1 space per 5000sqm
B1 (c) Light Industrial	Car-free	At least 1 space	Case by case basis	1 space per 250sqm		1 space per 1000sqm
D1	nurseries/schools (primary and secondary)	Unknown – No specific given standard	At least 1 space	Case by case basis	1 space per 8 staff + 1 space per 8 students	1 space per 100 students
	universities and colleges	Unknown – No specific given standard	At least 1 space	Case by case basis	space per 4 staff + 1 space per 20 FTE students	1 space per 7 FTE students
	health centre, including dentists	Unknown – No specific given standard	At least 1 space	Case by case basis	1 space per 5 staff	1 space per 3 staff
	other (e.g. library, church, etc.)	Unknown – No specific given standard	At least 1 space or min. 2 spaces for religious buildings	Case by case basis	1 space per 8 staff	1 space per 100 sqm
D2	other (e.g. cinema, bingo, etc.)	Operational needs only	At least 1 space	Case by case basis	1 space per 8 staff	1 per 30 seats
	sports (e.g. sports hall, swimming, gymnasium, etc.)	Operational needs only	At least 1 space	Case by case basis	1 space per 8 staff	1 space per 100 sqm

Parameters plans

118. The Parameter Plans define the Development Parcels and extent of development, land use locations, access arrangements and outdoor amenity spaces through a series of maximum envelopes along with limits of deviation. Officers requested a narrow limit of deviation to ensure the potential scale and type of potential development can be easily understood.
119. Each Parameter Plan is provided with a key that identifies the information relating to the development. The plans also need to be read in conjunction with the Design Code. It is the combination of the Parameter Plans, this Development Specification and the Design Code that set the parameters within which all future development must be carried out for the Outline Proposals.

Planning Application Boundary and Development Land Parcels

120. The site location boundary for the Outline Proposals are identified on the red line boundary plan for the Proposed Development
121. The following plans define the following parameters:

Plan number	Parameter
Site Location Plan ref. 16139_02_07_001 P1	Red line boundary for the Proposed Development in the context of existing site conditions.
Site Plan ref. 16139_02_07_010	
Parameter Plan ref. 16139_00_07_051 P2	Site location boundary for the Outline Proposals on the red line boundary plan for the Proposed Development in the context of proposed site conditions at ground floor levels.
Parameter Plan ref. 16139_00_07_052 P1	Site location boundary for the Outline Proposals on the red line boundary plan for the Proposed Development in the context of proposed site conditions at below ground levels.
Parameter Plan ref. 16139_00_07_061 P2	Location of Building lines of Development parcels

Locations of Land Use

122. The quantum of floorspace of development proposed for each land use within the Outline Proposals has been defined, with the exact amount and mix of each land use reserved for future approval under Reserved Matters.

The following plans define the indicative location of these land uses:

Plan number	Parameter
Parameter Plan ref. 16139_00_07_054 P1	Proposed uses for the basement
Parameter Plan ref. 16139_07_055 P3	Proposed uses for the ground floor
Parameter Plan ref. 16139_00_07_056 P3	Proposed uses for the upper floors

Details of Layout and Scale

123. Layout is defined as *“the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development”* in PPG paragraph 006 Reference 14-006-20140306 and Article 2 of the Town and Country Planning (Development Management Procedure) (England) Order 2015. Scale is defined as *“the height, width and length of each building proposed within the development in relation to its surroundings”* in PPG paragraph 006 Reference 14-006-20140306 and Article 2 of the Town and Country Planning (Development Management Procedure) (England) Order 2015.
124. This application seeks to reserve details of layout and scale for future approval under Reserved Matters. However, the Outline Proposals within the Parameter Plans and Development Specification do provide a sufficient level of information to define where the buildings and open spaces will be provided, situated and orientated, and the maximum height, width and length of each building proposed within the Outline Proposals in relation to its surroundings.
125. The following plans define the following parameters:

Plan number	Parameter
Parameter Plan ref. 16139_00_07_053 P1	Maximum extent (layout, width and length) for the basement of the Outline Proposals.
Parameter Plan 16139_00_07_059 P2	Maximum height and building line extent (layout, width and length) for the Outline Proposals at ground and above
Parameter Plan 16139_00_07_060 P2	Maximum scale threshold and building line parameters for the Outline Proposals at ground and above in 3D.
Parameter Plan 16139_00_07_057 P2	Minimum scale and location of the open (amenity) spaces to be provided in the Outline proposals.

126. In this instance, the maximum heights for the four buildings proposed within the Outline scheme are:

- Block B - 10 storeys with a maximum height of 40.6m AOD
- Block C - 12 storeys with a maximum height of 47m AOD
- Block D - 22 storeys with a maximum height of 81.3m AOD
- Block E – 3 storeys with a maximum height of 18.9m AOD

Details of Access

127. Access is defined as *“the accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network”* in PPG paragraph 006 Reference 14-006-20140306 and Article 2 of the Town and Country Planning (Development Management Procedure) (England) Order 2015.
128. The Town and Country Planning (Development Management Procedure) Order 2015 requires that, where access is a reserved matter, *“the application for outline planning permission must state the area or areas where access points to the development proposed will be situated”*.
129. This application seeks to reserve details of access for future approval under Reserved Matters, however, there is a sufficient level of information showing where access into the site for vehicles will be located in the following plans:

Plan number	Parameter
Parameter Plan 16139_00_07_058 P2	Locations of vehicular and pedestrian accesses for the proposed residential, retail/office/light industrial/employment/non-residential institution/assembly and leisure uses.

Details of Appearance and Landscaping

130. Appearance is defined as *“the aspects of a building or place within the development which determine the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture* in PPG paragraph 006 Reference 14-006-20140306 and Article 2 of the Town and Country Planning (Development Management Procedure) (England) Order 2015.
131. Landscaping is defined as *“the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes: (a) screening by fences, walls or other means; (b) the planting of trees, hedges, shrubs or grass; (c) the formation of banks, terraces or other earthworks; (d) the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and (e) the provision of other amenity features”* in PPG paragraph 006 Reference 14-006-20140306 and Article 2 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 define
132. Details of appearance and landscaping are again reserved for future approval. However, the minimum scale and location of the open space to be landscaped has been defined in the following plan:

Plan number	Parameter
Parameter Plan 16139_00_07_057 P2	Minimum scale and location of the open space to be landscaped

Design Code

133. The Design Code supports the application of the parameter plans, and defines the regulatory components of design principles that the Outline Proposals must achieve at Reserved Matters stage.
134. The codes govern aspects of use, layout, access, scale, character, landscape and appearance for all the proposed buildings within the Outline application.
135. The following matters of design are covered in detail within the substantive Design Code prepared by Allies and Morrison architects, with each chapter covering a key design considerations. They are:

HEIGHTS AND MASSING
Overall Massing Composition
Maximum Scale Threshold
Ground Floor and Podium
Residential Buildings
Basement
Building E (Workspace Building)
USES AND ACCESS
Access and Inclusive Design
Ground Floor
Residential Buildings
Basement
Building E (Workspace Building)
APPEARANCE
Street Frontage
Material Character
Windows and Doors

Balconies, Terraces and Roofs
Ground Floor
Building E (Workspace Building)
SHARED AMENITY
Shared Podium Garden
Use and Access
Play Space
Materials
Planting

136. All subsequent Reserved Matters Applications for the Outline Proposals of the Proposed Development must demonstrate compliance with this Design Code to achieve high standards of design.

Amendments and revisions

137. The following amendments were made to the scheme:
- Affordable housing offer increasing from 35% to 41% by habitable room and early review on the basis this meets the Fast Track Threshold. A late stage review is therefore not applicable.
 - The proportion of Social Rent units increased from 25% to 29%
 - Minor revisions to the proposals for LBS Highway on Devonshire Grove and subsequent updated drawings
 - Design Code update for Building E to ensure residential amenity to adjoining sites.
 - B1c fit out secured for the flexible commercial units at ground floors of Building outline B and D fronting the new 'Chaucer Street'
 - Building E is now offered to be 100% B1(c) floorspace (1015sqm)

Relevant planning history

747 – 759 OLD KENT ROAD (BP GARAGE)			
Reference Number	Description of Development	Decision Date	Outcome
18/AP/2428	Request for an Environmental Impact Assessment (EIA) Scoping Opinion.	N/A (2018)	Issued
10/AP/2755	Increase width of existing vehicle crossover at filling station by 1.0 metre.	Mon 13 Dec 2010	Granted
01/AP/1752	Display of two single sided free standing advertisement display units.	Mon 24 Dec 2001	Grant
98/PA/0016	Installation of 2 x KX100 telephone kiosk. (Amended App.)	Wed 20 May 1998	Prior Approval not required
98/AP/0280	Installation of LPG automotive storage vessel and dispenser for retail sale.	Wed 08 Apr 1998	Grant
97/AP/0297	Display of externally static floodlight sign. (front corner of building)	Wed 30 Apr 1997	Grant
763 OLD KENT ROAD			
10/AP/3625	Details of the proposed landscaping scheme as required by condition 3 of the planning application 10-AP-2350 for: Construction of	Thu 19 May 2011	Granted
	weatherproof retaining wall to former party wall adjoining HSS warehouse, 769 Old Kent Road		
10/AP/3261	Samples of the facing brickwork and metal parapet to be used in the carrying out of this permission as required by condition 2 of planning application 10-AP-2350: Construction of weatherproof retaining wall to former party wall adjoining HSS warehouse, 769 Old Kent Road London SE16.	Fri 21 Jan 2011	Granted
10/AP/2350	Construction of weatherproof retaining wall to former party wall adjoining HSS warehouse, 769 Old Kent Road London SE16.	Thu 14 Oct 2010	Granted

07/CO/0096	Construction of a new access road to eventually serve the proposed waste management facility for the borough (known as "The Resource Park") including demolition of the Jet Petrol Station at 747-759 Old Kent Road, existing buildings on south-east side of Devonshire Grove (763 Old Kent Road), closure of Devonshire Grove, and works to Old Kent Road junction.	N/A	Withdrawn by Applicant
LAND ADJACENT TO 763 OLD KENT ROAD			
11/AP/0882	Use of land to the rear of Murco Petrol Station to provide a new egress arrangement on to newly constructed exit road (serving the new waste management facility)	Fri 10 Jun 2011	Granted
08/AP/2209	Erection of an Integrated Waste Management Facility (incorporating mechanical biological treatment plant and waste transfer station, material recycling facility and household waste re-use and recycling centre), 16.2m high to top of ridge (20.33m AOD), with ancillary infrastructure including a municipal depot, contract	Tue 16 Feb 2010	Granted with Legal Agreement

	administration and visitor centre (Resource Centre) with associated landscaping, car parking and internal access road.		
08/AP/0038	Request for an Environmental Impact Assessment Scoping Opinion for the demolition of existing buildings and the erection of an Integrated Waste Management Facility on Land off Old Kent Road, Bermondsey	Thu 15 May 2008	Scoping Opinion - EIA Regs
765 – 775 OLD KENT ROAD (HSS HIRE)			
97/AP/0382	Construction of Buildingwork wall and palisade fencing to form compound.	1997-05-21	Grant
96/AP/0456	Display of external illuminated fascia and free standing pole sign.	1996-06-20	Grant
95/AP/0906	Retention of existing building comprising covered car parking, valet for hand washing and plant area; plus revised yard layout.	1995-11-28	Grant
LAND AT DEVONSHIRE GROVE AND DEVON STREET			
18/AP/3124	Variation of conditions 1 and 4 pursuant to planning permission 17/AP/1976 for: Temporary change of use of from storage and distribution (Use Class B8) to a travellers' site (Sui Generis) for 18 months with 5 static portacabins, space for 4 touring	2018-10-03	Granted for Limited Period
17/AP/1976	Temporary change of use of from storage and distribution (Use Class B8) to a travellers' site (Sui Generis) for 18 months with 5 static portacabins, space for 4 touring caravans and associated facilities and parking.	2017-07-06	Granted for Limited Period

Pre Application Advice and Planning Performance Agreement (PPA)

138. Pre-application advice was provided in advance of the submission of this application as part of Planning Performance Agreement, details of which are held electronically by the Local Planning Authority which focussed on the design and height of the proposal, layout, impacts upon adjoining neighbours, affordable housing provision, public realm, and land use of the proposed accommodation. The pre-application documents are held electronically.

Planning History of Adjoining Sites

139. The council has received and consented a number of planning applications close to the application site within the Old Kent Road Opportunity Area. These include the following:

<p>Ruby Triangle Site Land Bounded By Old Kent Road, Ruby Street And Sandgate Street London SE15 1LG</p>	<p>Planning application (18AP0897) granted for:</p> <p><i>Full planning permission is sought for demolition of existing buildings and structures on the site, and redevelopment consisting of three buildings at maximum heights of 17 storeys (including mezzanine) (+64.735m AOD), 48 Storeys (+170.830m AOD) and 40 storeys (including mezzanine) (+144.750m AOD), plus single storey basement under part of the site. Development would provide 1,152 residential dwellings (Class C3), retail, business and community spaces (Classes A1, A2, A3, A4, B1(a),(b),(c) and D1), public sports hall and gym (Class D2), public and private open space, formation of new accesses and alterations to existing accesses, energy centre, associated car and cycle parking and other associated works.</i></p>
<p>596-608 OLD KENT ROAD AND LAND AT LIVESEY PLACE, LONDON, SE15 1JB</p>	<p>Planning application (18AP3284) granted subject to legal agreement for:</p> <p><i>Mixed-use redevelopment comprising the demolition of all existing buildings and structures (listed mural to be removed and stored prior to demolition, and incorporated into proposed development); construction of three buildings arranged around a central plinth ranging in height from 10 to 38 storeys (maximum height +144.2m AOD) above single basement, ground and mezzanines floors, to provide a range of uses including 372 residential units (Use Class C3), place of worship (Use Class D1), retail (Use Classes A1-A4), and office / light industrial (Use Classes B1(a)/B1(c)); means of access, public realm and landscaping works, parking and cycle storage provision, energy centre / plant and servicing areas, and associated ancillary works</i></p>
<p>Daisy Business Park 19-35 Sylvan Grove London SE15 1PD</p>	<p>Planning application (19AP2307) currently under determination for:</p> <p><i>Demolition of existing buildings and redevelopment of the site to provide a mixed use development comprising of 219 residential dwellings (Use Class C3) and 3,088 sqm (GIA); commercial workspace (Use Class B1) within two buildings of 5 storeys (24.55m AOD) and 32 storeys (106.43m AOD); and associated car and cycle parking, landscaping, and public realm and highways improvements.</i></p>
<p>8-24 Sylvan Grove London SE15 1PE</p>	<p>Planning permission (15AP1330) granted for:</p> <p><i>Redevelopment of the site to construct a part two, part five, part six and part eight storey building comprising 80 residential units (23 x one bed, 41 x two bed and 16 x three</i></p>

	<p><i>bed) for both private and affordable tenures with associated car parking and landscaping</i></p> <p>This scheme is now complete and occupied by former residents of the nearby Ledbury estate.</p>
<p>Iberia House 2 Hatcham Road London SE15 1TW</p>	<p>Planning permission (15AP1330) granted subject to legal agreement for:</p> <p><i>Demolition of existing light industrial building and construction of a building ranging in height from 2 to 9 storeys comprising 915.5sqm of B1 commercial and employment space at ground and first floor levels and 33 residential flats over the second to eight floor levels, with 3 residential parking spaces accessed from Hatcham Road</i></p>
<p>Land At 313-349 Ilderton Road London SE15</p>	<p>Planning permission (17AP4819) granted subject to Legal Agreement for:</p> <p><i>Full application for full planning permission for mixed use redevelopment comprising: Demolition of existing buildings and construction of two buildings one of part 11 & 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 & commercial car parking and refuse/recycling stores.</i></p>
<p>2 Varcoe Road London SE16 3DG</p>	<p>Planning permission (18AP2895) granted subject to Legal Agreement for:</p> <p><i>Demolition of existing buildings and erection of a new mixed use development comprising a part 7, part 9 storey (maximum height above ground of 29.99m) building of 288sqm commercial floor space (Use Class B1) and 74 residential dwellings (Use Class C3) with associated bin stores, cycle stores, plant rooms and hard and soft landscaping.</i></p>
<p>301-303 Ilderton Road London SE15 1NW</p>	<p>Planning permission (18AP2761) granted subject to Legal Agreement for:</p> <p><i>Demolition of existing buildings and construction of part 13 / part 14 storey building (plus basement) comprising 48 residential dwellings (Class C3) and commercial floorspace (Class B1(c)), creation of a new vehicular access from Hornshay Street with landscaping (including a communal roof garden), cycle parking and associated ancillary development.</i></p>
<p>Aldi 840 Old Kent Road London</p>	<p>Planning permission (19/AP/1322) granted subject to Legal Agreement for:</p>

SE15 1NQ	<i>Demolition of existing building and redevelopment of the site to provide a new building of up to 13 and 21 storeys in height (maximum height 73.60m above ground level). Redevelopment to comprise 170 residential units (Class C3), a 1,778 sqm (GIA) retail unit (Class A1) and a 52 sqm (GIA) flexible retail unit (Class A1/A3), with associated landscaping, car parking, servicing, refuse and plant areas, and all ancillary or associated works.</i>
Aldi 840 Old Kent Road London SE15 1NQ	Temporary planning permission (19/AP/1766) granted subject to Legal Agreement for: <i>Erection of temporary ALDI foodstore on the existing car park while the wider site undergoes redevelopment.</i>

KEY ISSUES FOR CONSIDERATION

Summary of main issues

140. The main issues to be considered in respect of this hybrid application are:

- Principle of the proposed development in terms of land use and the release of part of the site from its industrial designation;
- Affordable housing;
- Urban design and layout
- Impact on townscape views and heritage assets;
- Public realm, landscaping and trees;
- Housing mix;
- Quality of accommodation;
- Outdoor amenity space, children’s play space and public open space;
- Density;
- Impact of proposed development on amenity of adjoining occupiers and surrounding area;
- Impact of proposed development on the ability of other adjoining or nearby development sites to come forward to be redeveloped
- Workspace
- High Street Retail
- Transport and Highways
- Flood risk and water resources;
- Noise and vibration;
- Archaeology;
- Microclimate
- Air quality;
- Ecology
- Ground conditions and contamination;
- Fire safety
- Planning obligations (S.106 undertaking or agreement);
- Mayoral and Borough community infrastructure levy (CIL);
- Sustainable development implications;
- Statement of community involvement.

Legal Context

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

Planning Policy

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

Planning Policy Designations

144. The application site is found within the following Planning Policy Designations:
- The Old Kent Road Opportunity Area;
 - Draft OKR AAP site OKR 18;
 - Draft New Southwark Plan Proposals Site 66;
 - Old Kent Road Strategic Protected Industrial Location;
 - Old Kent Road Gas Works Proposals Site
 - The Urban Density Zone;
 - Bermondsey Lake and Old Kent Road Archaeological Priority Zones;
 - The Air Quality Management Area;
 - Public Transport Accessibility Level (PTAL) of 3-5 Good to Very Good.;
 - Extended background area (Wider Setting Consultation Area) of LVMF view 2A.1
 - Flood Zone 3.
145. This application should be determined in accordance with the development plan unless material considerations indicate otherwise; and the following national framework, regional and local policy and guidance are particularly relevant.

Adopted Policy

National Planning Policy Framework

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

Section 6 - Building a strong, competitive economy
 Section 7 - Ensuring the vitality of town centres
 Section 8 - Promoting healthy and safe communities
 Section 9 - Promoting sustainable transport
 Section 11 - Making effective use of land
 Section 12 - Achieving well–designed places
 Section 14 - Meeting the challenge of climate change, flooding and coastal change
 Section 15 - Conserving and enhancing the natural environment
 Section 16 - Conserving and enhancing the historic environment

London Plan 2016

149. The London Plan is the regional planning framework and was adopted in 2016. The most relevant policies are those listed below.

Policy 3.1 Ensuring Equal Life Chances for All
 Policy 3.3 Increasing housing supply
 Policy 3.5 Quality and design of housing developments
 Policy 3.6 Children and young people's play and informal recreation facilities
 Policy 3.8 Housing choice
 Policy 3.9 Mixed and balanced communities
 Policy 3.10 Definition of affordable housing
 Policy 3.11 Affordable housing targets
 Policy 3.12 Negotiating affordable housing on individual private residential and mixed use schemes
 Policy 3.13 Affordable housing thresholds
 Policy 3.16 Protection and Enhancement of Social Infrastructure
 Policy 4.3 Mixed use development and offices
 Policy 4.4 Managing industrial land and premises
 Policy 5.7 Renewable energy
 Policy 5.8 Innovative energy technologies
 Policy 5.11 Green roofs and development site environs
 Policy 5.12 Flood risk management
 Policy 5.13 Sustainable drainage
 Policy 5.21 Contaminated land
 Policy 6.9 Cycling
 Policy 6.10 Walking
 Policy 6.13 Parking
 Policy 7.2 An inclusive environment
 Policy 7.3 Designing out crime
 Policy 7.4 Local character
 Policy 7.6 Architecture
 Policy 7.8 Heritage assets and archaeology
 Policy 7.21 Trees and woodlands
 Policy 8.2 Planning obligations
 Policy 8.3 Community infrastructure levy

150. The London Plan 2016 identifies the Old Kent Road as an Opportunity Area with “significant potential for residential – led development along the Old Kent Road corridor”. Opportunity Areas are described in the London Plan (2016) as London’s major reservoirs of brownfield land with significant capacity to accommodate new housing, commercial and other development linked to existing or potential improvements to public transport accessibility.

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

Mayoral SPGs

152. The following Mayoral SPGs are relevant to the consideration of this application:
153. Homes for Londoners (2017)
 London View Management Framework (2012)
 London's World Heritage Sites SPG (2012)
 Providing for Children and Young People's Play and Informal Recreation (2008)
 Use of planning obligations in the funding of Crossrail (2010)
 Affordable Housing and Viability SPG (2017)
 Threshold Approach to Affordable Housing on Public Land Practice Note (July 2018)

Core Strategy 2011

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

Strategic policy 1 - Sustainable development
 Strategic policy 2 - Sustainable transport
 Strategic policy 3 - Shopping, leisure and entertainment
 Strategic policy 4 - Places for learning, enjoyment and healthy lifestyles
 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

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

1.1 - Access to employment opportunities
 1.5 - Small businesses
 2.2 - Provision of new community facilities
 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
- 3.15 - Conservation of the Historic Environment
- 3.18 – Setting of Listed Buildings, Conservation Areas and World Heritage Sites
- 3.19 – Archaeology
- 3.20 – Tall Buildings
- 3.22 – Important Local Views
- 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 (SPDs)

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

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

Emerging Planning Policy

Draft New London Plan

157. The draft New London Plan was published on 30 November 2017 and the first and only stage of consultation closed on 2nd March 2018. Minor suggested changes to the plan were published on 13th August 2018 and an Examination in Public (EIP) began on 15th January 2019 and closed in May 2019. The Inspector's report and Panel Recommendations were issued to the Mayor of London in October 2019. The Mayor then issued his intentions to publish the London Plan along with a statement of reasons for not including all of the Inspector's recommendations to the Secretary of State. The Secretary of State has responded to the Mayor and has directed a series of amendments. Until the London Plan reaches formal adoption it can only be attributed limited weight.
158. The draft New London Plan identifies the Old Kent Road as having a minimum capacity for 12,000 homes and a jobs target of 5,000, which increases the capacity of the adopted London Plan of 2,500 homes and 1,000 jobs.

New Southwark Plan

159. For the last 5 years the council has been preparing the New Southwark Plan (NSP) which will replace the saved policies of the 2007 Southwark Plan and the 2011 Core Strategy. The council concluded consultation on the Proposed Submission version (Regulation 19) on 27 February 2018. The New Southwark Plan Proposed Submission Version: Amended Policies January 2019 consultation closed in May 2019.
160. The New Southwark Plan Submission Version – Proposed Modifications for Examination was submitted to the Secretary of State in January 2020 for Local Plan Examination. It is anticipated that the plan will be adopted in late 2020 following an Examination in Public (EIP). As the NSP is not yet adopted policy, it can only be attributed limited weight. Nevertheless paragraph 48 of the NPPF states that decision makers may give weight to relevant policies in emerging plans according to the stage of preparation of the emerging plan, the extent to which there are unresolved objections to the policy and the degree of consistency with the Framework.
161. The site is within the part of the site allocation NSP66 'Devon Street and Sylvan Grove. The vision for this area is for new homes (Class C3), retail (Classes A1-A4 on the Old Kent Road frontage, community uses (Class D), employment (Class B uses), a new access road to the IWMF and new public open space

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

162. The council is preparing an Area Action Plan/Opportunity Area Planning Framework for Old Kent Road (AAP/OAPF) which proposes significant transformation of the Old Kent Road area over the next 20 years, including the extension of the Bakerloo Line with new stations along the Old Kent Road towards New Cross and Lewisham. Consultation has been underway for 4 years, with a first draft published in 2016. A further preferred option of the Old Kent Road AAP (Regulation 18) was published in December 2017 and concluded consultation on 21 March 2018. As the document is still in draft form, it can only be attributed limited weight.

Principle of development in terms of land use

163. The National Planning Policy Framework offers a number of key principles that emphasise a focus on driving and supporting sustainable economic development to facilitate the delivery of new homes and commercial business units etc. The site is located within the Old Kent Road Opportunity Area. In locations such as these, the London Plan and Southwark Plan policies strive for higher density, high quality mixed use developments which assist in addressing the need for new homes and ranges of employment opportunities.

Catalyst regeneration site for town centre development

164. Officers consider this site to be an important catalyst site for the southern end of the Old Kent Road Opportunity Area and confirm that the scheme should be delivered in the agreed first phase of development. In addition to this, as the application site is opposite the proposed Old Kent Road Station 2 of the BLE extension, it would provide essential place-making, public realm and mixed town centre and high street uses for both future and existing communities. The scheme would also compliment the LBS Future High Street Fund bid to the MHCLG.

165. The application site has to deliver a number of different land uses to satisfy different policy objectives set out in the draft Old Kent Road AAP and the draft New London Plan. The land uses required include industrial workspace, high street retail, town centre uses, new homes, plus the introduction of new public open space where none is currently present. As such finding the balance between these land uses, especially on the ground floor, is critical to delivering each policy objective.

The Old Kent Road Area Action Plan (OKR AAP)

166. The site is identified as falling within sub area 4 within the draft OKR AAP, the proposed Action Area Core, and within proposal site allocation OKR 18
167. The draft OKR AAP refers to Building typologies and uses and identifies two primary typologies for this site.
- Firstly, new retail uses to be provided below residential flats or office uses. Where there are large retail units at ground floor, these will be double height and served by generous footways.
 - Secondly, frontages on ground and first floor should provide space for offices, showrooms, staff facilities, studios etc. Residential amenity space should be provided on the rooftop.
168. The site is recognised as being appropriate for taller buildings in the draft masterplan and the tall buildings strategy for the Opportunity Area.
169. The Streets, Parks and Public buildings section for sub area 4 requires the following objectives to met to improve walking and cycling routes, and access to new public spaces:
- **OLD KENT ROAD**
Existing trees retained and enhanced with new planting. There will be shops and retail uses on either side of the road and a good crossing point to Brimington Park. A new tube station will dramatically improve the accessibility of this part of the Old Kent Road.
 - **DEVONSHIRE GROVE**
New access road into the Integrated Waste Management Facility, enabling the closure of the existing egress road and direct access between the IWMF and the Old Kent Road.
 - **DEVON STREET TO TUSTIN ESTATE**
Development should help link Devon Street to the Tustin estate. This is a series of connecting streets which provide a quieter route for people walking and cycling.
170. The proposed would achieve these key objectives for the Opportunity Area.
171. Emerging policy AAP6 of the draft Old Kent Road AAP states that development must:
- Retain or increase the amount of Class B 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;

- Ensure a specialist provider would manage the workspace;
- Secure an element of affordable workspace, and;
- Result in an increased number of jobs.

172. The proposal would meet all of these aspirations as follows:

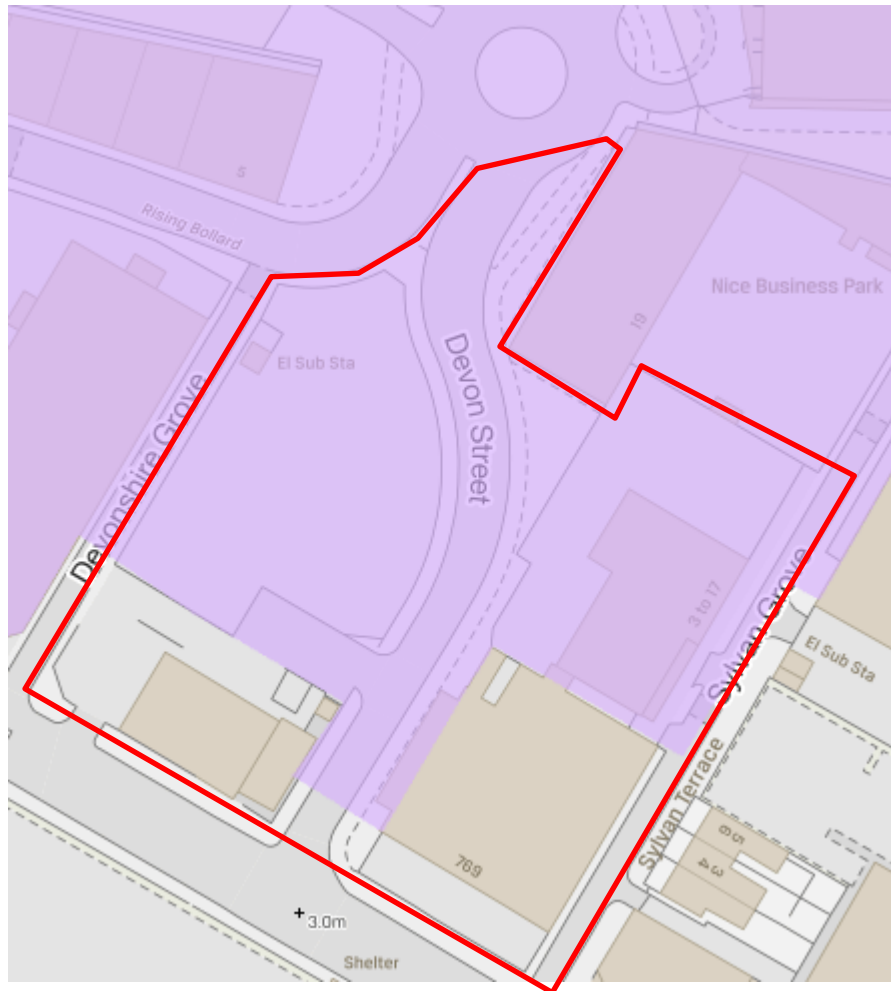
- 1015 sqm GIA of new Class B1c floorspace would be provided
- A minimum of 1000 sqm of flexible space with B1c fit out would be secured on the ground floor of Building B, C and D in the Outline permission.
- No businesses require relocating.
- 101 sqm of affordable workspace would be provided in Building E
- Up to 210 new jobs would be created.

173. As mentioned above, the proposal would be contrary to Strategic policy 10 of the Core Strategy as it would introduce residential (Class C3) floorspace within the SPIL prior to the release of the site from the SPIL becoming the adopted plan position. Officers are of the view that the wider regeneration benefits of the scheme would outweigh any harm caused, and would help to deliver the aspirations of the draft Old Kent Road Area Action Plan, the draft New Southwark Plan and the draft New London Plan. The GLA support this position.

Strategic Industrial Land

174. The commercial floorspace within the application site (the rear building of the HSS Hire building) is circa 1000sqm and is considered ancillary to the A1 Use class (Trade Counter and hire shop). The front building of the HSS site lies outside the Strategic Industrial Land designation and functioned as a trade counter falling under A1 Use class. After the HSS site stopped trading, that front building was used as a second hand furniture shop. There is also a petrol station with approximately 95sqm ancillary retail and a sub station. Further design guidance in the OKR AAP relating to this site requires specific land uses and typologies, with light industrial units to the rear and retail on the high street frontage.

175. Part of the application site is located in a Strategic Preferred Industrial Location (SPIL) identified in the Core Strategy and indicatively illustrated below:



176. Strategic Policy 10 of the Core Strategy states that SPIL will be protected for industrial and warehousing uses. Saved Southwark Plan policy 1.2 states that the only developments that will be permitted in SPIL are B class uses and other sui generis uses which are inappropriate in residential areas. It would also represent a departure from saved policy 1.2 of the Southwark Plan by introducing residential uses into the SPIL.
177. Recognising that the site is located in the Old Kent Road Opportunity Area where the draft OKR AAP sets an aspiration to deliver 20,000 new homes alongside industrial and other uses, Southwark officers have worked closely with the GLA to agree on the release of significant areas of the SPIL to allow for mixed use redevelopments to come forward and have agreed a geography of the strategic industrial land release and consolidation. The agreed maps propose the release of the site from the SPIL to allow for the provision of new homes. The agreed map has been included in the emerging New Southwark Plan.
178. 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 Examination in Public (EiP) and the Secretary of State's approval 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.

179. In respect to industrial floorspace, draft OKR AAP policy 6, OKR AAP site allocation OKR18 and draft New Southwark Plan Policy 6 requires development to retain or increase the amount of B Use Class employment floorspace (GIA) on the site.
180. Paragraph 6.4.5 of the draft London Plan specified no net loss of industrial floorspace capacity in designated SIL and LSIS. However on the 13.3.20 the Secretary of State directed that this policy be deleted from the new London Plan, although he did note that local authorities would need to provide for workspace within their plans. Having directed this change LBS will also need to consider its commitments within the NSP in order to ensure general conformity with the NLP. The application of the draft NLP policy would require a 65% plot ratio to be applied to land within the Strategic Industrial Land that falls within the application site. As such, the theoretical industrial capacity for the application site is 2906sqm. This figure equates to 65% of the 4472sqm site coverage that is located within the Strategic Industrial Land designation within the application site.
181. The scheme currently proposes 1015sqm of floorspace in the Block E building that would be dedicated to B1(c) and ancillary floorspace. This quantum would broadly replace the quantum of commercial floorspace (HSS rear building) currently present on the application site and within the Strategic Industrial Land, and would meet draft AAP Policy 6.
182. However, the quantum provided in Block E would not meet the target figure of 2,906sqm of industrial floorspace that the NLP sought prior to the Secretary of State making his direction. The applicant has stated that the scheme would deliver a further 3,465sqm of non residential floorspace within the Outline scheme that would be used to deliver a variety of industrial, retail or town centre uses.
183. A further quantum of a minimum of a 1,000sqm of flexible commercial floorspace within Buildings B, C and D will be provided to an agreed B1(c) fit out, and leave a good proportion of remaining commercial floorspace available for the town centre/high street uses.. It is noted that vehicle parking bays and goods lifts are proposed on site to ensure appropriate servicing is provided to the industrial uses.
184. The application site is located within one of the two new emerging district Old Kent Road town centres as agreed with the GLA, where retail and town centres uses would be appropriate, and the frontage of the site is currently outside the adopted SIL boundary. The draft New London Plan at paragraphs 2.1.14 and 2.1.15 (the Old Kent Road OA) states that “areas that are released from SIL should seek to co-locate housing with industrial uses, or a wider range of commercial uses within designated town centres” and “any new town centres should be designated close to the potential new Tube stations”. As noted, the application site is located immediately opposite the planned new Old Kent Road 2 BLE station proposed for the Toys R’Us site, and proposes a wider range of commercial uses (Retail, B1, etc) that would be appropriate for this town centre designation and location by the station. This is consistent with the emerging allocation and draft London Plan policy
185. Paragraph 2.1.15 also sets out the requirement that new public space within the Old Kent Road Opportunity Area should be plan-led. It states: “The need for the additional public open spaces the area will require as it evolves, and its broad location and scale, should be set out as part of the AAP.” This proposal would introduce a significant public square within the centre of the application site alongside a number of additional public open spaces on Sylvan Grove, as detailed in draft AAP Policy AAP 10 ‘Parks, streets and open space’ and the draft AAP masterplan. The proposed open space provision is supported by

LBS as it is an integral part of the scheme.

186. Following negotiation, (and prior to the Secretary of States Direction) the GLA has confirmed the acceptance of the above approach provided the B1(c) provision in Building E and the B1C fit out in Building B, C and D is secured through the Outline scheme. These commitments have all been agreed with the applicant.

Employment provision and job creation

187. Overall, the Proposed Development has the potential to result in a significant net increase in employment floorspace from 2720 sqm (GIA) up to a maximum of 4771 sqm (GEA), designed to accommodate office (B1a) and light industrial or 'maker'-type tenants (B1c) as well as other town centre uses.
188. The indicative scheme submitted with the Proposed Development is expected to provide approximately 210 FTE jobs on-site. While the final figure will be clarified at Reserved Matters stage it is clear there will be a significant uplift compared to the existing provision on-site, which is estimated to be 15 employees.

Construction phase jobs / skills and employment requirements

189. Detailed Application

This development would be expected to deliver 58 sustained jobs to unemployed Southwark residents, 58 short courses, and take on 14 construction industry apprentices during the construction phase, or meet the Employment and Training Contribution. The maximum Employment and Training Contribution is £274,650 (£245,100 against sustained jobs, £8,550 against short courses, and £21,000 against construction industry apprenticeships).

190. Outline Application:

As the planning application seeks permission for "maximum" GEA floor space for use classes A1/A2/A3/A4/A5 and for B1 (a)-(c), but the actual final blend of those use classes in the development is not yet known, two sets of figures for job requirements, based on full use of the maximum GEA space applied for in respect of each of those use classes. These figures are therefore subject to review and revision once the true apportionment of use classes in the development is known.

1. Based on the applied for maximum GEA for use class A1/A2/A3/A4/A5 floor space, this proposed development would be expected to deliver 140 sustained jobs to unemployed Southwark residents, 140 short courses, and take on 35 construction industry apprentices during the construction phase, or meet the Employment and Training Contribution.

The maximum Employment and Training Contribution is £675,500 (£602,000 against sustained jobs, £21,000 against short courses, and £52,500 against construction industry apprenticeships).

2. Based on the applied for maximum GEA for use class B1 (a)-(c) floor space, this proposed development would be expected to deliver 102 sustained jobs to unemployed Southwark residents, 102 short courses, and take on 25 construction industry apprentices during the construction phase, or meet the Employment and Training Contribution.

The maximum Employment and Training Contribution is £486,950 (£434,300 against sustained jobs, £15,150 against short courses, and £37,500 against construction industry apprenticeships).

End use of the development jobs / requirements

Outline application:

191. As the actual final blend of those use classes in the development is not yet known, two sets of figures for job requirements, based on full use of the maximum GEA space applied for in respect of each of those use classes. These figures are therefore subject to review and revision once the true apportionment of use classes in the development is known.

1. Based on the applied for maximum GEA for use class A1/A2/A3/A4/A5 floor space, a development of this size and with the proposed employment densities would be expected to deliver 37 sustained jobs for unemployed Southwark Residents at the end phase, or meet any shortfall through the Employment in the End Use Shortfall Contribution.

The maximum Employment in the End Use Shortfall Contribution is £154,800 (based on £4300 per job).

2. Based on the applied for maximum GEA for use class B1 (a)-(c) floor space, a development of this size and with the proposed employment densities would be expected to deliver 30 sustained jobs for unemployed Southwark Residents at the end phase, or meet any shortfall through the Employment in the End Use Shortfall Contribution.

The maximum Employment in the End Use Shortfall Contribution is £124,700 (based on £4300 per job).

In both the construction phase and end use LBS would encourage the developer and subsequent occupiers to sign up to the London Living Wage Zone through the S106 agreement.

Business relocation and retention

192. The application site consists of three existing sites. In terms of business retention and relocation for businesses on these sites:
- The council site is currently vacant. It previously held the temporary travellers site and before that a car park.
 - The BP Garage is not being retained or relocated. The application is supported by previous owner as the redevelopment of the existing petrol station will help to regenerate the Old Kent Road through the provision of much needed new homes and affordable housing, public open space and as well as new business and employment space as part of a high-quality development. Nearby Petrol stations are located at the Asda and Tesco stores on the Old Kent Road.
 - The HSS site located at 765-775 Old Kent Road has now moved to a permanent new facility at the Kent Park Industrial Estate, Ruby Street, off the Old Kent Road.

Workspace

193. The Detailed Proposals will provide for a maximum of 291sqm GEA of Use Class B1 (a) to (c) floorspace in Building A.

194. The Outline Proposals seek permission for a maximum of 4480sqm GEA of Use Class B1a to c floorspace across the ground floor of Buildings B, C and D. A minimum 1000sqm of the flexible commercial floorspace within the development will be delivered to a B1(c) specification to be agreed with the council and secured via the S106 agreement. Building E proposes 1015sqm GEA of exclusive B1(c) floorspace.
195. All of the workspaces will have high floor to ceiling heights (approximately 5 metres) and floor loadings to accommodate a range of uses. These will be required to be constructed with an electrical and mechanical fit out to include heating, cooling, kitchen and toilet facilities. These will be secured by condition. They will also be required to be fitted with sprinkler systems for fire safety purposes.
196. The workspace accommodation will range from flexible workspace where individual desks or areas can be rented short to medium term within open floor plates, to self-contained offices; media; production and light industrial accommodation or more conventional leases.
The design and structure of the buildings seeks to reduce the number of structural columns. These spaces often have dual frontages providing good levels of frontage to depth and therefore good levels of natural light within the workspaces. All workspaces have natural light and none are located at basement level or are without natural light.
197. A workspace management plan has been submitted as part of the application. All of workspaces will be managed on-site from the management offices and concierge which forms part of the ground floor of Block A. Typically the site management office will be open between the hours of 08.00 and 19.00 Monday through Friday as well as Saturday morning. There will additionally be a residential concierge for the Devonshire Square project 24 hours a day, 7 days a week. A dedicated management team will coordinate with the council and Metropolitan Police in terms of the management of the public realm. All of the public realm, as well as the entrance lobbies for all of the residential accommodation, will be covered by monitored CCTV.

Proposed workspace typologies

198. Hot desking
Hot desking spaces will be managed by the concierge and allocated on a daily, weekly or monthly basis. Hot desk users will be encouraged to move periodically to different hot desk locations within Devonshire Square to optimise hot desk users meeting with other hot desk users; or to other fixed desk and permanent businesses and local residents. Hot desk spaces will also be made available in Building A and Building E as well as adjacent to the residential entrance to Building D.
- Fixed desk users
Fixed desks locations will be allocated on whether they relate to single or multiple occupiers and the spaces available. Hot desk users will be encouraged to become permanent fixed desk occupiers to make sure that a continual supply of hot desking spaces is available and to provide a more permanent community of enterprise and workspaces users. Fixed desk spaces will be available to Buildings A, B, D and E
- Small business spaces
It is intended to provide a range of fixed and self-contained workspaces to accommodate small but expanding business enterprises. The fixed business spaces could be located to Devonshire Grove and Chaucer Street to Buildings A, B and D.
- Maker spaces

Maker spacers will be provided to the ground and upper floors of Building E, and are provided for by the B1c fit out to Buildings B and D should the demand arise. These spaces are served by dedicated goods lifts leading directly from on-street loading and unloading and have floor to ceiling heights and floor loadings commensurate with these uses.

Building E – B1c ‘Maker space’

199. Building E is the new fully self-contained and standalone building. The building will be capable of accommodating manufacturing processes with 5 metre floor to ceiling heights on each level and with each floor having floor loadings of up to 5 kN. The building has a dedicated goods lift and loading bay on Devonshire Grove adjacent to the building. Loading and unloading or assembly can spill out to the adjacent peripheral site areas.
200. Building E can be extended subsequently (as the Devonshire Grove road layout changes) to increase the floor areas at all floor levels. As a standalone building the workspaces will have good levels of natural lighting and ventilation to all elevations.
201. The maker spaces will be leased for periods from 12 months to five years. The hot desking accommodation at ground floor level will be occupied on an hourly, daily or weekly basis.

B1c fit out.

202. A minimum 1000sqm of commercial floorspace within the ground floor of the Buildings B and D fronting Devonshire Grove, Sylvan Grove and the new ‘Chaucer Street’ will be fitted out to an agreed B1c specification. This minimum quantum and required specification will be secured by condition and through the S106 legal agreement. Building E will also be fitted out to the agreed B1c specification. Final layouts to be secured at Reserved Matters stage

Affordable workspace

203. 10% of the dedicated Class B1(c) floorspace would be secured as affordable workspace, which would assist businesses through the provision of affordable, accessible and flexible workspace. The location of the affordable workspace would be Building E since this provides wholly B1c floorspace. This equates to up 102sqm GEA on site, comprised of flexible unit sizes, and specifications to meet a multitude of business needs.
204. The cost per sq. ft. and duration of offering is still under negotiation, but this will be secured through the S106 agreement. The intention is to secure the service charge inclusive of the rent to ensure the space is genuinely affordable.

Specialist workspace provider

205. 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 is a creative workspace provider and will be secured through a section 106 planning obligation. The applicant, Barkwest Limited, is part of the Structadene Group of companies, which is a workspace provider
206. Assessment of main town centre uses

207. In order to provide the vision for a vibrant, mixed use place, the proposals under consideration would incorporate a mix of residential, commercial and community uses. The non-residential uses would be concentrated on the ground floors of the proposed buildings, where they would contribute to the creation of a vibrant and animated place, but to summarise it consists of 291sqm in the Detailed Proposals and up to 4480sqm of non residential floor space in the Outline Proposals.
208. The NPPF, London Plan and Strategic Policy 3 of the Core Strategy, all require applications for “town centre” uses outside a defined centre to demonstrate a sequential approach to site selection and that there are no unacceptable impacts to any defined town centres.
209. The NPPF (2018) defines Main Town Centre Uses as: “Retail development (including warehouse clubs and factory outlet centres), leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).”
210. The site is not currently within a designated town centre however, it falls within the boundary of one of the two Old Kent Road ‘district centres’ the council are proposing within the draft New Southwark Plan and draft OKR AAP. The draft OKR AAP shows part of the site as having a town centre.
211. The proposals includes the provision of 291sqm in the Detailed Proposals and up to 4480sqm of non residential floor space in the Outline Proposals (GEA) of commercial accommodation within use classes A1-A4 (retail), B1 (business), D1 (public services) and D2 (entertainment and leisure) being provided.
212. The provision of this floorspace would provide up to 215 new jobs on site. These jobs would be in addition to the already substantial provision of light industrial opportunities being provided and would further intensify the contribution of the proposal to the local economy.
213. The objective of the two new Old Kent Road town centres is to create a more cohesive town centre that better meets the needs of existing and new residents and workers in the local area. The new district town centre that the site would form part would include retail, leisure, entertainment and recreation facilities in a significantly more attractive and accessible environment.
214. It follows that the site would form part of the defined town centre once the draft OKR AAP is adopted and the uses would help to support and contribute to the vitality and viability of that new centre.
215. The NPPF states that when assessing applications for retail, leisure and office development outside of town centres, local planning authorities should require an impact assessment if the development is over a proportionate, locally set floorspace threshold, or if there is no locally set threshold, the default threshold is 2,500 sqm. Southwark has no local threshold. London Plan Policy 4.7 and draft London Plan policy SD7 also requires an impact assessment. The impact assessment should test the impact of the proposal on existing, committed and planned public and private investment in centres in the catchment area of the proposal; and the impact on town centre vitality and viability, including local

consumer choice and trade in the town centre and wider area, up to five years ahead.

216. Strategic Policy 3 of the Southwark Core Strategy relates specifically to shopping, leisure and entertainment and aims to maintain Southwark's network of successful designated town centres. As part of this, the policy identifies a hierarchy of town and local centres, reflecting their size and role in the borough. In the adopted Core Strategy, the Old Kent Road is not identified as one of these designated town centres, despite the significant retail offer that it provides. The policy then goes on to identify the tests set out in national planning policy and the London Plan for new shopping and leisure space which are proposed outside designated town and local centres.
217. Southwark Plan Saved Policy 1.7 relates to development within town centres, and states that most new development for town centre uses should be accommodated within existing town centres and local centres. Policy 1.8 (Location of retail outside town centres) was not found to be in conformity with the NPPF and was accordingly not saved when the plan was revised in 2013.
218. The Southwark Retail Study 2015 and the 2018 Old Kent Road update provide a robust and credible evidence base to inform the council's work on the New Southwark Plan. This identified that Old Kent Road is the dominant destination for comparison shopping in the borough, and the proposal to introduce two designated town centres supports future capacity and growth. In addition to the replacement of existing retail uses, e.g. food supermarkets and bulky goods stores in the OKR, new premises have the opportunity to establish linear high street frontages. The report also recommends that new types of retail provision could be expanded and there is an opportunity for new sectors that are currently poorly presented, e.g. fashion and food and beverage. The proposal meets this objective
219. Acknowledging its limited weight, it is worth noting that emerging Policy P30, Town and Local Centres of the draft NSP proposes the Old Kent Road as two district centres. It also states that town centre uses will be permitted in town centres where:
- The scale and nature is appropriate to the role and catchment of the centre; and;
 - A Use Classes are retained or replaced by an alternative use that provides a service to the general public, and would not harm the vitality and viability of the centre; and
 - The development would not harm the amenity of surrounding occupiers or result in a concentration of uses that harms the character of the area; and
 - The development provides an active use at ground floor in locations with high footfall; and
 - Large schemes for town centre uses that are 1,000 sqm or more provide public toilets, public drinking fountains and public seating.
220. In terms of the allocation sites identified in the draft NSP, the application site is contained within the boundary of NSP 66. The NSP states that development here should provide new homes, retail, community uses, employment floorspace as well as strategic public open space. In addition, it states that development should reinforce the high street and provide a new part of the Old Kent Road South District Town Centre.
221. Again, acknowledging its very limited weight, draft OKR AAP Policy AAP 7, Town Centres, Leisure and Entertainment, identifies the site as falling in a district centre and identifies the uses that would be appropriate, including retail, community, leisure, cultural and offices above shops.
222. It is clear therefore that emerging policy and the existing evidence base for the Old Kent

Opportunity Road area support mixed use development and the designation of the Old Kent Road as a high street and town centre.

223. The site is one of the largest allocated sites at the southern end of in the Old Kent Road comprising 1.13ha of land delivering up to 565 new homes. 291sqm of flexible commercial floorspace is proposed in the Detailed Proposals and up to 4480sqm of non residential floor space in the Outline Proposals including retail and leisure/health uses.
224. The site is within the OKR 18 site allocation and the draft OKR AAP seeks a range of retail and other uses across the designated site. Furthermore Policy AAP7 of the Draft OKR AAP notes that generally within the Old Kent Road (not just in Town Centres) development should seek to increase both the quantum and types of retail, provide a mix of sizes of unit and provide a range of leisure and food and drink uses. The scheme meets these objectives.
225. It is considered that the flexible uses proposed are complementary to the principal uses proposed on the scheme, namely homes and light industrial floorspace. The proposed convenience retail, office, leisure and food & drink uses would activate the Old Kent Road high street frontage and the proposed public open spaces: Devonshire Square, Sylvan Gardens, and Sylvan Green. The scale and flexibility of the uses proposed means that they are subservient to the adjoining large scale town centre uses to the north and complement rather than compete with them.

D use Class Community/leisure uses

226. The Outline scheme includes the potential provision of up to 980sqm of Class D1 (public services such as medical or health services, exhibition halls) and Class D2 (entertainment and leisure) uses. Saved Policy 1.11 Arts, Culture and Tourism uses and Policy 2.2 Provision of new Community Facilities of the Southwark Plan support these uses, provided they would not be detrimental to the amenity of present and future occupiers of the surrounding area. The site is considered appropriate and acceptable for these uses, and their inclusion with retail, offices and B1(c) light industrial uses would create a genuine mixed use place. The D1 and D2 uses would be open for existing as well as new residents to use, and would be a positive aspect of the proposals. Opening hours for these uses would be included on the draft decision notice.

Provision of housing, including affordable housing

227. The scheme would provide up to 565 residential units, including more than a policy compliant affordable housing comprising social rented and intermediate units, at 41% of total 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. This is echoed by emerging policy in the draft new London Plan, New Southwark Plan and draft OKR AAP. The proposal would make a sizeable contribution to the borough's housing stock and combined with a policy compliant affordable housing offer; this is considered to represent a significant positive aspect of the scheme.
228. To date, LBS have consented circa 6500 homes as part of the agreed Phase 1 delivery of the Old Kent Road Opportunity Area. In total, the proposed scheme would deliver a

maximum of 565 new residential units. As such the proposed development would not take the number of approved homes beyond the 9,500 home Phase 1 threshold agreed with GLA and TfL in advance of the making of the Transport and Works Act Order for the Bakerloo Line Extension. In light of this, LBS currently do not intend to add a Grampian condition to restrict implementation for this application. LBS are closely monitoring the pipeline of mixed use schemes within the Opportunity Area to ensure the agreed phasing and thresholds are met. These figures have been shared with GLA and TfL.

229. As previously mentioned above, the proposal would be contrary to Strategic policy 10 of the Core Strategy as it would introduce residential (Class C3) floorspace within the SPIL prior to the release of the site from the SPIL becoming the adopted plan position. Officers consider that the wider regeneration benefits of the scheme would outweigh any harm caused, and would help to deliver the aspirations of the draft NSP, draft AAP and draft NLP.

Agent of change

230. The Agent of Change principle places the responsibility for mitigating the impact of existing noise or other environmental impacts on the new development. This means that where new developments are proposed close to existing uses, applicants will need to design them in a more sensitive way to protect the new occupiers from amenity impacts with appropriate design mitigation of the residential elements to ensure that the existing activities are not compromised.
231. Nearby sites identified as sensitive to these agent of change issues are:

Site	Potential amenity Issue
Integrated Waste Management Facility, Devon Street.	Noise, odour from the site and waste trucks moving to and from the site.
Daisy Business Park, 19-35 Sylvan Grove (Subject to a comprehensive development scheme under consideration by the council)	Noise from deliveries

232. It is considered that the proposed development would integrate successfully with existing businesses as well as potential new businesses moving onto the application site if the scheme is delivered. The Proposed Development has been well designed with suitable regard to the existing IWMF operation such that it will not prejudice the continued operation of the IWMF. The highway layout envisaged by the Old Kent Road Area Action Plan masterplan and design measures proposed by the development itself will ensure that the IWMF can continue to operate throughout with minimal disturbance and its continued operation has been assumed as the baseline position. The position of proposed residential uses at first floor level and above in Buildings A and in Outline Buildings B, C and D, alongside appropriate glazing, winter gardens and mechanical ventilation would adequately ensure that any noise or odour nuisance identified would be mitigated, to ensure the existing uses on neighbouring sites could continue to function. In addition, the separating slab between commercial and residential above is specifically designed to reduce noise transfer.

Hazardous Substances Consent

233. The application previously sat within the consultation distance to the former Old Kent Road Gasholders. The Gasholders have now been decommissioned and Officers have LBS have now received confirmation from the Secretary of State that the Hazardous Substances Consent has been revoked which removes the consultation zone.

Provision of a new public open space

234. In line with the requirements of the draft Old Kent Road Area Action Plan, the Proposed Development would deliver a significant contribution to the new public space. The provision of the three proposed public spaces would be a significant improvement over the existing site conditions. In order to ensure consistency within the site and with adjoining land owners who will deliver adjoining public space the landscape proposals for this development need to be carefully coordinated with those of the neighbouring sites, such as Daisy Business Park. There have been a number of meetings with adjoining landowners to ensure that this is the case. The details of landscaping and associated play space would all be secured by condition or by Reserved Matters. Officers are currently developing an open space strategy and the principles of that strategy would be applied in discharging the conditions.

Provision of a revised road layout

235. As noted the Detailed Proposals would comprise the demolition of all existing structures and the stopping up of the existing Integrated Waste Management Facility egress road running through the Site, and the widening of Devonshire Grove to provide a new egress route for the Integrated Waste Management Facility. The Detailed Proposals also include the delivery of enhancements to the existing road layout, including a new road (provisionally named Chaucer Street) running south east to north west through the middle of the Site, and the widening of footways on Sylvan Grove and Old Kent Road at the Site boundary. These works will release the Site for a comprehensive master-planned redevelopment and are supported by Officers as any adverse impacts on transport networks have been mitigated through appropriate layouts and highway dimensions. Adequate provision has to be made for servicing, circulation and access to, from and through the site, and careful consideration has been given to impacts of development on the Transport for London Road Network.

Impact on adjacent sites

236. The site is located in close proximity to adjoining sites at Devon Street, Devonshire Grove, Sylvan Grove and the Old Kent Road.
237. Safestore, 737-745 Old Kent Road
The application site is situated opposite the existing two storey warehouse building on the western side of Devonshire Grove at 737-745 Old Kent Road that is occupied by Safestore. Vehicular access to the Safestore site is provided from Devon Street, with a store front to Old Kent Road.
238. An objection has been received from Safestore stating that the proximity of the proposed scheme specifically Buildings B,C and D would prejudice the ability of the site owner to bring a scheme forward in line with the draft masterplan in the draft Old Kent Road Area Action Plan. Following pre-application discussions with Safestore, it is officers view that a comprehensive redevelopment of the Safestore may successfully co-exist side-by-side

with the Devonshire Grove application, ensuring a high level of residential accommodation and amenity for both schemes. The full response to this objection is set out in the consultation section of this report. The Proposed Development would not impact the existing use of the Safestore site.

239. Daisy Business Park

240. The Daisy Business Park site at 19-35 Sylvan Grove immediately abuts the northern boundary of the application site. The Business Park consists of a L-shaped 2 storey light industrial building and a large car park. This site is currently subject to planning application (19AP2307) for:

“Demolition of existing buildings and redevelopment of the site to provide a mixed use development comprising of 219 residential dwellings (Use Class C3) and 3,088 sqm (GIA); commercial workspace (Use Class B1) within two buildings of 5 storeys (24.55m AOD) and 32 storeys (106.43m AOD); and associated car and cycle parking, landscaping, and public realm and highways improvements.”

241. Officers have worked closely with both applications teams to ensure that both schemes, if they are both consented and come forward to delivery, would deliver high levels of residential quality, workspace, active frontages and an integrated new public realm that provides opportunity for playspace and landscaping. The applicant has amended the Design Code for Building E to mitigate potential overlooking from this building to the proposed residential floors in the proposed Daisy Business Park scheme. The Proposed Development would not impact the existing commercial use of Daisy Business Park site as serviced office space.

242. A letter has been received from the owner of Daisy Business Park in support of the application.

8-24 Sylvan Grove

243. This building is located at the northern end and on the eastern side of Sylvan Grove. It is a part eight, part six, part five and part two storey building comprising 80 residential units and is currently occupied as social housing. The relationship between this building and the proposed Building A is considered acceptable in terms of amenity impacts. The residents of 8-24 Sylvan Grove will benefit from access to new open space and play space, shops and facilities, and have not objected to the application. A letter of support for the Proposed Development has been received from the Chair of the Ledbury Estate TRA, as well as the Chair of the Tustin Estate.

Integrated Waste Management Facility, Devon Street

244. The Proposed Development has been designed from its earliest stages to ensure the continued access and egress of waste vehicles to the IWMF site through the interim and final new road layouts is consistent with the existing condition and would not impact the site’s functionality. In terms of odour, the applicant has submitted detailed information of the potential impact on odour dispersion as a result of the Proposed Development, and this has concluded that the any impact would be negligible to new residential occupiers with appropriate mitigation in place, to include:

- Block A will be designed to be able to achieve high performance air tightness levels, thereby protecting internal spaces from external odorous emissions;
- All units within Block A are dual aspect, allowing natural ventilation from different

- angles and providing efficient natural cross ventilation;
- Balconies are designed as winter gardens with the potential to screen odorous emissions from private amenity space; and
- The design of the mechanical ventilation plant for Block A has not yet been specified. Odour filters to be incorporated into the ventilation system and secured through planning conditions.

Former Toys R Us store, 760 Old Kent Road

245. The former Toy R Us store at 760 Old Kent Road, lies adjacent to the application site on the southern side of Old Kent Road. This site has been identified by Transport for London as preferred location for a new tube station for the Bakerloo Line Extension. Officers have had pre-application discussions with the owner of 760 Old Kent Road regarding its comprehensive redevelopment. It is Officers view that both schemes will not prejudice each other and could come forward to successfully deliver new homes, jobs and shops at this important location within the Opportunity Area and deliver the layout detailed in the draft Area Action Plan masterplan.

3-6 Sylvan Terrace, Sylvan Grove

246. This small terrace of 3 storey residential dwellinghouses is located on the eastern side of Sylvan Grove, close to the junction with Old Kent Road. Building B and D of the Outline scheme has been developed having regard to the residential amenity of these properties, with the building line being set back to deliver a new landscaped public space on the western side of Sylvan Grove particularly in relation to daylight and sunlight impacts, where the indicative massing of Building B,C and D has evolved through the pre-application process to ensure acceptability. The distance of separation across Sylvan Grove has increased to over 20m. The residents of these properties have been engaged and consulted by the applicant. No objections have been received.

Prematurity

247. 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.

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

249. 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 draft OKR AAP has been developed in response to this adopted plan and has also sought to address the emerging policy position of the draft New London Plan including the increased housing target for the opportunity area and the need to ensure that the 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 OKR AAPs and the 2018 draft New London Plan. It is not therefore considered to be premature.

Conclusion on land use

250. The proposed development follows the council's plan led approach and has been successfully designed to ensure adjoining sites are not prejudiced and also have the opportunity to deliver new development in line with the draft APP master-plan.
251. There are major regeneration benefits of the scheme including the provision of a new public open space, job creation, the provision of good quality, flexible commercial space including 10% affordable workspace, a very sizeable contribution to the borough's housing stock and a policy compliant level of affordable housing at 41% by habitable room. Nearby uses would be able to continue, with agent of change principles taken into account.
252. In relation to town centre uses, it is considered that whilst the proposed development would introduce main town centre uses outside a currently designated town centre, the proposals would comply with the tests set out in the NPPF and would not be to the detriment of other designated centres. In addition, they would help deliver the draft OKR AAP's aspirations to create one of two new town centres in Old Kent Road. The provision of small scale offices is supported and the provision of Class D uses would be further uses to help create a vibrant, genuine mixed use neighbourhood.
253. To conclude in relation to land uses, the hybrid proposed development once would introduce of residential (C3 uses) into the SPIL would represent a departure from the adopted development plan. This must therefore be weighed against the benefits of the scheme which include:
- The provision up to 565 new homes, of which 41% would be affordable by habitable room, split between 29% Social Rent and 12% Intermediate.
 - Town centre uses that include new shops and cafes and leisure and health uses as part of a new reinstated high street on the Old Kent Road.
 - Three new landscaped public spaces where there is currently none.
 - 1015sqm of B1c floorspace in a dedicated workspace building
 - Up to 1000sqm of commercial floorspace secured with B1c fit out.
 - The delivery of 10% affordable workspace that equates to circa 100sqm.
 - Circa 230 new jobs provided on site when compared to the previous uses;
 - Revised and improved road layout, and public realm improvements for enhanced opportunities for walking and cycling.
254. In light of these factors, officers consider that the principle of the proposed development in land use terms should be supported.

Environmental Impact assessment

255. 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 2011. The proposed development falls within Schedule 2, Category 10(b) 'Urban Development Project' of the EIA Regulations and constitutes EIA development having regard to its potential for likely significant environmental effects.
256. Prior to the submission of the planning application, the applicant requested 'Scoping Opinions' under Regulation 13 of the EIA Regulations to ascertain what information the Local Planning Authority considered an Environmental Statement (ES) should include. This was issued in 2018.
257. Regulation 3 of the EIA Regulations precludes the granting of planning permission unless the council has first taken the 'environmental information' into consideration. The 'environmental information' means the ES, including any further information, any representations made by consultation bodies, and any other person, about the environmental effects of the development.
258. In accordance with the EIA Regulations, an Environmental Statement (ES) comprising a Non-Technical Summary, Environmental Statement and Technical Appendices accompanies the application. Further information was provided by the applicant in December 2019/ The documents detail the results of the EIA and provide a detailed verification of the potential beneficial and adverse environmental impacts in relation to the proposed development, including the following areas of impact:
- Socio-economics
 - Traffic and Transport
 - Air Quality
 - Noise and Vibration
 - Daylight, sunlight and Over-shadowing
 - Wind microclimate
 - Townscape, Heritage and Visual Impact Assessment.
259. In assessing the likely environmental effects of a scheme, the ES identifies the existing (baseline) environmental conditions prevailing at the site, and the likely environmental impacts (including magnitude, duration, and significance) taking account of potential sensitive receptors. It further identifies measures to mitigate any adverse impacts, and a summary of potential positive and negative residual effects remaining after mitigation measures is included. Other
260. Officers consider that the ES contains sufficient information to assess the impacts of the proposal.

Alternatives

261. The EIA Regulations require an ES to include an outline of the main alternatives considered by the applicant, indicating the main reasons for the choice made, taking into account the environmental effects. This legal requirement is expressed in very general and high-level terms, requiring only the inclusion of an outline of main alternatives and an indication of main reasons.

262. The following provides an outline of the main alternatives and the main reasons for choosing the submitted scheme in preference to them.
263. Alternative locations for the Proposed Development were not considered given that the Site lies within the Old Kent Road Opportunity Area (OKROA), designated for housing as stated in the LBS Old Kent Road Action Area Plan (OKR AAP), Core Strategy and emerging Local Plan. The Proposed Development satisfies the key principles of infrastructure requirements on the Site, as stated in the OKR AAP, and therefore is considered the most suitable option.
264. The option of no development on the site is at odds with the Opportunity Area objectives as set out in the adopted London Plan 2016. If the site was not identified as part of an Opportunity Area, the redevelopment of site would have been less likely. However, as the site has been identified in an Opportunity Area. Moreover, in the absence of the Proposed Development it is unlikely that the enabling works required for the Site to be deemed suitable for residential development would be carried out and therefore the Site would likely continue to be occupied by light industrial uses only.
265. The continued use of the combined site for Retail hire store, petrol station and would mean that key aspirations of the council for the Site would not be met, for example targets for residential development on the Site would not be achieved, nor would the provision of an open community space within the centre of the Site.

Cumulative impacts

266. The 2017 EIA Regulations (as amended) require the assessment to consider the likely significant effects of the proposed development in the context of other local developments likely to come forward, as well as the cumulative effects that may result from the scheme as well as other developments.
267. The ES gave consideration to cumulative effects for schemes located within 1 km radius from the boundary of the Site. The cumulative schemes considered include:
- approved but uncompleted projects (i.e. unimplemented or under construction); and
 - projects for which an application has been made and which are under consideration by the consenting authorities.

The submitted scheme has taken into account 27 submitted and approved developments at the time of submission.

268. Each of the topic chapters of the ES includes a section documenting the assessment of the likely significant cumulative effects of the scheme and the committed developments. These are summarised in the ES and discussed in more detail where relevant in this report. The ES does acknowledge that there would be some adverse impacts caused by the cumulative impacts. Some of these impacts would be temporary and short term i.e. from demolition and construction activity and associated impacts on transport and noise. Some impacts would be long term i.e. after the proposed development has been completed. These include:
- Permanent Minor-moderate beneficial effects on population with respect to housing supply, play space, employment and skills and town and other centres.

- Permanent major-moderate beneficial effects for cyclists and pedestrian.
- Permanent Adverse changes to daylight and sunlight levels to 1 to 8 Sylvan Terrace and 8 to 24 Sylvan Grove
- Permanent socio-economics benefits from: increased housing provision; increase of skills in the local labour market; and, increase in spending locally.

These impacts are discussed in relevant sections of the report.

269. Overall, it is recognised that the development would result a range of positive environmental effects and a range of adverse environmental effects, including some adverse residual environmental effects after mitigation measures. The flexibility sought for the outline component of the development does provide an opportunity for some of the adverse effects which have been identified to be 'designed-out' through the subsequent Reserved Matters process. The adverse impacts must therefore be weighed in the balance with all of the other benefits and dis-benefits arising from the application, and Members are referred to the conclusion to this report which draws these issues together

Affordable housing and development viability

270. The Southwark Plan saved policy 4.4 requires at least 35% of all new housing as affordable housing. Of that 35%, there is a requirement for 50% social housing and 50% intermediate housing in the Old Kent Road Action Area. The adopted London Plan 2017 sets a strategic requirement of 60% social housing and 40% intermediate housing. The emerging NSP Policy P1 sets a requirement for a minimum of 25% of all the housing to be provided as social rented and a minimum of 10% intermediate housing to be provided, this equates to 71.5% social housing and 28.5% intermediate housing. Overall, the proposed development would provide a total of 41% affordable housing with an updated figure of 29% social rented and 12% intermediate housing. This schemes financial viability assessment has been independently appraised, and this provision goes beyond what is currently viable and so is predicated on future growth. Accordingly, the proposed development is in accordance with the emerging New Southwark Plan.
271. The requirement for social housing set out in the New Southwark Plan is higher than the London Plan and the saved Southwark Plan policy given the acute need for social housing in Southwark. Approximately 57% of the borough's total affordable housing need is for intermediate housing to meet the housing needs of lower and middle income residents. However, the most acute affordable housing need is for social rented housing to meet the needs of homeless households living in unsuitable temporary accommodation such as bed and breakfasts or overcrowded conditions. Overcrowding is strongly related to poor physical and mental health and can strain family relationships. Children in overcrowded homes often achieve poorly at school and suffer disturbed sleep. Social rented housing is vital to social regeneration as it allows residents who cannot afford suitable market housing to remain close to their families, friends and employment. For this reason draft Policy P1 of the NSP requires a minimum 25% of homes to be provided as social rented housing which the proposed development complies with.

Affordable housing offer

272. The Outline scheme will provide all affordable housing for the proposed development. The proposed affordable housing offer would secure 41% of the total habitable rooms within the Proposed Development. The 41% would be split, with 29% of the total habitable rooms secured for Social Rent, and 12% of the habitable rooms secured for Intermediate tenures.

50% affordable housing threshold for public land

273. The Mayor's Affordable Housing and Viability SPG states that Local Authorities may set their own local affordable housing threshold for schemes to benefit from the GLA's Fast Track route. This is set in Old Kent Road Opportunity Area at a minimum of 35% affordable housing by habitable room.
274. The Mayor sets a target of up to 50% affordable housing for the schemes that are delivered on publically owned land or that element of a larger scheme that relates to publicly owned land to benefit from the GLA's Fast Track route.
275. The GLA's 'Threshold Approach to Affordable Housing on Public Land Practice Note - July 2018', states that where part of a site comprises public land, but not all, the 35% threshold should apply to the proportion of the site that is not public land, with 50% applied to the publically owned portion.
276. In this instance approximately 40% of the application site that is developable land is currently public land. This is the council's former depot site. The remainder of the developable land on the site is privately owned and equates to 60% of the application site

Calculating Required landowner affordable housing threshold:

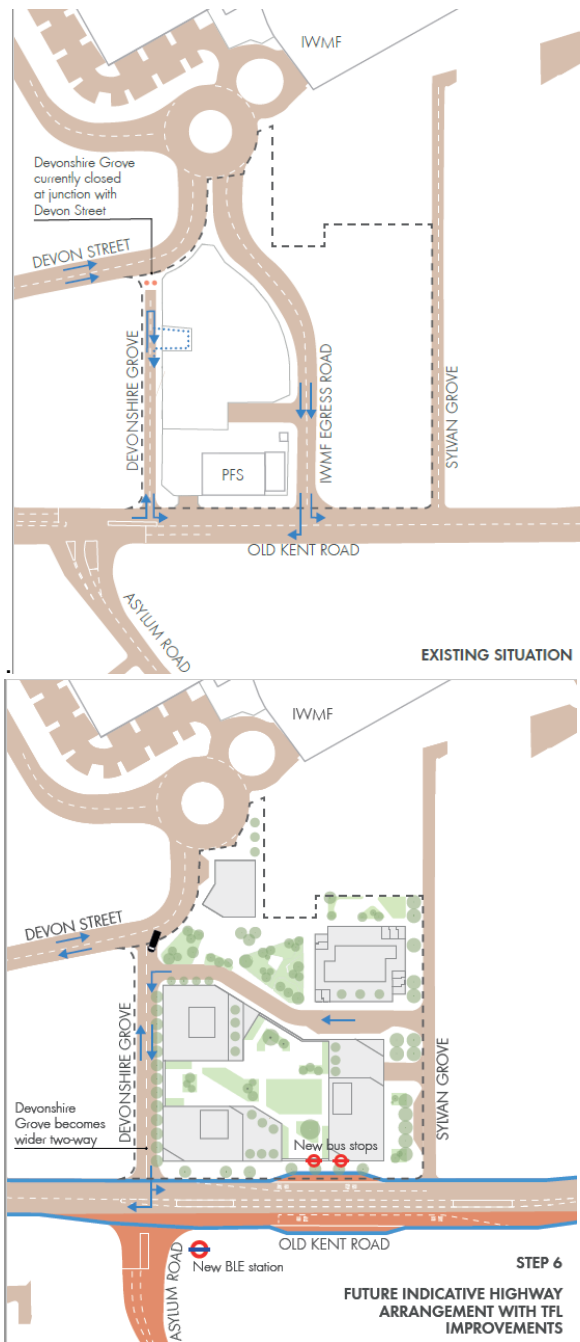
Landowner	Percentage owned by land owner	Required affordable housing threshold
LBS	40%	50% affordable housing
Applicant	60%	Minimum 35% affordable housing

Indicative map of current public land ownership within the application site.



Illustrative existing and proposed road layouts.

277. The proposed and existing road layouts within the application site are indicatively illustrated below and illustrate how much of the existing site is taken up by highway and how much of the new site also delivers new highway. Both areas of highway are broadly similar in area, as the new proposal includes the widening of Devonshire Grove and the introduction of the new road between Devonshire Grove and Sylvan Grove.



278. To calculate how much affordable housing is required across the whole scheme, the pro-rata formula from paragraph 22 from the Mayor's 'Threshold Approach to Affordable Housing on Public Land Practice Note - July 2018' for sites in split public and private ownership is applied to the application site, based on the area of the site in the respective ownership, the required overall threshold for affordable housing provision equates to 41%. This is a 'blended approach', and would result in a 50% threshold of affordable housing being met on publically held land within the application site, and a minimum of 35% affordable housing met on the privately owned land in the application site, in accordance with policy.
279. The planning application as originally submitted proposed 35% affordable housing by habitable room as the maximum currently possible as confirmed by our Independent

Viability Assessment. Following negotiations with officers and GLA, the applicant has increased the affordable housing offer to 41% affordable units by habitable rooms across the scheme to meet this threshold. This revised offer consists of an uplift of 6% to meet the revised threshold required by the public landownership within the application site. The submitted Financial Viability Assessment was submitted on the basis of 35% Affordable Housing by habitable room across the whole site, not a blended rate of 41%, resulting in a worsened viability position.

280. If the Mayor's pro-rata formula is applied to aforementioned indicative scheme of 560 residential units with 1510 habitable rooms, based on 264 new homes in the Detailed Proposals in Building A (at ground + 38 storeys), and an indicative 296 new homes in the Outline Proposals (Buildings B-D).
281. The indicative number of habitable rooms required on the publically and privately held land may be calculated in four steps. This methodology is set out in the following tables

Step 1: Calculate number of habitable rooms required on the two land holdings (Indicative 560 unit scheme)

Land Owner	Percentage of the total site owned	Required Habitable rooms by land ownership	Percentage of habitable rooms required by land ownership
Public land	40%	604	40% of total habitable rooms (1510), as LBS hold 40% of site area
Private land	60%	906	60% of total habitable rooms (1510), as the applicant owns 60% of site area
Total	100%	1510	

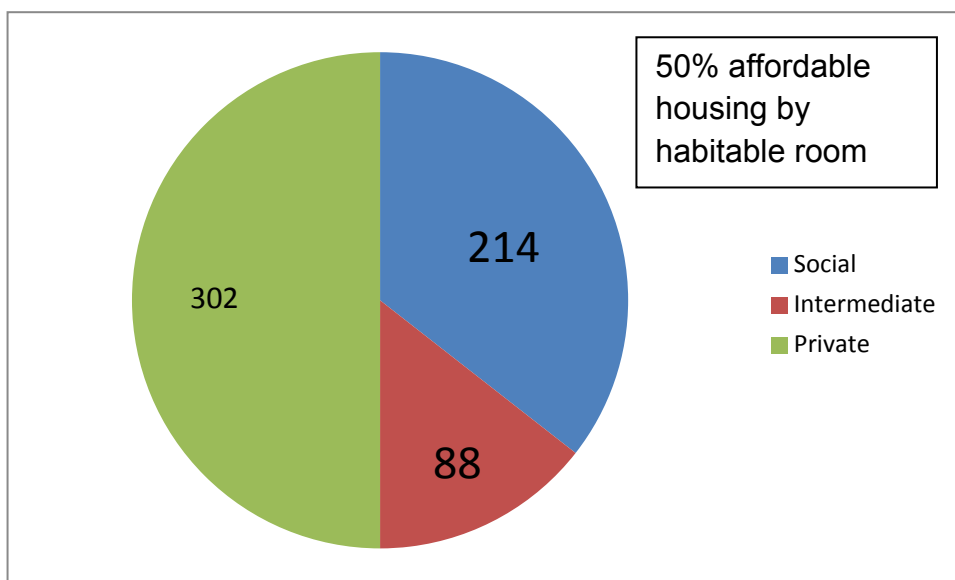
282. The total habitable rooms required on publically held land is 604. 50% of this total is then required as affordable housing. This 50% is then split between social rent (71%) and intermediate (29%) tenures as follows:

Step 2: Calculate LBS affordable housing requirement – 50% on publically held land (Indicative 560 unit scheme)

Tenure	Number of Habitable rooms	Percentages
Affordable tenure, equating to:	302	50% of habitable rooms
Social rent	214	71% of the affordable habitable rooms
Intermediate	88	29% of affordable habitable rooms

Private tenure	302	50% of habitable rooms
Total	604	

Public land affordable housing habitable room requirement – 50% (Indicative 560 unit scheme)

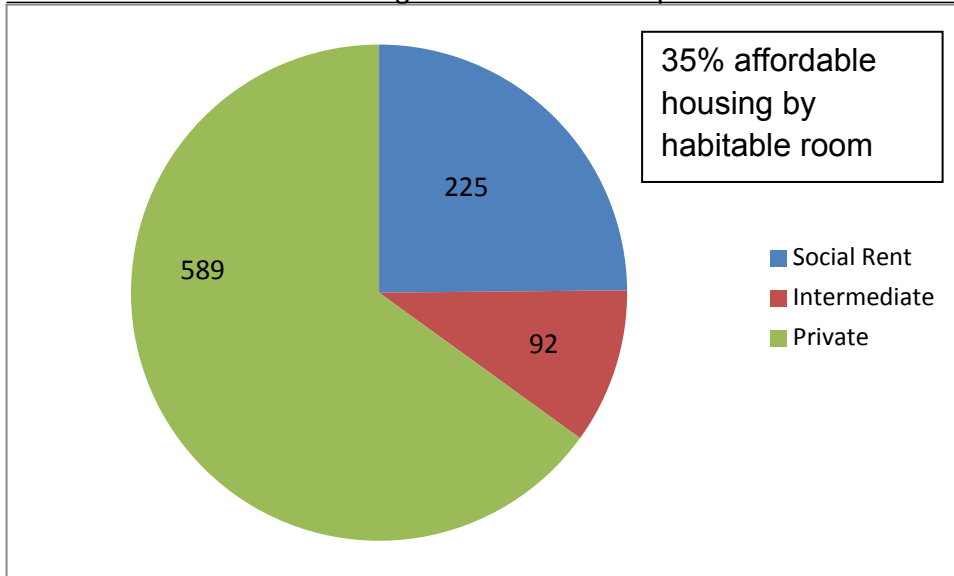


283. The total habitable rooms shown on privately held land is 906. A minimum of 35% of this total is required as affordable housing, which is then again split between social rent (71%) and intermediate (29%).

284. Step 3: Calculate privately-owned land affordable housing requirement – minimum of 35% (Indicative 560 unit scheme) (Indicative 560 unit scheme)

Tenure	Number of Habitable rooms	Percentages
Affordable tenure, equating to:	317	35% of habitable rooms
Social rent	225	71% of affordable habitable rooms
Intermediate	92	29% of affordable habitable rooms
Private tenure	589	65% of habitable rooms
Total	906	

Private land affordable housing habitable room requirement – 35% minimum

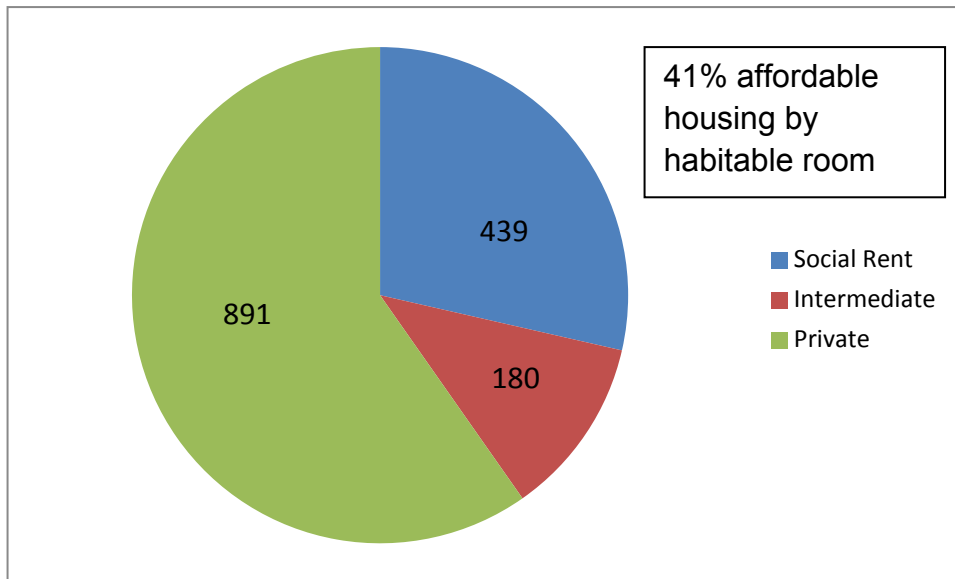


285. Both publically and private land requirements for affordable habitable rooms are then combined to deliver a total amount – the 'blended approach'.

Step 4: Calculating the combined total affordable housing offer for the Proposed development – 'Blended approach' (Indicative 560 unit scheme)

Tenure	Number of Habitable rooms	Percentages
Private	891	59% of habitable rooms
Affordable, equating to:	619	41% of habitable rooms
Social rent	439	71% of 41% affordable habitable rooms
Intermediate	180	29% of 41% affordable habitable rooms
Total	1510	

Private and public land affordable housing habitable room requirement – 41%



286. The indicative scheme would therefore meet the 50% threshold of affordable housing required on publically held land within the application site, and a minimum of 35% affordable housing requirement met on the privately owned land in the application site, in accordance with policy.
287. The 41% offer ensures that the scheme complies with planning policy and the relevant adopted guidance by delivering the required 50% affordable housing on the publically owned developable land, and 35% affordable housing on privately owned land.
288. In line with the Mayor's Affordable Housing and Viability SPG, an early review mechanism would be secured by the Section 106 agreement, which would come into effect if the development does not substantially commence at the agreed time. The review would determine whether the viability of the development has improved during that time, and accordingly whether it could deliver any more affordable housing. However, it should be stressed that the overall quantum of 41% would remain as the minimum level of provision. The review mechanism would capture any increase should the development be able to support it. A late stage review is not applicable because the application meets the higher blended Fast Track threshold of 41%. The GLA has confirmed agreement to the interpretation of the public land assessment and agreement to the Fast Track route
289. The s106 legal agreement should also specify that the shared ownership units would be firstly offered to Southwark income cap levels before they are offered to the London income caps.
290. As per Paragraph 20 of the GLA Practice Note, the inclusion of the public land will allow the delivery of key public infrastructure, which is a requirement of the council. This includes new road arrangements and the new public square, as required by the council's draft AAP Policy 10 and the AAP masterplan.

Securing the affordable housing

S106 agreement

291. The S106 agreement would secure the delivery of all affordable housing units and would contain the following indicative clauses, although the final definitions are to be agreed,

where limiting the occupation of the private units until affordable housing in is delivered and commenced.

Clause 1. Securing Affordable Housing in Phase 1 – Building B

Not to occupy more than 50% of the Market Housing Units comprised within Phase 1 (i.e. Building A) until the Phase 1 Affordable Housing Units (i.e. Building B) have been Delivered (delivered means handed over to an RP or the council, but not occupied)

This would allow occupation of 132 market housing units in Building A (an estimated 356 habitable rooms at 2.7 hr per unit average or 23% of total habitable rooms). Building B contains 62 units / 176 hr, the equivalent of 29% of the total of all the affordable habitable rooms.

Clause 2 - Securing Affordable Housing in Phase 2 – Building C

Not to occupy more than 90% of the Market Housing Units comprised within Phase 1 (i.e. Building A) until the Phase 2 Affordable Housing Units have been Substantially Commenced (which we propose is defined to mean the construction of the core up to second floor of Building C – To reach this point there would have to be an RMA approval for the Phase 2 Residential and a build contract let).

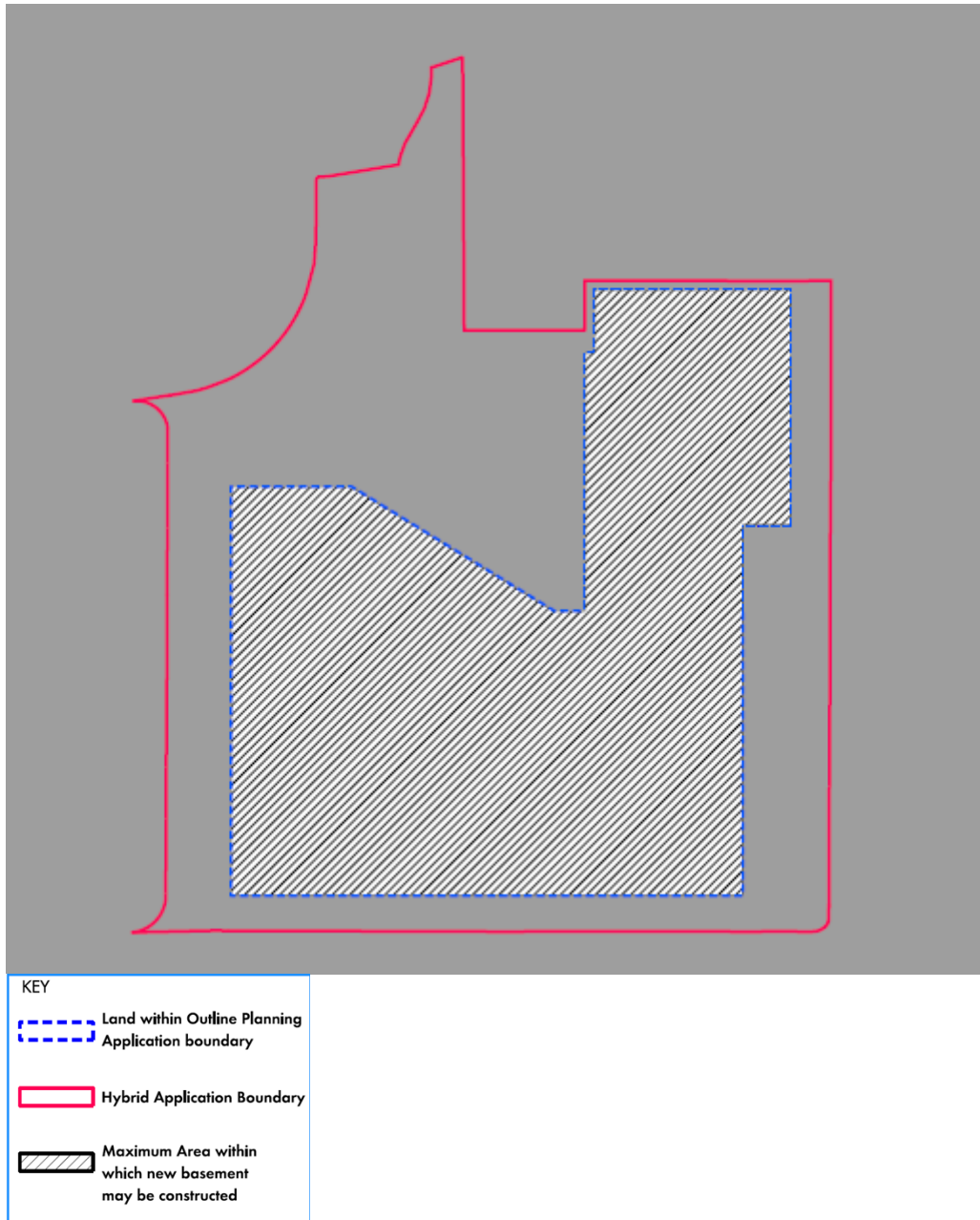
Clause 3. Securing Affordable Housing in Phase 2 – Building D

Not to occupy more than 50% of the Market Housing Units comprised within Phase 2 (i.e. Building D) until all of the Affordable Housing Units have been provided – I.e. the affordable in Building C and D would be provided alongside the market housing in Building D.

292. It is officer opinion that these clauses would robustly safeguard the delivery of affordable housing units throughout the delivery of the proposed scheme.

Basement and phasing

293. Furthermore, a single shared basement is proposed for Building A (Detailed application) and Building B, C and D (Outline), to provide servicing, energy centre, plant, waste facilities, and cycle and wheelchair parking. The precise form and scale of the basement is a Reserved Matter, however, the maximum extent is defined at Parameter Plan 16139_00_07_53 P1. Parameter Plan ref. 16139_00_07_053 P1 clearly defines the maximum extent (layout, width and length) for the basement:



294. Once the Reserved Matters for the basement are consented, the approved drawings would form part of the detailed scheme and would have to be implemented as approved to benefit from the extant consent. Buildings A and B would be jointly delivered as part of the third phase of the scheme, after the construction of the shared basement at Phase 2, which would be a considerable financial outlay to the developer and lead to the implementation of the first block of affordable housing in Block B, assuming the detailed design of Building B had also been consented.

Design of affordable housing

295. The detailed design of these Buildings B, C and D would be secured through Reserved Matters applications that will be determined at a future stage. The detailed design would include
- Total number of affordable housing units calculated from the total number of residential units

- Unit mix
- Layout of residential units
- Access and amenity spaces
- Tenure blind.

296. The indicative scheme of 560 residential units presented in the planning application proposes that the social rented units would be located in the Buildings B, C and D of the outline scheme fronting Sylvan Grove, Old Kent Road and with access to the large podium deck at first floor. Intermediate units would be provided in Building D. The unit mix for the affordable housing will as a minimum meet the minimum of 40% two+ bedrooms and 20% three bedrooms.

Monitoring

297. A financial contribution of £132.35 per unit of affordable homes will be secured as part of the S106 agreement towards affordable housing monitoring and maintained provision of these units. As the final number of the affordable housing units that will be secured at Reserved Matters stage, the total figure of affordable units is not yet known.

298. However, the 560 unit indicative scheme at 41% affordable housing by habitable room would equate to an indicative unit number total of 224 units and a contribution of circa £29,646.40. It is considered likely that a similar amount would be secured, as the scheme proposes up to 565 units. The principal of this contribution has been agreed by the applicant.

Development Viability

299. Southwark's Development Viability SPD requires a financial viability appraisal to be submitted for all planning applications which trigger a requirement to provide affordable housing. The financial viability appraisal should identify the maximum level of affordable housing that can be sustained and justify any proposed departures from planning policy requirements.

300. This application is therefore accompanied by a viability appraisal, which was reviewed by independent consultants on behalf of the council. Following negotiations regarding public land ownership, a revised offer was received from the applicant during the course of the application advising of the increase to the affordable housing offer from 35% to 41%, with the 41% offer split between 29% Social Rent and 12% Intermediate.

301. The scheme includes the provision of a large number of amenities, including the public spaces at ground floor level. These provisions would help it to exceed the value of comparable schemes nearby. The site would also benefit from the wider regeneration of the area, including the Bakerloo Line extension, which would boost sales and have a major impact on the area. It is reasonable to expect some uplift in values as the area is improved through redevelopment and with the future Bakerloo Line Extension. It is however difficult to quantify the extent of any future uplift. Consultation on the BLE has been undertaken and is ongoing and construction could start in 2023 and thus the scheme would be likely to directly benefit from increases in residential pricing in the longer term.

302. The applicant's report concluded that if the scheme provided 35% affordable housing, a low profit of 3.7% on GDV would be generated. The sales values in the FVA were already projected by 10% in excess of current market sales values. So the sales values would have to increase from existing values by between 17.5 and 20% to achieve the target profitability

of 20% on GDV for the private residential, 6% on GDV for the affordable housing and 15% on the commercial units. Both of these calculations were based on an offer of 35% affordable housing. As the offer has been increased to 41% the ability to reach the target would be more challenging further reducing the viability of the scheme.

303. The council's assessor has confirmed that the proposed provision of 35% affordable housing which assumes grant funding, exceeded the maximum reasonable proportion that the scheme could support at present, and concluded that the current viability position of the scheme does not support an increase in affordable housing provision. The GLA's valuer concurred with the council's independent valuer. Notwithstanding this, the applicant has agreed to uplift the offer to 41% to meet the policy target based on assumed growth in values in the future.

Grant funding

304. It is important to note that the financial Viability Assessment for the proposed scheme has been the subject of two external FVA assessments. BPS were appointed by the council as its independent assessor, and GLA also undertook a assessment.
305. The FVA submitted by the applicant included and assumed full GLA grant being available for the proposed scheme. The availability of GLA grant is still assumed.
306. Both external valuers agreed with the applicant's FVA, that the scheme including grant could not provide a greater quantum of the affordable housing than is being proposed and that the FVA produced a deficit to Benchmark Land Value with the grant included. Were GLA grant not provided the level of deficit would be greater.
307. It is understood that Registered Providers of affordable housing will expect GLA grant to proceed with the scheme and that they would unlikely consider the project until it has received planning permission.

Mortgagee in Possession

308. As members are aware GLA are promoting a revised Mortgagee in Possession (MIP) clause in legal agreements and the council will shortly be consulting on how and in what circumstances that clause will be applied in a revised affordable housing SPD. In advance of the revised SPD and in advance of confirmation as to who the RP will be in this scheme the assumed default MIP clause will be the standard LBS one. This will be reviewed once new supplementary guidance has been produced and adopted.

Conclusion on Affordable Housing

309. In conclusion, the level of affordable housing proposed is a very positive aspect of the proposals. The scheme would deliver 41% affordable housing which meets the policy requirement for Fast Track, and would be split between 29% Social Rent and 12% Intermediate, both of which exceed the minimum percentages required by the New Southwark Plan. Terms to secure the affordable housing would be included in the legal agreement, together with an early stage viability review. A late stage review would not be required by policy.

Design considerations

310. Strategic Policy 12 of the Southwark Core Strategy (2011) states that all development in the borough will be expected to "achieve the highest possible standards of design for buildings and public spaces to help create attractive and distinctive places which are safe,

easy to get around and a pleasure to be in.” Saved Policy 3.12 ‘Quality in design’ of the Southwark Plan asserts that developments should achieve a high quality of both architectural and urban design, enhancing the quality of the built environment in order to create attractive, high amenity environments people will choose to live in, work in and visit. Saved Policy 3.13 of the Southwark Plan asserts that the principles of good urban design must be taken into account in all developments. This includes height, scale and massing of buildings, consideration of the local context, character and townscape, local and strategic views and resultant streetscape. Policy 7.7 of the London Plan (2016), ‘Location and Design of Tall and Large Buildings’ and Saved Policy 3.20 of the Southwark Plan set out design requirements for tall buildings, all of which are discussed in further detail in the following paragraphs.

311. The draft design policy in the New Southwark Plan includes P12, Design Quality and P14 Tall Buildings. P12 states that development must provide, amongst other things, high standards of design with appropriate fabric, function and composition. P 14 sets out a series of tests for tall buildings (defined as significantly taller than surrounding buildings or their context). It also states that the highest tall buildings will be located in areas where there is the greatest opportunity for regeneration, including opportunity Areas, such as the Old Kent Road.
312. As discussed elsewhere in this report, this planning application is submitted as a hybrid planning application to seek “detailed” planning permission for the Detailed proposals and “outline” planning permission the Outline Proposals. As such the application is supported by Parameter Plans, a Design Code and a Development Specification.
313. The Parameter Plans and Development Specification describe the key elements of the Outline proposal. The Design Principles establish standards for how the buildings would form streets and give enclosure to public spaces. Both are supported by illustrative material in the Design and Access Statement and Illustrative Masterplans. Design issues relating to both the “Detailed Component” and “Outline Component” parts of the application will be discussed in the following paragraphs.
314. The proposed new buildings would create active frontages to each side of the site, with widened pavements and a generous landscaped public realm consisting of three main public open spaces.
315. The ground floor layout has been designed in recognition of the close proximity to Old Kent Road with the provision of wider pavement widths and the provision of retail and commercial areas to create a new high street and activity to Devonshire Square.
316. The applicant has stated that the development would be managed on a 24 hour basis with additional security being allocated on match days. The rear of the site would be permanently secured between the building and the railway to prevent unauthorised individuals and crowds from accessing more sheltered areas of the development.

Height and massing

Overall

317. The heights and massing strategy of the Detailed and Outline Proposals are supported in terms of creating a consistent shoulder height on Old Kent Road, with increases in height towards the centre and Devonshire Grove. This modulation of height is considered positive in townscape terms.

318. The massing strategy would generally be in line with the emerging policy set out in the draft OKR AAP (acknowledging its very limited weight). This site is located within Sub Area 4 of the draft AAP and the building heights strategy show potential for a “tier 2” building of between 16 to 25 storeys. This would be exceeded with Building A at 39 storeys, a “tier 1” building, but this is considered acceptable, given the proximity of the site to a new tube station and given the townscape analysis which shows the scheme would form a good compositional arrangement with neighbouring sites and deliver the Stations and the Crossings strategy of the draft AAP. The massing would also accord with the London Plan (2016) and the Southwark Core Strategy and Local Plan, as discussed later in the report.
319. Located opposite the proposed BLE Underground station, the proposal is a contextual response to the varied and changing scales of the area, comprising of a series of interconnecting towers and terrace with the tallest tower located at the centre of the site being conceived as a marker to Devonshire Square.
320. The lower massing fronting Old Kent Road and Sylvan Grove would provide a legible height of 9 to 12 storeys commercial block with the interconnecting terraces referencing the height of the residential buildings to the west to reinstate the lost clarity of a robust street edge.
321. The heights of the buildings in particular would mark a step change in the scale of the surrounding area. The massing strategy is however in line with the emerging policy set out in the draft Old Kent Road AAP (acknowledging its very limited weight), The London Plan (2016) and the Southwark Core Strategy and Local Plan. The buildings have been arranged to allow for as much space between them, particularly the podium on Building B, C and D which also allows light to Devonshire Square, while also ensuring that they would not appear to coalesce when viewed from a distance. The relative heights and the way in which they would be distributed across the site would result in a well articulated composition of towers
322. The design of the Building A the only tall buildings submitted in detail would be exemplary, with careful consideration of its impact on the local and wider skyline.
323. The proposals demonstrate the highest standards of architectural design and incorporate the highest quality materials. The elevational strategy and material palettes are discussed in more detail below. In order to secure design quality, planning conditions requiring detailed drawings, material samples and full scale (1:1) mock ups are recommended. It is also clear from the submitted energy and sustainability strategies that the proposals would incorporate high quality sustainable design with the inclusion of photovoltaic panels and the draft construction management plan demonstrates commitment to excellent construction practices.
324. All of the proposed detailed and outline buildings, would be substantially taller than those in their existing surroundings, apart from the workspace building E. As such, they would be defined as tall buildings in the adopted London Plan (2016). Policy 7.7 of the 2016 London Plan, ‘Location and Design of Tall and Large Buildings’, states that tall buildings should be limited to sites in the Central Activity Zone, Opportunity Areas, areas of intensification or town centres that have good access to public transport.’ Furthermore, London Plan Policy 2.13 requires development in Opportunity Areas to optimise residential and non residential output densities, meet or exceed minimum housing and employment guidelines and support wider regeneration objectives. Annexe 1 of the 2016 London Plan sets out the specific requirements for the Old Kent Road Opportunity Area,

identifying it as having significant potential for residential- led redevelopment. As such, it is considered that the Old Kent Road Opportunity Area is, in principle, an appropriate location for tall buildings which optimise housing delivery and regeneration benefits. The proposed development is considered to achieve both, whilst also meeting the other requirements of London Plan Policy 7.7, which are as follows:

- Generally be limited to sites in the Central Activity Zone, opportunity areas, areas of intensification or town centres that have good access to public transport;
- Only be considered in areas whose character would not be affected adversely by the scale, mass or bulk of a tall or large building;
- Relate well to the form, proportion, composition, scale and character of surrounding buildings, urban grain and public realm (including landscape features), particularly at street level;
- Individually or as a group, improve the legibility of an area, by emphasising a point of civic or visual significance where appropriate, and enhance the skyline and image of London;
- Incorporate the highest standards of architecture and materials, including sustainable design and construction practices;
- Have ground floor activities that provide a positive relationship to the surrounding streets;
- Contribute to improving the permeability of the site and wider area, where possible;
- Incorporate publicly accessible areas on the upper floors, where appropriate;
- Make a significant contribution to local regeneration;
- Not affect their surroundings adversely in terms of microclimate, wind turbulence, overshadowing, noise, reflected glare, aviation, navigation and telecommunication interference; and
- Not impact on local or strategic views adversely.

325. The proposed tall buildings would be limited to a site within an opportunity area. The character of the area would not be adversely affected by the scale, mass or bulk of the tall buildings proposed because this area is not generally considered sensitive to change of this type. The existing nature of the site is defined by industrial land, which, as an overall utilitarian townscape, is not worthy of protection. Its replacement with a scheme of high quality architectural and urban design is considered a significant public benefit of the proposals.
326. The proposed tall buildings would relate well to their surroundings, particularly at street level, with active frontages, increased connectivity and a new public children's open space. The sensitively detailed architectural design of the tall buildings would introduce a new high quality aesthetic.
327. The proposed building heights would improve the legibility of the area by signifying the location of the proposed tube station at Toys R us site on the southern side of Old Kent Road directly opposite the application site.
328. The proposed development would not incorporate any publicly accessible areas on the upper floors, but it is noted, that the London Plan (2016) only requires this "where appropriate". There would be communal amenity spaces for Building A residents on the facades and on a roof terrace at floor 39.
329. The contribution that the scheme would make to local regeneration would be very significant. As has already been identified throughout this report, this would include the provision of significant contribution to the borough's housing stock, including affordable

housing; a significant increase in jobs and new retail and employment spaces. It would also include a publicly accessible children's play space.

330. The impact of the proposed development on microclimate, wind turbulence, overshadowing, noise, aviation, telecommunication interference is all assessed and presented elsewhere in this report. In each case it is concluded that there would be no significant adverse impacts.
331. Finally, there would be no unjustifiably harmful impact on local or strategic views as discussed in more detail below.
332. As the most recently adopted document in the Local Plan, and the only document adopted after the Old Kent Road was designated as an Opportunity Area with significant potential for residential-led redevelopment, it is considered that these London Plan (2016) policies in relation to tall buildings are more relevant than those in Southwark Plan Saved Policy 3.20 dating from 2007. Nevertheless, the proposed development has also been assessed against the requirements of this saved policy. Saved Policy 3.20 requires any building over 30 metres tall to ensure that it:
- Makes a positive contribution to the landscape; and
 - Is located at a point of landmark significance; and
 - Is of the highest architectural standard; and
 - Relates well to its surroundings, particularly at street level; and
 - Contributes positively to the London skyline as a whole consolidating a cluster within that skyline or providing key focus within views.
333. The proposed development would make a very positive contribution to the landscape through the creation of three new public open spaces , new routes through the site and high quality landscaping (to be secured by condition).
334. The proposed buildings are at a point of landmark significance, particularly which would mark the new Devonshire Square and Underground station for the Bakerloo Line
335. In conclusion the height, scale and massing, the proposed buildings would be consistent with the draft OKR AAP. The architecture would be of a high quality. and the scheme would help deliver many of the key aspirations of the draft Old Kent Road AAP.
336. Careful regard has been had for the other surrounding buildings, both existing and proposed. This includes the Daisy Business Park site, 8-24 Sylvan Grove, Sylvan Terrace and Safestore.

Design Review Panel

337. The proposals were presented to Southwark's Design Review panel on 9 July 2018 and 13 November 2018 respectively, with their feedback significantly influencing the scheme design. The Proposed Development was developed to respond to the comments made by the panel

Design Review panel comments and responses - 9 July 2018

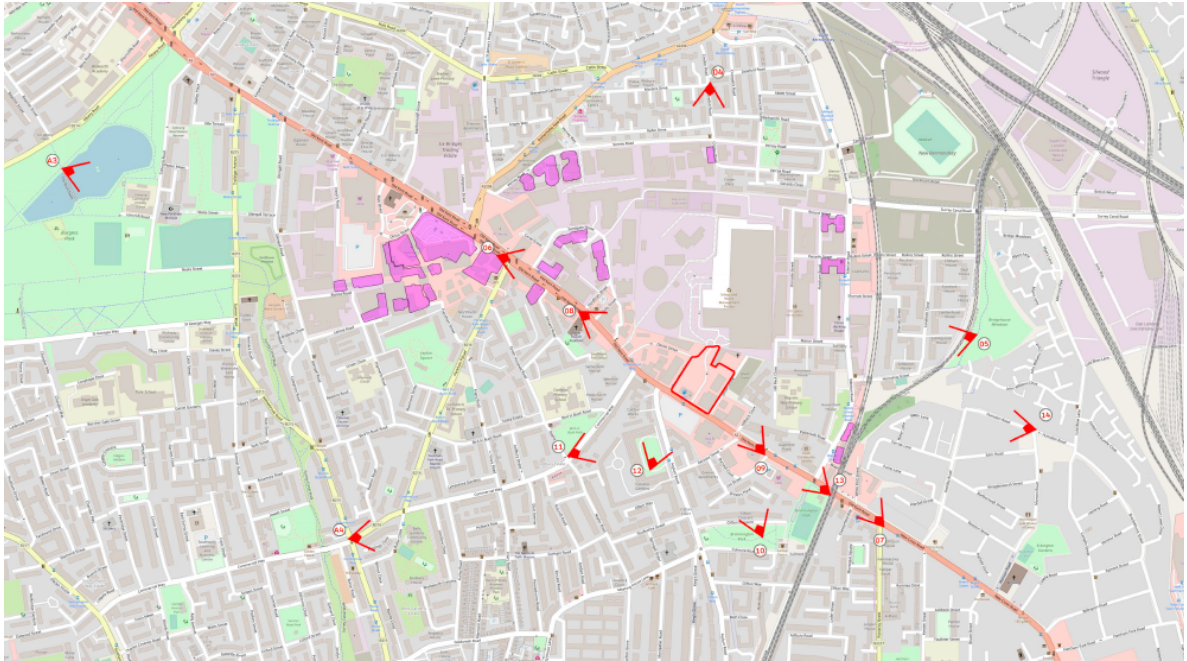
Issue raised by the panel	Response
<p><u>Site arrangement</u> The Panel asked the Design Team to take a step back and to re-consider the arrangement of buildings as well as the distribution of routes, places and spaces around the site.</p>	<p>The applicant considered the plot configuration was generally in accordance with the masterplan led by the AAP master plan. However they did fundamentally reconsider the layout of the blocks on the Old Kent Road frontage above the podium, reducing their number from 4 to 3 and creating a larger better lit podium space creating additional play and community areas. The applicant also reviewed building arrangements with focus on adjusted pavement widths, building footprints, corner configurations, introduction of pavilions facing Devonshire Square and a new Sylvan Grove garden space.</p>
<p><u>Hierarchy of Spaces</u> They asked them to define a hierarchy of spaces that considers the nature and character of both Devonshire Grove (likely to remain a heavily trafficked route to and from the Waste facility) and Sylvan Grove.</p>	<p>The applicant reviewed the hierarchy of Open spaces; a) Devonshire Square, large public space b) Sylvan Grove, local neighbours public amenity c) Yards, intimate communal outdoor space. They also established a clear hierarchy of routes; a) Old Kent Road, major transport artery and high street, b) Devonshire Grove, secondary local network street, c) Chaucer Street, pedestrian friendly local route, d) Sylvan Grove, local residential access (cul-de-sac)</p>
<p><u>Tower arrangement</u> The Panel asked the architects to reconsider how the arrangement of the two towers (one tower within site and a neighbouring tower within the DBP site, led by HTA) in particular has affected the public spaces and routes around this site including the courtyard on Daisy Business Park.</p>	<p>Team co-ordination took place including workshops, exchange of information and coordinated 3D modelling. Collaborative work has led to a revised arrangement of towers and townscape relationship.</p>
<p><u>Vision</u> They urged the designers to work together to establish a collective vision for the two sites and to use the hierarchy of spaces and routes to define the arrangement of the built form and the location of the two towers in particular which they felt were not</p>	<p>The number, configuration, scale and character of open spaces has been redefined. The distance between the towers has been increased.</p>

sufficiently separated at just 12m apart.	
<p><u>Quietway</u> The Panel asked the designers to review the route of the cycle Quietway through the main public square. Is there enough of a gain as a quality cycling route to offset the severance of the space and disconnect of active frontage across the square?</p>	The cycle route is maintained in accordance with the AAP. The team have reviewed the section of Chaucer Street adjoining the public square as being paved / hard landscaped, rather than asphalted.
<p><u>Devonshire Grove</u> The Panel felt Devonshire Grove should be considered as an active and lively pedestrianised street, or at least low car traffic. Every effort should be made to re-direct the lorry recycling traffic away from Devonshire Grove.</p>	Further transport engineering work was carried out with Officers, establishing Devonshire Grove as the primary service route to the I.W.M.F.
<p><u>Public space</u> They encouraged the Applicant to fundamentally review the location of the public space and develop a public space that works across both sites.</p>	The location of Devonshire Square has been considered and maintained, adjusting its configuration and increasing its sense of enclosure with a pavilion building and tree planting. Additionally, two new green spaces have been introduced along Sylvan Grove, working across both sites.
<p><u>Landscape Architect</u> They asked the Design Team to involve a Landscape Architect to assist them both to develop the public realm strategy and a phasing delivery of the public realm across both sites.</p>	The client appointed Turkington Martin to design the Landscape. Extensive team collaboration was conducted to define character, benchmarks and landscaping approach to each of the public realm and residential amenity spaces of the scheme
<p><u>Overshadowing</u> The current design for the public space appears to be in shade all day.</p>	Daylight testing was conducted to improve the quality of the public spaces. These all now exceed BRE.
<p><u>Street relationship</u> The Panel questioned the relationship of the development to the street and they asked the designers to clarify the concept for approach and entry to each building for residents and occupants.</p>	The entrances to the residential buildings have been reformulated. Buildings now have individual entrances, maintaining direct access to communal amenity space.
<p><u>Road hierarchy</u> They asked the designers to establish a hierarchy for each approach to the site and perhaps consider widening Devonshire Grove and making the footway on Sylvan Grove narrower, yet still comfortable for</p>	Devonshire Grove and Sylvan Grove have been further reviewed and adjusted.

pedestrians.	
<p><u>Entrances</u> The main entrances for residents from Sylvan Grove and the main entrance to the towers from the yard and new public space were of the greatest concern and could benefit from further development.</p>	The entrance to the tower (Building A) has been relocated to face Sylvan Grove, set back within a colonnade.
<p><u>Relationship to Sylvan Grove</u> They would like to see how this building will relate to its setting especially on Sylvan Grove and the public spaces around it including the Quiet Way.</p>	The team has reviewed, carefully considered and illustrated the relationship of the tower (Building A) at ground floor level with its surroundings.
<p><u>'Gasholder' aesthetic</u> In respect of the design of the courtyard building the Panel questioned the use of the 'Gasholder' aesthetic in the courtyard. They felt this was tokenistic and could be overly dominant in that narrow-constrained space.</p>	The walkways and balconies referencing the Gasholders has been omitted
<p><u>Microclimate</u> The Panel noted that key technical studies had not been prepared or presented to them. These studies should include among others, a wind assessment (including both towers), a sunlight/daylight analysis (including how this affects neighbouring sites, future residents and the public realm), a traffic study for Devonshire Grove and an environmental assessment of the Waste Facility.</p>	Preliminary wind studies have been carried out, to be followed by CFD analysis and wind tunnel testing to determine the need for any additional wind mitigation measures. Daylight and sunlight testing has been carried out for the proposed accommodation, neighbouring properties and open spaces. The scheme demonstrates exemplary credentials in this respect.

Townscape and visual assessment

338. The applicant has submitted a Townscape and Visual Impact Assessment with the application as part of the ES. The Assessment considers the impact of the proposed scheme from a number of different viewpoints in the surrounding area. The views tested include:



339. The following views are considered most sensitive in relation to potential impact on townscape or heritage significance of designated heritage assets.

Old Kent Road, opposite Ruby Street junction.



340. Prominent in the foreground on the right is the draft locally listed Peckham Christ Church. The Grade II listed Former Camberwell Public Library and Livesey Museum repeats the gabled end form and brick materials of the Church, just beyond. The scale of the effect the Proposed scheme would have would be moderate due to the low sensitivity of the view.

The nature of the effect is judged to be beneficial due to the high design quality of the Proposed Development, its positive contribution to the skyline and an emerging sense of place, the marker provided for the planned Underground Station nearby and due to the fragmented character of the streetscape at present.

Brimmington Park



341. Building A would be clearly visible beyond the Grade II Listed terrace on Clifton Crescent. Its orientation would accentuate the tapering character of its form and the fine articulation of its outer frame. The foliage in the amenity spaces at the set-backs would be discernible at this distance and would visually relate to the greenery of the park. The tip of Building D would be seen between the chimneys of the Listed terrace further left, helping to root Building A to the context beyond. The materials and character of the proposed buildings would be clearly distinguishable from the foreground scene. Building A would provide a distinctive, high quality local marker for the new landscaped space and regenerated townscape on the Application Site to the north. The existing urban character of the skyline would be positively enhanced. The green space of the park and the special architectural interest of the Listed terrace would remain fully appreciable in the foreground. The magnitude of change is judged to be moderate and the scale of effect would be moderate, due to the medium sensitivity of the view. The introduction of new tall development in the close visual context of small scale, high quality historic buildings is balanced by the high design quality of the Proposed Development, the existing urban character of the skyline and the appropriate siting of the Proposed Development, with an area in which substantial change to townscape character is anticipated as part of the designation of the Old Kent Road Opportunity Area in the London Plan. Whilst the buildings clearly appear above the roof line of the listed terrace, the towers of the Tustin Estate also appear in this view. On balance, the nature of the effect is judged to be neutral. On balance, the nature of the effect is judged to be neutral.

Caroline Gardens



342. The top of Building A would be clearly visible above the row of trees separating the Asylum complex from Asylum Road. The tip of Building D would appear above the treeline to its left and Buildings C and D would be almost entirely screened from view by the trees. Building A would have a slender, tapering profile and a finely articulated outer frame which would relate visually in character to the structure of the Listed Gasholder, also visible to the north. Foliage would be visible at the set-backs which would soften the building profile and add to the positive green qualities of the view. Building A would become the tallest building on the skyline and would provide a distinctive local marker for the new landscaped space and regenerated townscape on the Application Site to the north. The Grade II Listed Asylum complex, and its stately character and formal composition, would remain clearly appreciable on the left of the triptych. The enclosed character of the modern landscaped grounds, set within the horseshoe composition of the Main Wing, would remain. The magnitude of change to the view is judged to be moderate and the scale of effect would be major, due to the high sensitivity of the view. The increase in built form perceived in the view would be balanced by the high design quality of the Proposed Development, its distance from the Listed complex, the existing urban character of the skyline, and the substantial change anticipated for the wider townscape character as part of the designation of the Old Kent Road Opportunity Area in the London Plan. On balance, the nature of the effect is judged to be neutral.
343. In conclusion, the proposed development would not have a significant impact on the views assessed and the impact is not considered to be harmful. Indeed in many views it is considered beneficial.

London View Management Framework (LVMF) views

LVMF 3A.1 Kenwood



344. A zoomed version of the view of St Paul's Cathedral and the other buildings which would appear much smaller to the naked human eye. The Proposed Development would be in the Wider Setting Consultation Area of the Viewing Corridor defined in the LVMF (indicated in the view with the red and yellow lines) and would be well over 12km away from the viewpoint (St Paul's is approximately 8km from the viewpoint). The top of the proposed Building A would appear to the left of the Shard. Its top would have a slender profile and would rise just above the distant horizon. It would be perceptibly more distant and significantly lower than the adjacent Shard, which will continue to dominate the view, and would be separated from St Paul's Cathedral and its western towers by the Shard in the view. The Proposed Development would not affect the silhouette of the Cathedral or the clarity with which it is seen in its surroundings. The magnitude of change to the view would be minor due to the pre-existence of buildings of greater height and breadth immediately behind St Paul's Cathedral, the lack of visibility of the Proposed Development on many days due to its considerable distance and atmospheric conditions and, when visible, due to the positive contribution it would make to the existing urban skyline through its massing and detailed design. The significance of effect is judged to be minor due to the scale and distance of Building A and its siting, to the left of the Shard in the view. The Proposed Development would be consistent with the existing composition and character of the view and the nature of the effect is therefore judged to be neutral.

Cumulative view:



345. The proposed and cumulative development would be consistent with the existing composition and character of the view and the nature of the effect is therefore considered neutral, and therefore acceptable in policy terms.

LVMF 2A.1 Parliament Hill



346. Building A would be sited immediately beyond Guy's Hospital Tower and would be fully hidden in the view. In this zoomed version of the view, Building D can be seen beyond

and to the right of Guy's Hospital tower, with the lower buildings stepping down to the existing lower datum of built form in that area. Due to its distance, scale and materiality, the Proposed Development would be little noticed, if at all, by viewers at Parliament Hill.

Cumulative view:



347. The proposed and cumulative development would be consistent with the existing composition and character of the view and the nature of the effect is therefore considered to be neutral, and therefore acceptable in policy terms.

Borough Protected Views

348. The proposed development would not be visible within the Borough protected views (One Tree Hill and Nunhead Cemetery) and so would not have any impact on their setting

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

349. The Site is not located within a conservation area and there are no statutorily listed buildings on Site or within the immediate vicinity. The buildings on Site have no special architectural or historic interest.

Conservation Areas

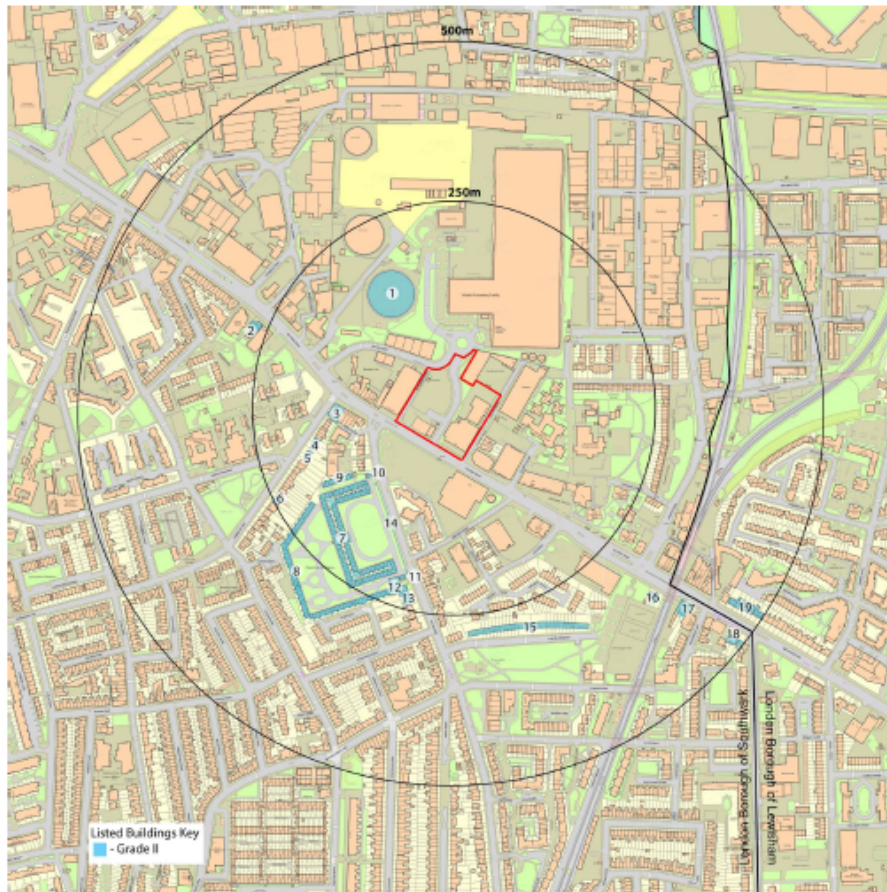
350. The Caroline Gardens Conservation Area is located approximately 100m south west of the Site and is centred around a courtyard with rows of small terraced houses built as the Licensed Victuallers' Asylum.
351. Peckham Hill Street Conservation Area is located approximately 930m south west of the Site and centred around Peckham Hill Street – bounded by Ryle Lane Peckham Conservation Area to the south and Willowbrook Bridge to the north. The Conservation Area mostly consists of early to mid-19th century housing with structures and open spaces associated with the former Grand Surrey Canal.

352. Located in Lewisham, Hatcham Conservation Area is located approximately 550m east of the Conservation Area. It is bound by Hunsdon Road and Brocklehurst Road to the north and east, New Cross Road and Queen's Road to the south and follows the rear elevation of houses along New Cross Road to the north and west and lastly following Monson Road, Barlborough Street and Avonley Road to the south and west.



Listed buildings

353. There are a number of statutorily listed buildings and structures in the local area. Within approximately 100 metres of the Site, the Gasholders to the north west (Gasholder No.13 Old Kent Road former gasworks), the Kentish Drivers Public House (720 Old Kent Road), and a number of buildings and structures in the Caroline Gardens Conservation Area (1-100, 101-110 Asylum Road and the railings and gates to Caroline Gardens), are all Grade II listed.



Ref	Listed Structures
1	Gateholder No. 13, Old Kent Road former ga
2	Former Camberwell Public Library and Live Museum Status of George Livesey situated in the ga the rear of the former Camberwell Library is Livesey Museum
3	The Karishah Drivers Public House
4	Doddington Place
5	Doddington Cottages
6	302 and 304, Commercial Way
7	Licensed Victuallers' Benevolent Institution (Caroline Gardens) Nos.1-100
8	Licensed Victuallers' Benevolent Institution (Caroline Gardens) Nos.111-178 (Formerly as: ASYLUM ROAD North Range of License Victuallers' Benev Instn(111-178)& Day Ce adjoining)
9	Licensed Victuallers' Benevolent Institution (Caroline Gardens) Nos.101-110 (Formerly as: ASYLUM ROAD Back range of License Victuallers' Benevolent Institution (Nos 101-
10	North Lodge to Licensed Victuallers' Benev Institution
11	South Lodge to Licensed Victuallers' Benev Institution
12	No.10 Office, Licensed Victuallers Almshou
13	No. 12 and 14, Asylum Road
14	Railings and gates to Caroline Gardens
15	Nos 1-50 and attached railings, Clifton Cres
16	Nos. 884 and 888, Old Kent Road
17	Nos. 880, 882 and 884, Old Kent Road
18	Carlton Cottages (Nos.6 and 8 New Cross) Carlton Cottages (Nos.10 and 12 New Cross)
19	3 and 5, New Cross Road 7, 9 and 11, New Cross Road 13 and 15, New Cross Road

Local List buildings

354. The council published a Draft Local List of Locally Listed building in March 2018. None of the buildings identified on this Draft Local List are situated on the Site. The buildings identified on the list which are within 100m of the Site are:
- Daisy (Nice) Business Park building at Nos. 19-35 Sylvan Grove is situated adjacent to the Site. It forms part of another development site for which plans are being developed but have not yet been submitted for planning.
 - 719-733 Old Kent Road.
 - 720A-726 Old Kent Road.

Assessment of heritage impacts

355. NPPF paragraph 193 states:

When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

356. NPPF paragraph 196

Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

357. The proposed development would bring new additions to the local and wider townscape as result of the height and scale of the proposed buildings. The local area has a particularly low rise sky line, except to the east of the estate where the Tustin Estate is located. It is considered that the proposed development, both, individually and in cumulative views, as a result of its height, scale and massing would result in less than substantial harm to designated heritage asset, particularly the setting of the Caroline Gardens Conservation in northerly views from within the conservation area; the northerly view from Brimmington Park of the listed Clifton Crescent; and the setting of views of the listed Gasholder No.13 Old Kent Road former gasworks. The high quality of the architecture of the Proposals is considered a positive factor in terms of mitigating impact. In terms of listed buildings the development would appear behind the roofline of Clifton Crescent and would cause some harm to the setting of the listed building and its special architectural and historic character. However the harm caused is considered to be less than substantial, given the extant context and the presence of tall buildings to the rear of the terrace. Given the significant public benefits the scheme would deliver the limited harm caused is considered to be acceptable. The tower would also appear in views of the forecourt of the listed Asylum complex. The listed No 13 Gasholder also appears in the setting of this view as so a series of protected trees. The composition and detailed design of the tall buildings, rising in height from the listed gas holder when seen from the Asylum complex would cause some less than substantial harm the setting or the special architectural and historic interest of the listed buildings, but this is considered to be outweighed by the public benefits of the scheme.
358. As the per the guidance in the NPPF, this harm is weighted against the public benefits of the proposal which include:
- Up to 565 new homes, including 41% affordable homes
 - Three new public open spaces, play space and public realm, including wider footways
 - New commercial workspace and jobs.
 - New retail and town centre uses.
359. It officers view that that the less than substantial harm to significance of the identified designated heritage assets is outweighed by the significant public benefits of the proposed scheme and the high standard of architectural design, and is therefore consequently acceptable.

Historic England

360. Historic England confirmed in their consultation response to the application that they do not wish to offer any comments on the scheme.

Trees and landscaping

Trees

361. The landscape proposals for the Detailed Proposals include a broad range of trees, shrubs and planting help improve biodiversity. The tree palette has been selected following consultation with a Southwark tree officer. Biodiversity has been a key consideration in the selection of plant species, with an emphasis on attracting bees, butterflies, birds and pollinators.

362. An Arboricultural Impact Assessment and is submitted with the Application. The Assessment assesses the extent and quality of existing trees on the Site, and identifies trees to be removed and retained to facilitate development. 11 trees are recommended be removed from the Site to facilitate development. All trees proposed to be removed are grade 'C' category. The proposed soft landscaping scheme for the Detailed Proposals includes the planting of 90 trees which will outweigh the minor loss of visual public amenity resulting from the removal of the 11 trees. This represents a 718% proposed increase in trees on site.
363. The small number of trees and planting on the existing site will be replaced within the landscaping scheme by a significant increase in trees, planting and greenery, representing a significant improvement to the quality, quantity and diversity of the biodiversity and environment of the Site as a whole.
364. Officers recommend a specific tree planting condition should be imposed to ensure planting is both compatible with proposed highway design and acceptable in principle with TfL. Similarly, semi-mature trees and other significant terrace, podium and balcony planting is proposed for which details are required. The large and prominently located Lime tree T4 has been assessed to merit protection. It is the last surviving tree of the historic avenue and eponymous road, and therefore has significant heritage and biodiversity value. A full hazard assessment of this tree is to be undertaken in order to confirm the acceptability of proposed outline landscape and tree retention/protection plans

Landscaping

365. The Detailed Proposals provide the entire public realm for the Proposed Development and landscape drawings have been submitted for approval as part of the Application. The landscape design is fully developed. However, the final details of the landscaping, including play space will be secured by a planning condition as per the council's usual practice.
366. The landscape design for the Detailed Proposals demonstrates a commitment to delivering a significant amount of high quality public realm that is integral to the Old Kent Road Area Action Plan. The approach centres on delivering a hierarchy of new public spaces including a large new public square, Devonshire Square. The Square will provide one of the earliest and largest public spaces in the OKR OA, providing vital new open space for local and future residents in an area identified by LBS as having a deficiency. It will complement the future Livesey Park by acting as a link between the Park and the new Bakerloo Line Extension Station, and act as a catalyst for further regeneration within the surrounding area.
367. A series of secondary public spaces are to be provided on Sylvan Grove, referred to as Sylvan Gardens and Sylvan Green. They will provide quieter opportunities for relaxation and enjoyment by local and future resident's, and will include formal child play space and opportunities for growing vegetables. As part of the detail approval sought from the council the applicant would be expected to provide provision for wet play for children, and also provision for watering plants and vegetables.
368. The landscaping scheme for the Outline Proposals will be applied for at Reserved Matters stage and will relate to external communal residential amenity spaces for the remaining residential Buildings B, C and D only as public realm does not form part of the Outline Proposals. Parameter Plan ref. 16139_00_07_057 P2 shows the locations at podium and roof level where these communal amenity spaces will be provided and the minimum extent parameters proposed.

Housing mix, density and residential quality

Housing mix

369. Strategic Policy 7 of the Core Strategy 'Family homes' requires developments of 10 or more units to provide at least 60% of the total units with two or more bedrooms. 20% of the total units must have three or more bedrooms. No more than 5% studio units can be provided and these can only be for private housing. At least 10% of the units should be suitable for wheelchair users. The housing mix requirements are replicated in the draft OKR AAP (Policy 5). The proposed unit mix would be:

Unit mix for Building A

Unit size	Number of units	Percentage
Studio	20	8%
1 bedroom	89	34%
2 bedroom	97	37%
3 bedroom	58	22%
Total	264	100%

370. The unit mix for Building A provides 59% of all homes as two or more bedroom units and 22% as 3-bedroom units, falling marginally short of the policy requirement for this element of the proposal. 8% of studio units are proposed which exceed the policy requirement, but these are entirely in the private residential element of the scheme.
371. However once the Proposed Development is taken as a whole within the inclusion of up to 301 units in the Outline scheme, the percentage of two bedroom or more units and studio units of the scheme up to 565 units are required to meet the policy targets. The detailed layout and unit mix of the Outline scheme will be secured at Reserved Matters.
372. For the affordable housing unit mix will seek to target this policy requirement.

Wheelchair housing

373. Saved policy 4.3 of the Southwark Plan requires at least 10% of all major new residential developments to be suitable for wheelchair users and London Plan Policy 3.8 requires 90% of new housing to meet Building regulations M4(2) "accessible and adaptable" and 10% to meet Building Regulations M4 (3) "wheelchair user dwellings". This is reiterated in emerging policy in the draft OKR AAP and the New Southwark Plan.
374. In total, up to 17 wheelchair units would be provided in the Detailed Proposal. The remainder of 40 units to reach the required target of up to 57 units (10% of up to 565 units) would be provided in the Outline scheme of up to 301 units. The wheelchair housing would be distributed across all three tenures and unit sizes. All of the unit sizes for the wheelchair flats would comply with the minimum room sizes as set out within the council's Residential Design Standards SPD. A further plan and information will be provided for the homes delivered in the Outline Proposals at Reserved Matters stage. The wheelchair

housing mix for Building A is set out below. A higher proportion of wheelchair homes will be weighted towards the affordable tenures, which is the rationale for the less than 10% in Building A.

Table: Wheelchair provision in Building A

Unit size	Number of M4 (3) units
1 bedroom	13
2 bedroom	4
3 bedroom	0
Total	17

Density

375. Policy 3.4 Optimising Housing Potential of the London Plan states that development should optimise housing output for different types of location within the relevant density range shown in Table 3.2 of the Plan. It also requires local context, the design principles and public transport capacity to be taken into account. Strategic Policy 5 – Providing new homes of the Core Strategy sets out the density ranges that residential and mixed use developments would be expected to meet. As the site is located within the Urban Density Zone, a density range of 200 to 700 habitable rooms per hectare 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.
376. The development as a whole would have an estimated density of indicative 560 unit scheme 1,573ha habitable rooms per hectare (hrh), calculated in accordance with the Residential Design Standards SPD 2011.
377. Since the maximum upper limit of 700 hrh 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 in this Opportunity Area location would not raise any issues to warrant withholding permission. This is considered in the following table and paragraphs.
378. All residential units have been designed to comply with, and where possible exceed, the London Mayor's Housing SPG (2016) and Southwark's Residential Design Standards SPD (2015).
379. Building A is assessed as the only building contained within the Detailed Proposals. For the Outline Proposals, the indicative 560 unit scheme has been provided with the Application for information purposes to demonstrate that the standards can be met at Reserved Matters stage. The indicative scheme fits within the maximum parameters set by the Parameter Plans and forms part of the following assessment.

Table: Residential design standards for Detailed Proposals and Indicative Outline scheme

Exemplary residential design criteria from Southwark Residential Design Standards SPD	Commentary
Provide for bulk storage	All bulk storage would be provided within the combined basement of the scheme with access provided from residential lifts. Bulky items can be taken to ground floor by on-site management. The detailed design of the basement will be secured in Reserved Matters.
Exceed minimum privacy distances	<p><u>Detailed</u> The nearest existing residential properties for Building A is 8-24 Sylvan Grove which is 15m away from Building A. thereby fully achieving the minimum 12m required.</p> <p>The southern part of the commercial building at Daisy Business Park Building at 19-35 Sylvan Grove is approximately 8 metres from the north western corner. This is not currently a residential building. However a mixed use scheme has been submitted for determination on this site. The degree of separation between the two residential components is circa 20m</p> <p><u>Outline</u> The nearest existing residential properties for Buildings B 1-6 Sylvan Terrace and 765 Old Kent Road as is circa 24 metres away.</p> <p>It is circa 10 metres from Building C and D to the existing Safestore Building on the western side of Devonshire Grove. A new redevelopment scheme on the Safestore would step back from the existing building line to create an acceptable degree of separation.</p> <p>There are some instances where the overlooking distances within the indicative outline scheme (i.e. between proposed buildings B, C and D within the site) where the distances would fall short of the required 21m. In this case, the distances are not considered to be harmful and would allow for a reasonable level of privacy to be maintained. However, the detailed design will be secured at Reserved Matters</p>
Good sunlight and daylight standards	The layouts have been designed to maximise sunlight and daylight, both within the new developments and in respect of impacts on the

	<p>existing neighbouring properties.</p> <p>All habitable rooms within the development are designed to have good natural daylight meeting the internal natural daylight test set out in the SPD, with 98% and 93% of the rooms assessed for ADF and NSL respectively fully complying with the BRE Guidelines.</p>
Exceed minimum ceiling heights of 2.3m	All residential rooms exceed this standard and aim to achieve a 2.5 m clear floor to ceiling height.
Exceed amenity space standards (both private and communal)	<p>The Proposed Development will exceed amenity space requirements. The amenity space provision includes private amenity space for each home as well as communal amenity space in the form of communal courtyards, terraces and roof terraces.</p> <p>Each home of three or more bedrooms provides 10 sqm of private amenity space.</p> <p>Where the recommended 10sqm private amenity space has not been met, the shortfall has been included as communal amenity space in line with the Residential Design Standards SPD.</p> <p>All communal and children's play space requirements would be met on site.</p>
Secure by Design certification	The scheme has been reviewed by the Metropolitan Police's Design out Crime Advisor who has advised that they believe the development to be suitable to achieve Secured By Design accreditation that once completed, the development would improve crime prevention and security in the area.
No more than 5% studio flats	The scheme proposes a maximum of 4% studio units.
Maximise the potential of the site	The scheme includes a significant uplift in residential accommodation, provision of commercial workspace, High street retail, new and new public open spaces.
Include a minimum 10% of units that are suitable for wheelchair users	<p>All dwellings are designed to meet Building Regulation M4(2) standard to be "accessible and adaptable" for wheelchair users.</p> <p>Furthermore, and in accordance with Mayoral standards, 10% of the new homes will be "wheelchair user dwellings" designed to meet Building Regulation M4(3) standard. The total 10% figure would be secured across the full</p>

	<p>scheme at Reserved Matters stage.</p> <p>17 wheel chair units are proposed in the Detailed scheme.</p>
Have excellent accessibility within buildings	Step free access would be provided to all parts of the site including access to the retail and commercial units as well as the children's play areas.
Have exceptional environmental performance	<p>The development is capable of achieving BREEAM "excellent" upon fit out of the commercial units; a condition to this effect has been included.</p> <ul style="list-style-type: none"> • Assuming connection to the DHN, the development achieves 62% overall. • The commercial achieving BREEAM 'Excellent', in accordance with the new Southwark Plan. • The development will include sustainable urban drainage, achieving greenfield run off rate.
Minimise noise nuisance between flats by stacking floors so that bedrooms are above bedrooms, lounges above lounges	All residential units generally stack to overlap rooms and terraces. The design of the party walls and party slabs will provide acoustic separation as required.
Make a positive contribution to local context, character and communities	The proposed heights would be in compliance with the draft OKR AAP, the scheme provides for a significant proportion of commercial floorspace and A1 retail provision. In addition, the scheme would provide new homes, new jobs and new shop for local and new residents.
Include a predominance of dual aspect units	In total, the percentage of units that are dual aspect based on the detailed proposal and the indicative outline scheme of 560 would be 67%. The indicative dual aspect split between tenure is 36% affordable and 64% private. No north facing single aspect dwellings are proposed.
Have natural light and ventilation in all kitchens and bathrooms	In accordance with the SPD, all habitable rooms have good levels of natural daylight, with 98% and 93% of the rooms assessed for ADF and NSL respectively fully complying with the BRE Guidelines. The scheme always provides natural light and ventilation to kitchens. A number of bathrooms are ensuite opening onto bedrooms that benefit from natural daylight. It is not common in a flatted development for bathrooms to benefit

	from natural daylight, but each bathroom is well ventilated by mechanical ventilation.
At least 60% of units contain two or more bedrooms	Building A in the detailed scheme provides 59% of all homes as 2+ bed dwellings and 22% as 3-bed dwellings. Overall the detailed and outline development should meet this requirement. The indicative 560 unit scheme currently proposes a total of 56% of 2 bed+ units, although the social rented affordable housing tenure exceeds this target.
Significantly exceed the minimum floor space standards	All flats, including the wheelchair flats would meet the minimum space standards; many would exceed this figure and some to a significant degree. The detailed design of the Outline scheme will be secured as Reserved Matters
Minimise corridor lengths by having additional cores (minimising units per core)	Each Building is designed to an efficient core configuration with up to 8 units per core. All corridors exceed minimum width of 1200mm by achieving 1600mm. The Building A core is designed to omit long corridors and instead a generous shared space residential lobby is provided achieving a maximum ravel distance around 7.5m.

380. For the reasons detailed in the above paragraph and table, the higher density proposed would not compromise the quality of accommodation and the impacts of the development would be acceptable. The residential design quality would not be compromised by the quantum of development proposed; it is therefore considered that the exceedance of the density threshold would not warrant withholding permission.

Unit Size

381. 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).
382. 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.

Table: Flat sizes

Unit Type	SPD requirement (sqm)	Proposed Unit Size Range (sqm)
Studio	39 (37)	43
1 Bed 2 person (flat)	50	54 - 70
2 Bed 3 person (flat)	61	74
2 Bed 4 person (flat)	70	77 – 88
3 Bed 5 person (flat)	86	92- 99
3 Bed 6 person (flat)	95 or 102	98 - 108

Dual Aspect

383. The overall percentage of dual aspect units is derived from 82% dual aspect of the 264 units in Building A of the detailed proposal, and the indicative scheme for Building B, C and D (totalling 560 units overall), would equate to a predominance of 67% or 375 of 560 units being dual aspect.
384. The indicative 560 unit scheme for the Outline buildings is expected to deliver the following dual aspect units and no north facing single aspect units. The majority of single aspect units in the indicative scheme are one bed units and not family units. Overall, it is estimated that 36% of the total dual aspect units are within the affordable tenure and 64% within private tenure. It is estimated that 59% of the total affordable units are dual aspect, with these units predominantly being two or three bed family units.

Building (Tenure)	Single aspect	Dual aspect	Total
B (Social rent)	26	36 (58%)	62
C (Social rent)	35	41 (54%)	76
D (Social, Intermediate, Private)	74	84 (53%)	158
Overall (Outline)	135	161 (55%)	296

Internal Daylight and Sunlight

385. Chapter 10 of Volume 2 of the Environmental Statement covers the daylight, sunlight and overshadowing impacts of the Proposed Development.
386. A detailed Average Daylight Factor (ADF) and No Sky Line (NSL) assessment has been undertaken on all proposed habitable rooms within the Building A.

387. In summary, the results for the daylight quality within the proposed habitable rooms demonstrate that 98% and 93% of the rooms assessed for ADF and NSL respectively, would fully comply with the BRE Guidelines. In terms of sunlight, 74% of the relevant rooms assessed would meet the BRE Guidelines.
388. In relation to the proposed buildings in the Outline scheme, Buildings B, C and D, a Vertical Sky Component (VSC) and Annual Probable Sunlight Hours (APSH) façade assessment has been undertaken by the applicant. This demonstrates that the potential access to daylight and sunlight on all of the main facades within the indicative scheme would likely be excellent.
389. The overall amenity of these rooms is considered to be very good and commensurate with an urban location.

Conclusion on Quality of Accommodation

390. To conclude, officers are satisfied that the quality of residential accommodation proposed in the detailed scheme would be very good and would justify the high density of the scheme. All of the flats would exceed the minimum requirement for floor sizes. The percentage of dual aspect units overall would be 67% when taking the indicative Outline scheme into account which is a very good level of compliance. Whilst there is a higher proportion of dual aspect in the private accommodation, the affordable is generally at lower levels and closer to communal and play space areas. The accommodation would achieve very good internal daylight levels.

Outdoor amenity space, play space and public open space

391. 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).
392. In terms of the overall amount of amenity space required, the following would need to be provided:
- Private amenity space: For units containing 3 or more bedrooms, 10sqm of private amenity space as required by the SPD; and for units containing 2 bedrooms or less, ideally 10sqm of private amenity space, with the balance added to the communal space;
 - Communal amenity space: 50sqm communal amenity space per block as required by the SPD; and
 - Children's play space: 10sqm of children's play space for every child in the development as required by the London Plan.
393. The Proposed Development will exceed amenity space requirements. The amenity space provision includes private amenity space for each home as well as communal amenity space in the form of communal courtyards, terraces and roof terraces. In accordance with standards, each home of three or more bedrooms provides 10 sqm of private amenity space.

Private amenity space

394. Building A, all residential units have been provided with winter gardens ranging in size from 7sqm to 14sqm. In total, there would be 591sqm of private amenity space shortfall based on the 294 flats that do not provide the full 10sqm of private amenity space.

Communal amenity space

395. The indicative 296 units scheme for Buildings B, C and D would generate a private amenity space requirement of 2960sqm. 2065sqm of private amenity space is proposed in the indicative scheme, leading to a shortfall of 895sqm to be secured in the communal amenity space.

Policy Requirement	Proposal	Difference
10 sq. m per unit (with any shortfall for 1 and 2-beds accommodated in communal amenity)	<ul style="list-style-type: none"> • Building A (detailed) – 2,091 sqm • Building B/C/D (outline) (indicative) – 2,065 sqm 	-591 sqm -895 sqm

396. All 3-beds will meet the 10 sqm of private amenity space as required by policy. Any shortfall would be accommodated in communal amenity in accordance with policy.
397. 50sqm of communal amenity space is required as per the Residential Design Standards SPD, together with an indicative shortfall of 1486sqm private amenity space from the Building A and the Indicative Outline scheme.. In total 1804sqm of communal amenity space would be provided, an excess of 218sqm over the minimum.
398. The following table demonstrates the provision of communal amenity space within the scheme:

Policy Requirement	Proposal	Difference
50 sq. m per block + any shortfall of private amenity space	<u>Detailed (Building A)</u> 641sqm required (50 sqm + 591 sqm shortfall of private amenity space) 663 sqm proposed, comprising communal terraces within Building A	+22 sqm
	<u>Outline (Indicative)</u> (Buildings B, C and D)* 945 sqm indicative total requirement (50 sqm + 895 sqm shortfall)	+196 sqm

	of private amenity space) 1,141 sqm proposed Comprises communal podium (excluding child play space) and terraces on Buildings B, C and D	
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Children's play space

399. In line with the Mayor's Providing for Children and Young People's Play and Informal Recreation SPG, the development, based on 565 residential units would be required to provide 1905sqm of children's play space, based on a calculation (using the latest playspace calculator) that the development would accommodate 190 children, with a requirement for 10sqm of play space per each child. The playspace would be fully met, as demonstrated in the table below, with an excess of 134 sqm achieved.

Table: Children's amenity space

Policy Requirement	Proposal	Difference
1,905 sqm (Latest GLA Calculator assuming 565 homes)	2,039 sqm, Comprising: <ul style="list-style-type: none"> • 1,065 sq. m (detailed) within public realm • 974 sq. m (outline) on the communal podium at first floor level 	+134 sqm

400. The exact provision will be determined at Reserved Matters Stage upon finalisation of the residential unit numbers and mix which will enable calculation of the minimum requirements.
401. Further design details of the proposed play space within the scheme to include the design and play features to be included will be secured by condition.

Public open space

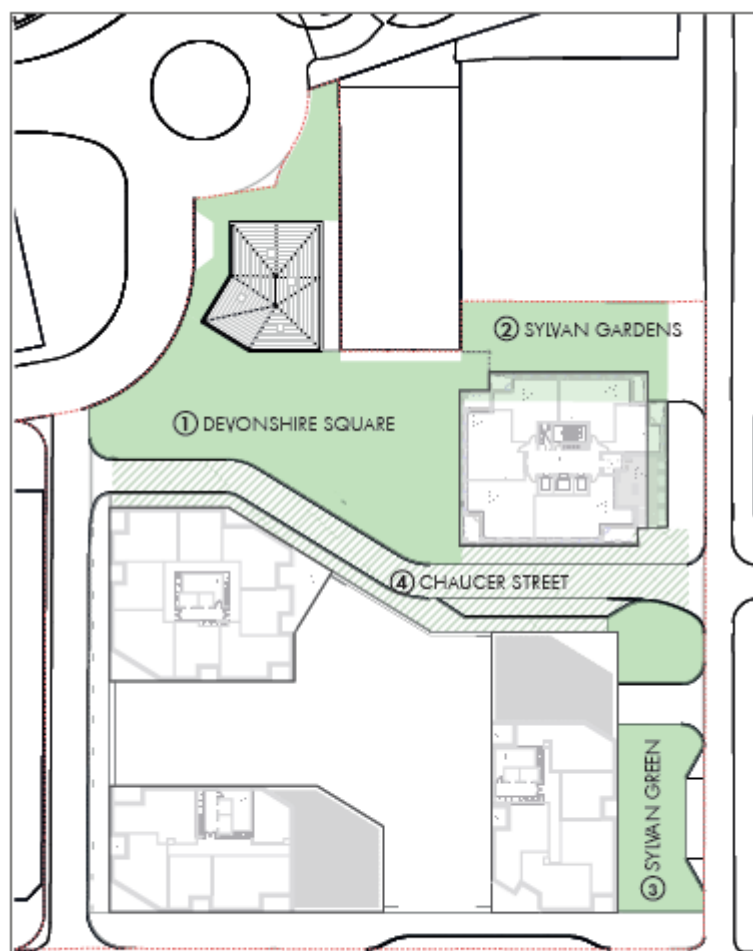
402. In addition to the existing amenity space requirements set out above, the emerging policy AAP10 of the emerging OKR AAP requires the provision of 5sqm of public open space per dwelling. In this case, this would amount to 2825sqm based on the 565 units proposed.

The detailed scheme proposes 2,873 sqm of public open space, comprising:

- Devonshire Square – 1,951 sqm
- Sylvan Gardens – 369 sqm
- Sylvan Green – 553 sqm.

This would generate an excess of 48sqm and subsequently policy compliant.

Location of the public open space



Public open space diagram

403. Regarding overshadowing, the results of the assessment show that all key amenity spaces located on the ground and first floor would be fully compliant with the BRE Guidelines on March 21st. Furthermore, the main amenity space known as Devonshire Square would receive over 2 hours of sunlight to 67% of its area, which is in excess of the BRE criteria. The effect on these spaces is considered to be beneficial

Urban Greening Factor

404. It is considered that the landscape proposals for Devonshire Square, subject to detailed agreement by condition will provide a sustainable and connected green infrastructure that will enhance the site ecology and biodiversity, create a distinctive and enjoyable space for residents and visitors that contributes to the wider OKR AAP aspirations for green infrastructure. Officers have negotiated an increase in green space into the scheme and consider this could be taken further at the approval of details stage.
405. The public realm strategy seeks to achieve a balance between urban greening and hard surfaces that can accommodate a variety of uses, including play in accordance with the emerging allocation within the OKR AAP and following extensive community engagement. Further discussions will be required with the developer at the approval of details stage particularly around the land identified as play space in Devonshire Square. At this density of development it is vital that this is delivered to a high standard, and that all space

identified on the plans within this report that is allocated as play space is capable of being used as such.

406. A broad range of tree species have been selected for the overall site to provide seasonal variety and interest, promoting biodiversity and disease resistance. The tree palette has been selected following consultation with LB Southwark's tree officer. There are 86 proposed new trees for the Devonshire Square public realm, using 13 different species, which will range in height from 8m tall to 25m tall, creating a rich, vertical, green infrastructure to complement the planting at ground floor.

Conclusions on outdoor amenity space, children's play space and public open space

407. The outdoor amenity space, children's play space and public open space proposed within the Proposed Development is considered policy compliant and is supported. The public open space and child play space, subject to the approval of details, particularly in regard to play provision and the extent of greening should provide a high quality offer to new and existing residents, where there is currently no public open space or child play space.

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

Impact of the proposed uses

408. The provision of retail (Class A), commercial (Class B) as well as the introduction residential units to the upper floors (Class C3) is considered to be compatible with the surrounding land uses which include residential, industrial and commercial uses. On this basis, it is considered that the proposed uses would not cause any harm to surrounding neighbour amenities, and accordingly are all found to be acceptable uses. Conditions on opening hours and noise have been included on the draft decision notice.

Daylight and sunlight impacts

409. This section of the report summarises the potential daylight, sunlight, and overshadowing impacts of the proposed development on surrounding residential properties. The analysis is based on guidance published by the Building Research Establishment (BRE). As required by Regulations.

The site is currently occupied by low rise development approximately 3 storeys in some areas. The surrounding area is low to medium-rise, the majority of which is commercial and

therefore not highly sensitive to changes in daylight, sunlight and overshadowing. The business park to the north of the site is 2 to 3 storeys, and the surrounding area is similar. There is a redevelopment known as 8 to 24 Sylvan Grove which has recently been constructed to the east. The building is approximately 8 storeys tall. There is also a short terrace of residential properties at Sylvan Terrace, opposite the Site.

BRE Daylight Tests

410. Guidance relating to developments and their potential effects on daylight, sunlight, and overshadowing is given within the 'Building Research Establishment (BRE) Report 209 Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice 2nd Edition (2011)' (BRE, 2011) and also in 'Lighting for Buildings Code of practice for daylighting (AMD 7391) BS 8206-2:1992' (BSI, 2008). The Building Research Establishment's (BRE) Site Layout Planning for Daylight and Sunlight, a guide to good practice gives criteria and

methods that are explained subsequently for calculating effects on surrounding receptors as a result of the proposed development.

411. While the BRE benchmarks are widely used, these criteria should not be seen as an instrument of planning policy. As stated in the Introduction to the BRE Guidelines paragraph 1.6:

“The guide is intended for building designers and their clients, consultants and planning officials. The advice given here is not mandatory and the guide should not be seen as an instrument of planning policy; its aim is to help rather than constrain the designer. Although it gives numerical guidelines, these should be interpreted flexibly since natural lighting is only one of many factors in site layout design.”

412. The two most common tests for assessing the likely daylight impacts on neighbouring, existing properties set out in the BRE Guidelines are the Vertical Sky Component (VSC) test and the Daylight Distribution (DD) test. This is also known as the No Sky Line (NSL) test. The Vertical Sky Component test calculates the availability of daylight to the outside of a window and the Daylight Distribution test shows the distribution of daylight within a room.
413. The VSC test calculates the angle of vertical sky at the centre of each window and plots the change between the existing and proposed situation. The target figure for VSC recommended by the BRE is 27%, which is considered to be a good level of daylight and the level recommended for habitable rooms with windows on principal elevations. The BRE also advise that VSC can be reduced by about 20% of its original value before the loss is noticeable. In other words, if the resultant VSC with the new development in place is less than 27% and/or less than 0.8 times its former value, then the reduction in light to the window is likely to be noticeable.
414. The DD test calculates the proportion of a room from which the sky would be visible, and plots the change between the existing and proposed situation. The BRE advises that if there is a reduction of 20% or more in the area of sky visibility, daylight may be noticeably affected.
415. To assess the likely impact on other proposed new developments where detailed internal layout are available and window positions are finalised, the BRE Guidelines state that the Average Daylight Factor (ADF) test is most appropriate. Accordingly, for surrounding consented residential developments with the potential to be affected by the proposals under consideration here, ADF analysis has been undertaken. ADF provides an absolute measure of daylight expressed as a ratio of daylight for the room in question as a proportion of the daylight outside at any moment in time. The ADF for a living room should be above 1.5% (i.e. the room should enjoy a minimum of 1.5% of the average external daylight at any moment in time), whilst that for a bedroom and kitchen should be in excess of 1% and 2% respectively. Where, at the time the assessment was carried out, the surrounding consented schemes had not yet undergone detailed design or window positions had not been finalised, VSC façade analysis has been undertaken. This calculates the VSC across an entire façade, and the results are presented graphically with areas of high daylight (27%+ VSC) coloured yellow and areas of lower daylight coloured blue/purple.
416. In relation to existing windows with balconies above them, the BRE Guidelines acknowledge that they typically receive less daylight. Because the balcony cuts out light from the top part of the sky, even a modest obstruction may result in a large relative effect on the VSC, and on the area receiving direct daylight. They advise that the impact of existing balconies can be demonstrated by carrying out additional PSH calculations, for

both the existing and proposed situations, with the balconies notionally removed.

BRE Sunlight Tests

417. The BRE sunlight tests are the Annual Probable Sunlight Hours (APSH) and the Winter Probable Sunlight Hours (WPSH) tests. If, with the proposed development in place, a window can receive more than 25% of the available APSH, including at least 5% of WPSH during the winter months, then the BRE advises that the room should still receive enough sunlight. If a window retains at least 80% of its former value in terms of both APSH and WPSH, then the BRE advises that the reduction is likely to be unnoticeable. If the overall annual loss is greater than 4% of APSH, the BRE advises that the room may appear colder and less cheerful and pleasant.
418. The BRE sets out specific guidelines relating to balconies on existing properties. This guidance acknowledges that balconies and overhangs above an existing window tend to block sunlight, especially in summer. Even a modest obstruction may result in a large relative impact on the sunlight received. As a result, they advise that the impact of existing balconies can be demonstrated by carrying out additional PSH calculations, for both the existing and proposed situations, with the balconies notionally removed.

Overshadowing

419. There are two tests for overshadowing, or the availability of sunlight; the 'Sun on Ground' test and the 'Transient Overshadowing' test. The first assesses the proportion on an area where the sun would reach the ground on 21 March each year. The BRE advises that at least half (50%) of the area tested should receive a minimum of two hours of sunlight on the 21 March each year. The second assesses the shadows cast over open spaces at the following key dates thorough the year:
- 21 March (Spring Equinox);
 - 21 June (Summer Solstice); and
 - 21 December (Winter Solstice).
420. The BRE advises that at least half of the area tested should receive at least two hours of sunlight on 21 March. If the area which can receive two hours of sun on 21 March is less than 0.8 times its former value, the loss of sunlight is likely to be noticeable. This transient detail is analysed within the daylight and sunlight assessment of this development.

BRE Guidelines and NPPF

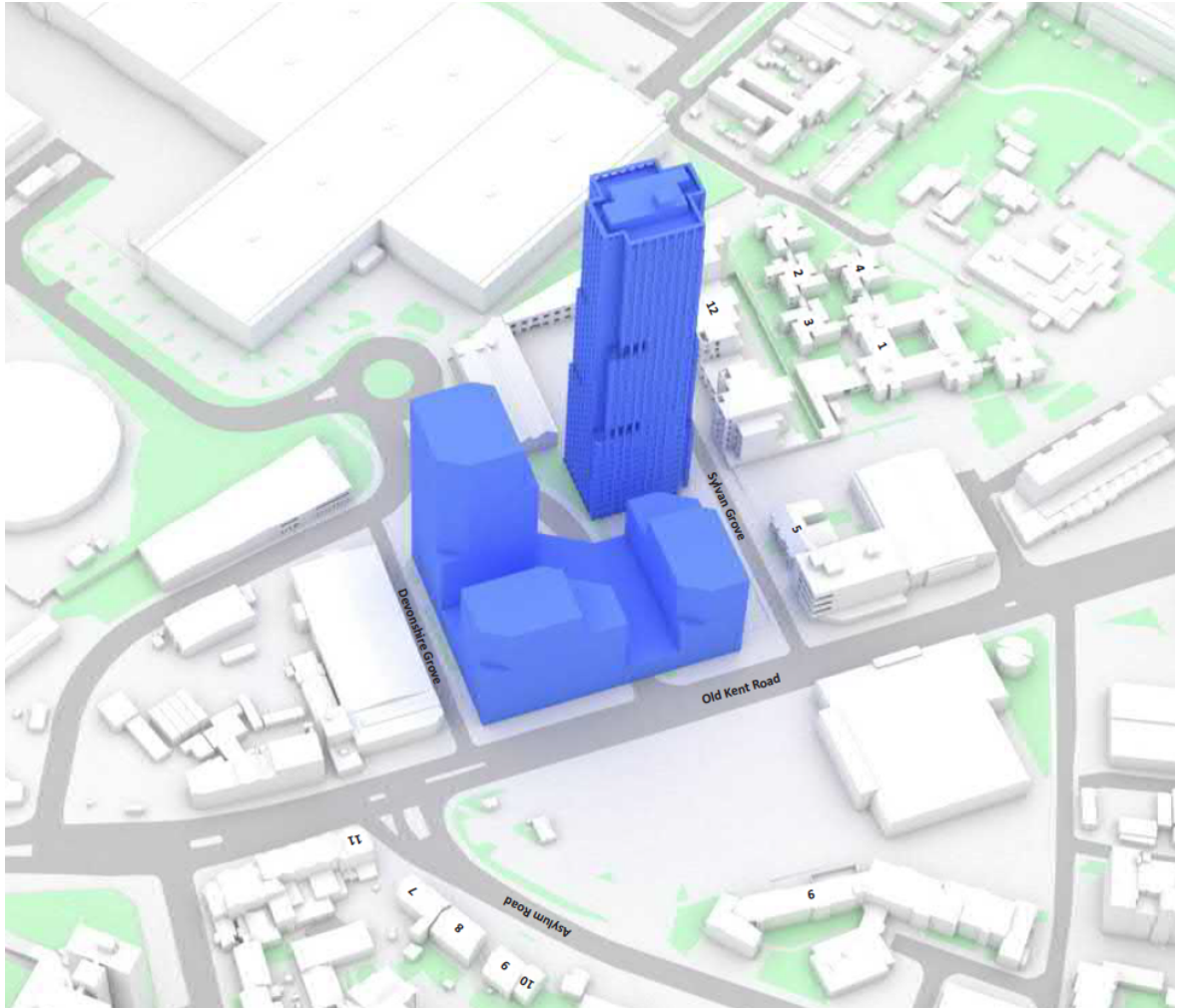
421. The BRE Guidelines are based on a suburban environment, and as such a degree of flexibility needs to be applied when considering an urban environment. They also state that residential properties warrant detailed consideration in terms of daylight and sunlight effects, but that properties of a commercial nature have a lower requirement. Paragraph 123 of the NPPF (2019) states that:

“Local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).”

422. It is acknowledged that the Proposed Development will incur a noticeable relative change in daylight amenity to a number of residential properties surrounding the site. However, the retained daylight levels with the Proposed Development in place would be commensurate with those typical to other Growth and Opportunity Areas across London. There are also a large number of residential properties, that will satisfy the BRE guideline recommendations and therefore experience no noticeable alterations in daylight or sunlight as a result of the implementation of the Proposed Development.
423. The surrounding residential properties are typically of low rise at Sylvan Terrace and Asylum Road and Hillbeck Close, rising to 4-6 storeys at 8-24 Sylvan Grove. The majority of the buildings to the north and west of are currently in commercial use. To the south of site across the Old Kent Road is, both of which have been analysed as part of our assessment.

Daylight, Sunlight and Overshadowing

424. ES Volume 2 Chapter 10 covers the daylight, sunlight and overshadowing impacts of the Proposed Development
425. The VSC baseline results show that 60% of the windows assessed in the surrounding properties benefit from a VSC of over 27%. The NSL baseline results show that 92% of the rooms assessed benefit from direct skylight at working plane height. The APSH baseline results show that 100% of the windows assessed benefit from at least 25% total APSH, with at least 5% APSH in the winter months.
426. All the daylight, sunlight and overshadowing technical assessments have been based upon the Maximum Parameters envelope and therefore provide a worst-case scenario in terms of effects.
427. The residual effects for the properties listed below would be negligible:
- 25 to 32 Hillbeck Close;
 - 726 Old Kent Road;
 - Harry Lambourn House; and
 - 1 to 30 Ullswater House.
428. The residual effects for the properties listed below would be minor adverse:
- 9 to 16 Hillbeck Close;
 - 17 to 24 Hillbeck Close; and
 - 2 to 10 (even) Asylum Road.



- 1 - 1 to 30 Ullswater House
- 2 - 9 to 16 Hillbeck Close
- 3 - 17 to 24 Hillbeck Close
- 4 - 25 to 32 Hillbeck Close
- 5 - 1 to 6 Sylvan Terrace
- 6 - Harry Lambourn House
- 7 - 2 and 2a Asylum Road
- 8 - 4 and 4a Asylum Road
- 9 - 8 Asylum Road
- 10 - 10 and 10a Asylum Road
- 11 - 726 Old Kent Road
- 12 - 8 to 24 Sylvan Grove

429. Although the majority of rooms within 8 to 24 Sylvan Grove will expect to experience a negligible impact to daylight as a result of the development, the residual effects to remaining rooms for 8 to 24 Sylvan Grove would be moderate adverse and the residual effects for the small number of properties at 1 to 8 Sylvan Terrace would be moderate to major adverse.
430. For 8 to 24 Sylvan Grove, these impacts are isolated and are partly due to the existing architecture (i.e. large rooms with overhung balconies) and the presence of a large tree that blocks daylight and views from the properties in closest proximity to the development.
431. In relation to 1 to 8 Sylvan Terrace, all rooms have very high levels of existing light due to the surrounding low-rise buildings. Therefore, greater relative reductions will inevitably arise with any meaningful development of the Application Site. The Proposed

Development is considered acceptable in this urban context and demonstrates how the indicative design has been refined to optimise the daylight and sunlight to Sylvan Grove, while also delivering the aspirations of the AAP.

Overshadowing Assessment of Proposed External Amenity Spaces

432. The BRE guidelines state that for an amenity area to appear adequately sunlit throughout the year, at least 50% of the area should receive at least two hours of sunlight on 21st March. The results of the assessment show that all key amenity spaces located on the ground and first floor would be fully compliant with the BRE Guidelines on March 21st. Furthermore, the main amenity space known as Devonshire Square would receive over 2 hours of sunlight to 67% of its area, which is in excess of the BRE criteria.
433. The results of transient overshadowing show that there would be additional shadow cast throughout the day, but this would be transient in nature and would not significantly affect the amenity of the space. The effect is considered to be minor adverse and therefore acceptable.
434. It can therefore be demonstrated that the Proposed Development has been designed to ensure that the recommended levels of direct sunlight are achieved on the external amenity areas.

Overlooking

435. 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.
436. The nearest existing residential properties are at 1-6 Sylvan Terrace and 8-24 Sylvan Grove. These properties would be separated by circa 20m and 14m from the Proposed Development, hereby according with the guidance within the SPD.
437. Overlooking distances to the habitable rooms within the emerging scheme at Daisy Business Park would also be sufficiently distanced to prevent harmful overlooking. The Design Code for the western elevation of Building E has been amended to mitigate potential overlooking from this Building E's two upper floors to the proposed lower residential floors in the proposed Daisy Business Park scheme, as a result of their proximity.
438. Overlooking distances to the habitable rooms within the emerging scheme on the Safestore site would also be sufficiently distanced to prevent harmful overlooking at 12m.. The Safestore scheme is still in its early phases of scheme development
439. The degree of separation between Building A and B is circa 15m, while distances across the podium between Buildings B, C and D vary between 17m to 31m. These are considered acceptable.

Fire safety

440. A Fire Statement was submitted with the planning application. LFB have reviews the submission and have no objection, provided that an undertaking should be given that access for fire appliances as required by Part B5 of the current Building Regulations Approved Document and adequate water supplies for fire fighting purposes, will be

provided. This was confirmed by the applicant.

Transport considerations

441. In assessing this application from a transport perspective, the key issues involve the sites proximity to the Southwark's Integrated Waste Management Facility (IWMF) currently operated by Veolia. The challenge is to balance the road safety of the future occupants, the construction management of the site, whilst maintaining the efficiency of IWMF management. The site is located opposite the former Toys r Us site which is the proposed location of a new Bakerloo Line extension.

Key transport issue

442. It is recognised that throughout the project development up to submission, the Proposed Development has been designed to ensure that all relevant vehicle routes to be retained and provided for the IWMF, as well as the new internal route through the Site (Chaucer Street), can accommodate 10.7m large refuse vehicles, as used by Veolia within LBS. The interim highway arrangement, the existing roundabout, which provided access to the IWMF to the north of Devonshire Grove, will be retained. As such, HGV manoeuvring north of the Development will occur in a similar manner to existing movements, albeit utilising Devon Street as two-way and the new Devonshire Grove access/egress. There is sufficient provision of stacking space for waste vehicles queueing out of IWMF site with stacking space on Devonshire Grove and Devon Street provide approximately 270m of vehicle stacking space up to the IWMF roundabout.

Location

443. The development site comprises of three individual sites as follows:
- 747-759 Old Kent Road, which is currently in use as a Petrol Filling Station (PFS);
 - 765-775 Old Kent Road, which was formerly in use as an HSS Hire store (HSS) (HSS have relocated to a new facility in close proximity and the building is vacant save for a meanwhile use);
 - Land at Devonshire Grove, which is a brownfield site owned by LBS. The land is largely vacant, but part of the site is also used for parking by APCOA, a parking management company.
444. The site has a PTAL rating of 3 - 5 and is not located within a CPZ.

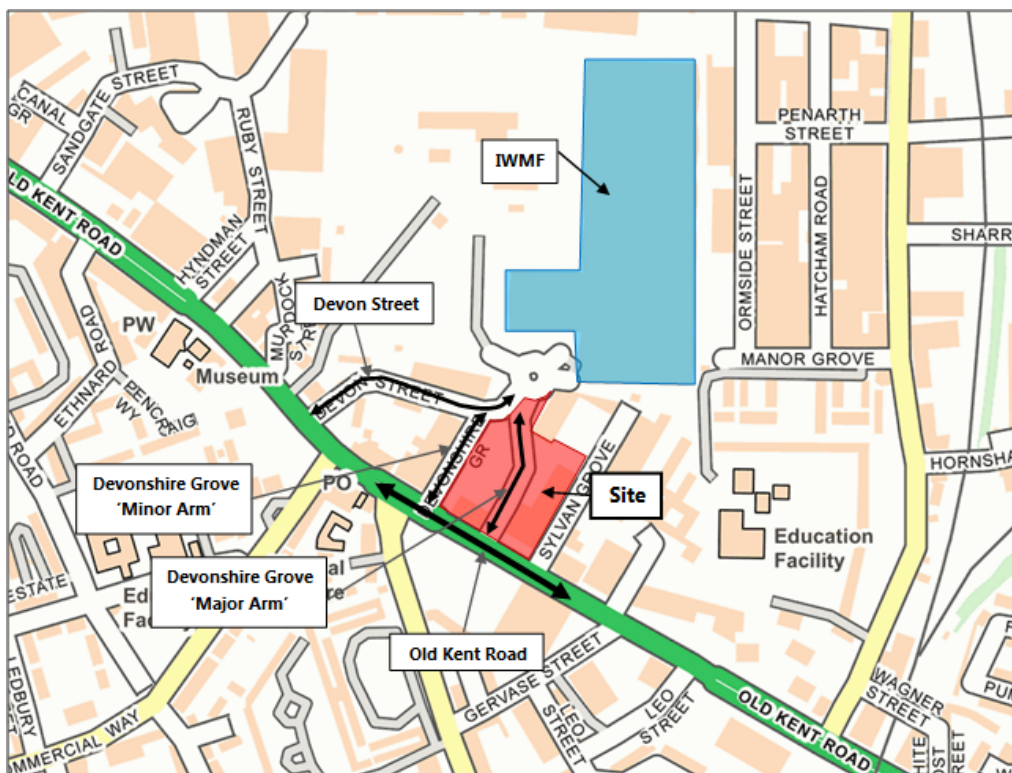
Policy context

445. Saved Policy 5.2 of the Southwark Plan seeks to ensure that developments do not result in adverse highway conditions; 5.3 requires the needs of pedestrians and cyclists to be considered and 5.6 establishes maximum parking standards
446. Southwark have recently adopted the Movement Plan, a people, place and experience approach to transport planning. This application has been assessed on how it will contribute to the 9 Movement Plan Missions.
447. The Mayors Transport Strategy (MTS) includes three strategic challenges that are of significant importance to assessing this application, namely:
- Vision Zero
 - Healthy Streets

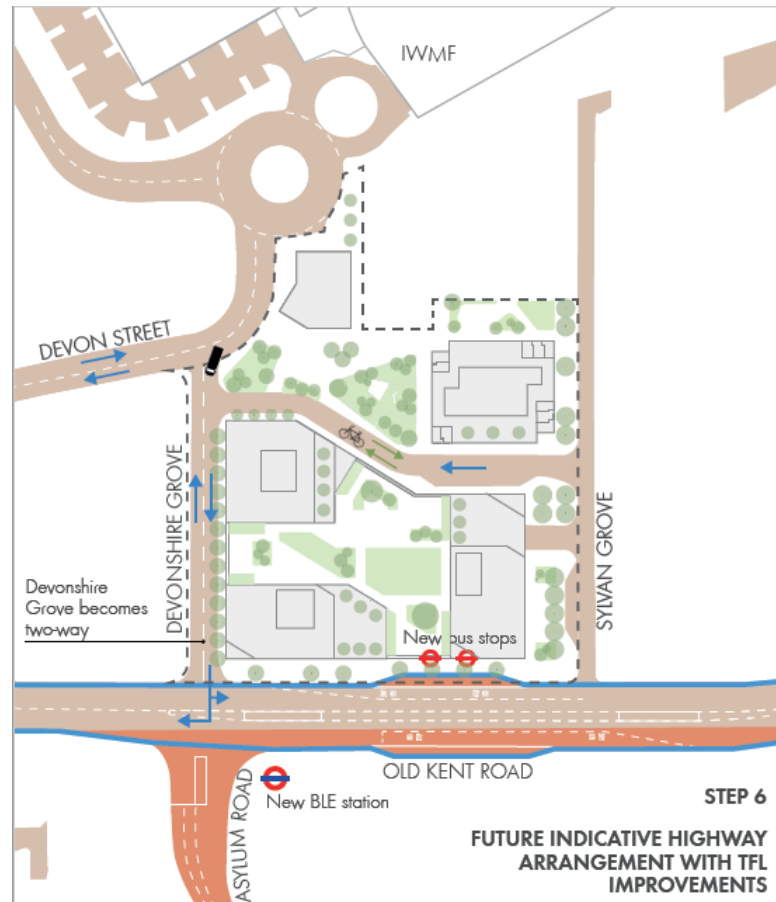
- Air Quality.

448. The site records a Public Transport Access Level (PTAL) of 3 – 5 because it is a large site with varying quality of permeability onto the Old Kent Road where there is a good bus service level.
449. The site is bounded to the south by the Old Kent Road part of the Transport for London Road Network (TLRN). In the vicinity of the Site it is a two-way single carriageway road with two lanes of traffic in each direction.
450. The site is bounded by Sylvan Grove to the east. It is a two-way cul-de-sac which provides access to a number of developments including the Daisy Business Park (19/AP/2307) to the north, a residential development at 8-24 Sylvan Grove to the east and the former HSS site.
451. The Site is bounded by Devonshire Grove minor arm to the west, a narrow two-way road connecting with Old Kent Road to the south at a priority junction. It is currently blocked off by bollards, preventing vehicular through-access. However, access for pedestrians and cyclists remains available through to Devon Street.
452. Devon Street is located to the north and provides access to the IWMF. As well as connecting Old Kent Road with the IWMF, it provides access to a variety of commercial uses along Devon Street. It is one-way in a northeast bound direction with speed cushions to slow traffic. Informal parking occurs along both sides of the road at various locations, reducing its effective width from two lanes to one lane in places.

Existing Site layout.



453. To understanding how the vision for the area will look like this.



454. All works within the extent of the S278 for Southwark will be done in accordance with Southwark Street Design Manual SSDM and TfL's Healthy Streets design guidance.
455. There is a phased approach to 'form' the site which will impact the public highway. This will be part of an enabling plan in the area. Once approved the site will develop as follows:
- Site is demolished using existing network
 - Devonshire Grove (minor arm will be upgraded to become the main access to the site it will operate one way exiting onto OKR to replicate the existing Devonshire Grove current operation
 - The basement car park will be constructed with access from Sylvan Grove
 - Devonshire Grove major arm will then be stopped up and a new road from Sylvan Grove to Devon Street will be created
 - The site is then ready to commence the built development.
456. Sylvan Grove will have a wider footway and landscaping which will improve the walking environment. A loading bay will be considered adjacent to the new access to the basement car park the exact location will be decided as part of the S 278 works
457. The Old Kent Road footway will be widened to assist delivery of the Old Kent Road Healthy Streets scheme.
458. Devonshire Grove when fully operational will be able to allow access to an 8m wide vehicle that is an occasional requirement of the UKPN site behind the gasholders. This would improve long term options for the extent and access of the future Livesey Park.

The first iteration of this new alignment will retain the existing footway opposite the site along the boundary with Safe Store. There will be two 3.5 metre lanes bounded by 3m of footway. When that road is ready for operation it will initially operate to replicate what it is replacing as a two lane one way road. Until the new junction is aligned this will be a left out only operation. Right exit will be from Devon Street.

459. To accommodate the proposed access requirements Southwark's highways are looking at changes to the traffic management in the area and will be detailed up as part of the S278 agreement. This will include:
- Two way working on Devon Street and double yellow lines along the whole stretch.
 - Introduction of dropped kerb access to parking areas to the north of Devon Street.
 - Widening of the junction of Devon Street Old Kent Road to allow two way movement.
460. Southwark transport policy team is working with TfL Surface Transport team on delivering the OKR as a Healthy Street part of that plan is to realign the junction of OKR and Asylum Road with the new alignment of Devonshire Grove being delivered as part of this proposal. Subject to consultation and funding that new arrangement could be in place within the next 3 years. The junction re-alignment vision looks like this and will deliver safety improvements for pedestrians and cyclists to allow a more efficient movement of motorised vehicles entering from and exiting on to the OKR.
461. Not directly related to this site but as a point of information TfL are also considering moving the puffin crossing adjacent to Devon Street closer to Murdoch Street supported by Southwark Transport policy team on road safety and desire line purposes. This will allow an improvement in the efficiency of Devon Street and the access road for the UK Power network site behind the gas holder.
462. The new access road between Sylvan Grove and Devon Street will provide one of the boundaries to the proposed Devonshire Square. The access road will be built to adoptable standards however how that space will be managed will be considered before it becomes operational.
463. Reserved matters applications and conditions for the detailed design of the Basement, Ground floor and the new public realm and its relationship with the public highway to ensure secure by design and road safety is fully considered.
464. The extent of S278 works for the Detailed Proposals (all roads and public realm) will ensure the opportunity to ensure a cohesive finish to the area.

Transport Modelling

465. The applicant has assessed the new junction conditions, particularly at Devonshire Grove and the Old Kent Road, and the council agrees with this assessment. During the development of the scheme the applicant and their transport consultants Caneparo Associates have worked in partnership with LBS and undertaken a number of workshops and meetings, including with TfL's Surface Transport Healthy Streets and other developers within the area. The applicant has shared their CAD drawings with both LBS and TfL. TfL's Surface Transport Healthy Streets Signals Officer stated that the LINSIG modelling carried out by Caneparo would be sufficient to assess impact on the existing highways arrangements. This was shared with TfL at that time.

466. TfL have updated their VISSIM baseline for the Old Kent Road and the Signals Officer stated again that LINSIG modelling would be sufficient for him to assess impact on the existing arrangements.
467. It should also be noted that there are several now consented developments further along the Old Kent Road corridor that have been of a larger scale and higher quantum of development where equivalent transport information was deemed adequate to that submitted with this application.
468. Furthermore, it should now be noted that the LBS plans to consolidate their fleet at the Veolia Site are no longer being considered. Therefore the trip assessment which included the existing Veolia site activity is a fair assessment
469. It is Officer view that the applicant is delivering significant highway improvements with the proposed scheme which will assist the delivery of the Healthy Streets vision for the corridor and the proposed Bakerloo Line Extension Station at the Toys 'R Us site opposite. Highways changes will be agreed and secured through the relevant s278 agreements in conjunction with TfL where required.
470. Phase 2 of the phasing will also require TfL S278 the interim extent of which will be included in the hS106 Heads of terms

Trip Generation

471. The TA provides satisfactory information on existing trip generation for the site summarised below.

Total Existing Site Entry and Exit Movements									
	AM Peak			PM Peak			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Vehicles	38	30	68	69	73	142	649	639	1,288

472. Due to the proximity of the IWMF site the applicant commissioned Traffic video surveys for the IWMF across 7 days from the 4th – 10th May 2017 a summary of which is in the table below. This includes the peak hour traffic flows in and out of the IWMF for each access (i.e. commercial/HGV and public). It shows that on weekdays during the peak period there were between 60-79 vehicles accessing the commercial access and 17-25 vehicles accessing the public access. On Saturday and Sunday, there were 22-38 vehicles entering the commercial access and 42-68 vehicles entering the public access during the peak hour.

Traffic Flows In / Out of IWMF							
Date	Thurs 04/05/17	Fri 05/05/17	Sat 06/05/17	Sun 07/05/17	Mon 08/05/17	Tues 09/05/17	Wed 10/05/17
Peak hour	12:00	13:30	10:45	11:00	14:15	13:15	11:00
Access	IN						
Commercial	71	79	38	22	60	78	69
Public	24	20	42	68	25	17	25
Access	OUT						
Commercial	45	73	32	22	64	70	90
Public	32	35	No data	63	44	39	29

473. Fully built and occupied, the vehicular trip generation from the site is estimated to be as shown in the table below. The future estimates have utilised the TRICS trip rate database and mirror the trip rates used for the Ruby Triangle development.

Total Person Residential Trip Generation (565 units)					
AM Peak			PM Peak		
In	Out	Total	In	Out	Total
56	342	398	203	97	300

Total Person Employment Trip Generation (4,480m2)					
AM Peak			PM Peak		
In	Out	Total	In	Out	Total
113	7	120	11	101	112

Total mode trips for both detailed and outline application				
Mode	%	In	Out	Total
Bus	51.9%	661	674	1335
Train /underground in combination with other modes not cars	27.7%	354	359	712
Taxi	0.7%	9	9	18
Motorcycle	0.3%	4	4	8
Car	1.0%	12	13	25
Cycle	7.3%	93	94	187
Walk	11.2%	144	145	289
Total	100.0%	1277	1298	2574

Walking

474. As there have been numerous applications in this area we have utilised an existing Pedestrian Environment Review System (PERS) Audit that was carried out in 2018..

475. The proposal creates a “destination space” allowing pedestrian movement from the Old Kent Road to move through the site and allows for a generous space protected from the Old Kent Road by the buildings fronting the Old Kent Road. The proposed footways are wide and pedestrian movements through the development are the centre of its design, with the new access road being shared use and Devonshire Square and Sylvan Green being accessible to all users and the local community.
476. It is recommended that to support Healthy Streets the extended areas of footway are secured as public highway in the Section 106 agreement to ensure it is capable of delivery of safe and comfortable pedestrian movement and operation of the bus stops on Humphrey Street whilst retained and to take account of the scheme.
477. The S278 works will ensure pedestrian safety is prioritised in all changes to the public highway in both Phases.

Cycling

478. The site is located close to Quietway 1 and the proposed new Rotherhithe to Peckham cycle route.
479. The Proposed Development will provide cycle parking to adopted London Planning standards, as per tables 8 and 9 in the Development Specification. The detailed design of cycle parking will be secured by condition.
480. A contribution towards the delivery of a new Cycle Hire Docking station of £50 per residential unit has been requested and is currently under negotiation.
481. The quantum of cycle parking to be provided in the Basement land parcel for the Outline Proposals of the plan will be confirmed by Reserved Matters.. Officers will utilise that opportunity to improve the cycle experience offered by this development as the bicycle is going to be of critical importance in the movement of people throughout central London therefore the provision of cycle parking and other cycle enabling opportunities is a significant part of the pre-application negotiations in the Old Kent Road Opportunity Area. A balance is sort between the London plan cycle parking standards, quality of infrastructure and other cycle opportunities. Which could include sustainable transport lockers to accommodate tricycles, scooters, prams, possible cargo bikes
482. Furthermore, in terms on street facilities, the new Chaucer Street will provide a new quieter, safer cycle route between Sylvan Grove and Devonshire Grove, and the Old Kent Road frontage has been set back from Old Kent Road KR to allow a new cycle lane to be constructed by TfL.

Public transport

Buses

483. The site has convenient access to accessible public bus services. Main bus routes connecting to New Cross, Elephant and Castle, London Bridge, Waterloo, Liverpool Street and Kings Cross run along Old Kent Road with stops adjacent to the site.
484. As a borough we agree with TfL that bus services will need to be increased in the area ahead of the BLE to accommodate the demand generated by additional homes and jobs

generally in the Old Kent Road area in advance of the opening of the planned BLE which, subject to the granting of powers and availability of funding, would be 2029/2030 at the earliest. The requirement for TfL to provide evidence to prove both previous contributions has been spent appropriately and the evidence for the further draw is the fairest way this could be managed. As per the Ruby Triangle site an agreed cap. The proposal is that there is a maximum cap for TfL to call on which is £2,700 per unit. This will be able to be requested in stages between 3 - 5 years per phase. The total for both phases will be up to a maximum of £1,525,500.00 the equivalent of 4 extra services for 5 years

Bakerloo Line extension

- 485. The application has been assessed against the current proposals for the BLE. The site is directly opposite the proposed OKR 2 station site although the running tunnels are not directly below this site.
- 486. The new arrangements for the movement of people within and around the development and the proposed road layout respects the emerging BLE plans.

Car parking

- 487. The Old Kent Road does not generally permit any parking, waiting or stopping at any time unless signed otherwise within designated bays or sections of kerbside. The local highway network surrounding the Site is currently unrestricted and not part of a Controlled Parking Zone (CPZ). As a result, informal parking occurs on Devon Street and Sylvan Grove, largely in association with the existing commercial properties in the area
- 488. The existing site has no formalised parking, with cars generally parking on an informal basis where space allows. The existing uses on the site (former HSS, PFS and vacant site/APCOA), it is estimated that up to 60 vehicles could park informally without disruption to the operation of the existing uses and the local highway network
- 489. The development is largely car free in accordance with policy, but would provide up to 17 disabled parking spaces within the basement area for the full development. The proposed retail serving parking and disabled parking spaces within the basement will be separated
- 490. Electrical vehicle charging points will be provided at the outset for 20% of spaces, with all remaining spaces provided with passive charging capabilities, as per the Draft New London Plan requirement.
- 491. Two loading bays are provided at basement level for medium sized delivery vehicles. Access to the basement is provided via a two-way ramp on Sylvan Grove with adequate waiting space for vehicles to ensure they do not obstruction the public highway
- 492. Car club membership will be provided for residents, which can be secured by the legal agreement.
- 493. A condition would also ensure that no future residents or occupiers of the proposed development could obtain resident parking permits for any future CPZ.
- 494. It is also felt appropriate to attach a condition to the draft decision notice asking for the submission of marketing materials for sale and rental properties clearly identifying the development as car free and that all new residents should sign acknowledgement of the permit free status of their new home.

Servicing and Delivery

495. The proposed scheme seeks to introduce two dedicated service bays. The spaces offer access for general deliveries within the site boundary throughout the day for HGVs/panel vans/LGVs/small vans and refuse collection vehicles. The areas where the refuse collection vehicle will operate (bin collections) at ground level, will be provided with a minimum 4.5m clear head room where these vehicles will operate.
496. The waste operations will be managed by the on-site facilities management team and refuse will be collected by an appointed contractor or LBS (residential waste).
497. In order to ensure that on-street servicing and deliveries do not negatively impact on the highway network, the council is recommending that applicants in the Old Kent Road Opportunity Area enter into Delivery Service Plan Bonds against their baseline figures for all daily servicing and delivery trips. These bonds would be calculated at £100 per residential unit and £100 per 500 sqm of non-residential floor-space. 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:
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- (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.
499. The proposal is for the management of the new development to monitor the daily vehicular activity of the site both commercial and residential, quarterly for a period of 2 years from 75% occupancy. If the site meets or betters its own baseline target the bond will be returned within 6 months of the end of the monitoring period. If the site fails to meet its own baseline the bonded sum will be made available for the council to utilise for sustainable transport projects in the ward of the development. The council will retain £1,600.00 for assessing the quarterly monitoring. The bond for the whole development would be up to £56,500 based on 565 residential units and £100 per 500sqm of non residential floorspace.

Construction Management

500. A Draft Construction Traffic Management Plan has been prepared as a standalone document to be submitted along with this application.
501. The Section 106 would secure a detailed Construction and Environmental Management

Plan CEMP and a £40 per unit contribution for Construction Management within the OKR AAP area. This is for the council to manage cumulative impacts on the highways and environment.

Conclusion on transport

502. This proposal is supported because it reduces car dependency, which will contribute to the impacts of climate change and to the delivery of some of the Movement Plan's 9 missions, in particular Vision Zero and Healthy Streets and allows for the emerging plans for the surrounding public highway to be facilitated, subject to the obligations and conditions. The revised layout will enable appropriate vehicular access to the IWMF.

Archaeology

503. The site is within the 'Bermondsey Lake' Archaeological Priority Zone (APZ), which is designed to protect the palaeoecological environment and prehistoric archaeology recovered from the shoreline and relict fills of the large Late Glacial Bermondsey Lake and the associated riverine geology and topology. The site is also partially within the 'Old Kent Road' APZ, which has the potential to contain features associated with the former route of 'Watling Street', the major Roman road between London and Canterbury. Significant archaeological remains predominately of prehistoric and Roman date have been discovered in the area from a number of sites.
504. The applicants have submitted an archaeological Desk Based Assessment (DBA) by MoLA and dated April 2019. They have also entered into pre-application discussions with the Senior Planner Archaeology and incorporated advice from the officer in their assessment.
505. On the balance of evidence before the council, officers agree, that in this instance, the requirement for pre-determination evaluation can be waived and archaeological interest can be protected by pre-commencement conditions on any future grant of planning consent. The reasons for this are complex, and every site is assessed on its own individual merits, in this instance there is compelling evidence that the site has seen a great deal of development pressure and large scale archaeological evaluations in the immediate vicinity have been broadly negative for the survival of archaeological remains of high significance. A number of conditions are proposed.

Environmental considerations

Flood Risk and Water Resources

506. A Flood Risk Assessment (FRA) has been provided, which confirms that the site is within Flood Zone 3 and is protected by flood defences and as a result, has low risk of tidal or fluvial flooding and low risk of surface and ground water flooding. The Environment Agency has reviewed the FRA and considers the scheme to be acceptable, subject to the imposition of conditions. These conditions are included on the draft decision notice.
507. The council's flood and drainage team have also reviewed the submitted material and Drainage Strategy. The flood team have requested that a full, detailed drainage strategy is requested by condition. In the event that the proposed development cannot achieve greenfield run off rates, a financial contribution would be collected at £366 per cubic metre. However, GLA Officers have confirmed the proposed attenuation volumes at 813m³ of attenuation can accommodate all storms up to and including the 100-year

event plus climate change whilst restricting to greenfield runoff at 4.8l/s, using buried geocellular crates and a blue roof crate system. At ground level, surface finishes and levels will fall towards the extensive planting areas designed as part of the landscape proposals, with three green roofs to be secured at Reserved Matters. The proposed outline drainage strategy demonstrates that the development will achieve greenfield runoff rate and is therefore been supported by the GLA.

Wind and Microclimate

508. Chapter 11 of the ES includes an assessment of the impacts of the scheme on the local wind microclimate. The prevailing wind direction is from the south-west, with the existing site wind conditions generally calm. An assessment of the wind conditions in and around the Proposed Development has been undertaken, and the results categorised according to their suitability in terms of pedestrian comfort and safety relative to the expected use at each measured location. The assessment has been informed by appropriate meteorological data and detailed wind tunnel testing.
509. The assessment concluded that the wind conditions at the Proposed Development with mitigation would be windier than suitable at ground level at one off-site and on-site entrance, and at five locations on the Podium Building (which has only been considered in outline form as part of this hybrid application). These impacts are minimal in the context of the significant number of assessed locations and the mitigation measures are proposed, such as trees and shrubs in planters, decorative porous screens, or canopies.
510. The Proposed Development in the context of Cumulative Schemes and the wind mitigation measures would remain similar to those in the context of the existing surrounding buildings with mitigation measures. It is therefore found that based on the additional mitigation which can be secured through detailed landscaping design and Reserved Matters the effects of the development on the local wind microclimate are acceptable.

Ground Conditions and Contamination

511. The ES includes a section on the ground conditions and contamination of the site. As the site is located on brownfield industrial land, it is considered to have moderate potential for contamination to be present. The ES recommends that mitigation be included such as the carrying out of detailed ground investigation work with any contaminants found to be removed and the land remediated. It is therefore recommended that conditions be attached to the recommendation requiring these works to be carried out.

Air Quality and Odour

512. ES Volume 2 Chapter 8, addresses the air quality impacts of the Proposed Development. The Site is located in an area identified by the council as experiencing elevated pollutant concentrations and therefore the assessment seeks to determine baseline conditions of the Application Site, the suitability of the end uses and assess the potential air quality impacts as a result of the proposed development.
513. During the construction phase of development there is potential for temporary air quality impacts as a result of fugitive dust emissions. However, with good practice dust control measures the residual potential air quality impacts are predicted to be non significant. As per control of noise, the Outline CEMP sets out an approach to address air quality impacts, ultimately with these measures to be confirmed via a final CEMP, submitted

pursuant to planning condition.

514. In summary, annual mean concentrations of NO₂ are likely to meet the NO₂ annual mean objective at all assessed receptors during the construction and operational phases. Therefore, the short-term NO₂ objective is also likely to be met. PM₁₀ and PM_{2.5} concentrations are likely to meet the AQOs at the Proposed Development.
515. The dust risk assessment has identified that construction activities pose a medium dust risk. However, with the implementation of the mitigation measures detailed in Section 8.7 of the ES Chapter, the activities are not expected to result in significant effects on local receptors. The overall dust risk for dust soiling effects is predicted to be medium. The overall dust risk for health effects is predicted to be low. However, standard good practice measures to mitigate dust emissions from the construction phase of the Proposed Development will be included within a CoCP to prevent or minimise the release of dust entering the atmosphere and/or being deposited on nearby receptors. With these mitigation measures in place, residual effects on receptors are likely to be negligible, with possible short-term minor adverse effects during adverse weather conditions
516. Based on the EPUK guidance, the change in annual mean NO₂, PM₁₀ and PM_{2.5} concentrations associated with the Proposed Development for all scenarios assessed including when the development is fully operational results in the air quality impact being classified as negligible for all modelled receptors.
517. The effect of road traffic, CHP and boiler plant emissions associated with the Proposed Development for all scenarios assessed including when the development is fully operational on local air quality will therefore be negligible.
518. Annual mean NO₂, PM₁₀ and PM_{2.5} concentrations at future receptors on the Proposed Development were modelled at various heights representing different floor levels of the Proposed Development. The predicted NO₂, PM₁₀ and PM_{2.5} concentrations meet and are all well within the air quality objectives at all new receptors introduced by the Proposed Development.
519. The Proposed Development meets the requirements for air quality neutrality in terms of building, boiler and transport emissions. The Site is considered suitable for the development type proposed in regard to air quality on this basis.

Odour

520. Following a representation from Veolia raising concerns about odour dispersal being impacted by the Proposed Development, the applicant prepared an additional note present the findings of an odour impact assessment of odour effects that may arise at a residential led mixed-use development at Devonshire Grove, Southwark, arising from odorous emissions from waste collection vehicles arriving to and departing from the nearby Southwark Integrated Waste Management Facility. This note complements the Air Quality and Odour Assessment found within the Environmental Statement for the Proposed Development, and should be read in conjunction with the Environmental Statement.
521. A qualitative risk-based assessment in line with Institute of Air Quality Management guidance was conducted to determine impacts on new sensitive receptors introduced by the Proposed Development. The transport consultants on the project confirmed that traffic

volumes on roads in the vicinity of the Proposed Development are not sufficient to cause queuing. Based on this and other factors, the assessment has determined that odorous emissions will be transient in nature. The odour effect on high sensitivity residential receptors at Buildings A, B, C and D of the Proposed Development will be slight adverse. With a suite of odour mitigation measures, including winter gardens and mechanical ventilation, the residual effect will be negligible

522. A qualitative assessment of impacts on odour dispersion resulting from the construction of the Proposed Development has also been conducted. Based on the Wind Microclimate Assessment within the Environmental Statement and a review of meteorological data from the last five years, the Proposed Development is judged not to pose a significant effect to odour dispersion.

Noise and Vibration

523. A Noise and Vibration Assessment has been undertaken as part of the ES to determine the likely noise impacts from the proposed development. It was found that the noise from construction would need to be mitigated. It is therefore recommended that a demolition and construction management plan be secured by condition in order to ensure that best practice methods are used to mitigate noise as far as possible. In terms of considering the quality of the new residential use, the site was found to be suitable for residential accommodation with measures such as an acoustic façade, glazing and ventilation systems included. It is also recommended that conditions be included to ensure that residential uses located above a commercial use are sufficiently protected from any adverse noise impacts

Health

524. The applicant has submitted a Health Impact Assessment with the application. In summary, the assessment has found the proposed development to have a positive health impact because of the inclusion of affordable housing, the high quality design, tenure blind design. It also recognises slight negative impact due to health care and educational demand mitigated by s106 and CIL payments, and impacts from dust and noise that may be mitigated by the CEMP, and noise caused by traffic and commercial use, mitigated by detailed design and condition..

Socio-economic impacts

525. The main socio-economic impacts arising from the proposed scheme is the provision of significant new levels of employment. The proposed scheme itself could accommodate up to 220 jobs and up to 1,300 new homes. The proposed development is expected to have a moderate beneficial influence in contributing to much needed housing in Southwark. The provision of 41% affordable housing is also likely to make much needed contribution to affordable housing in an area where housing is priced much higher than average earnings.
526. The greatest beneficial effects have been assessed in relation to housing, open and play space and the local economy:
- significant beneficial effects from the additional up to 565 dwellings to the housing stock, including a proportion of affordable housing and to a size mix in line with local policies;
 - significant beneficial effects from the creation of 2,039 m² of public playable space

- in the forms of Podium and public realm;
- significant beneficial effects as a result of the increase in labour supply and skills generated by the Proposed Development; and
- Significant adverse effects were also identified from the additional pressure on educational facilities, particularly primary education.

Sustainable development implications

Energy

527. 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 35% reduction against part L of the Building Regulations 2013. The applicant has submitted an Energy Strategy for the proposed development which seeks to demonstrate compliance with the above policies.
528. In summary, Veolia and LB Southwark has confirmed that the anticipated heat-on-date of the proposed development matches the SELDHN delivery plan. Considering this, LB Southwark has confirmed its support for the re-purposed Energy Strategy, which commits to connect to the SELDHN (subject to final availability and commercial terms). Should the development be delivered while the SELDHN is still in the transition phase and the connection is not yet available, a CHP system with highly efficient back-up boilers will be installed with a futureproofed connection to connect to the SELDHN should this become available. The S106 will ensure a connection to the SELDHN is made possible in the design of the development. The revised energy strategy, plus addendum, for the development achieves an overall CO2 reduction of 60%, which is a significant improvement compared to the original strategy (35%). GLA have confirmed their support for this approach
529. The proposed energy efficiency measures to deliver the above performance are summarised below:
- Construction of highly insulated fabric and low air tightness.
 - Heat recovery on MVHR (with summer bypass) in residential apartments and air handling unit plant.
 - Provision of lamps/luminaires with high efficacy and efficient lighting controls.
 - Provision of efficient air source heat pumps (ASHP) systems in non-residential areas
 - Provision for future connection to SELDHN, with efficient Combined Heat and Power (CHP) system and gas-fired boilers for space heating and domestic hot water as an interim or fall back measure until the SELDHN is or isn't delivered.
 - Provision of PV panels on available roof space.
530. The Applicant has agreed to a financial contribution to be secure under the S106 Heads of Terms to meet the CO2 shortfall. The applicant estimates the calculated amount for the Detailed Proposals as approximately £146,074 and estimated the amount for the outline Blocks B to E as approximately £185,965. It is envisaged the final amount will be calculated when Reserved Matters approval is secured for all outline elements of the development and secured under the S106 agreement.

Overheating

531. A preliminary overheating risk analysis is being carried out in residential apartments of Building A (TM59 analysis). Eight typical residential apartments are tested at Level 17 of Building A. These apartments represent typical and worst located apartments as they have glazing facing South, East, West, SE, and SW. There is no requirement for dynamic modelling analysis for apartments in an outline planning application (Buildings B, C, D), however key conclusions from the study in Building A are applicable for other Buildings.
532. The preliminary overheating risk analysis indicates that approximately 95% of rooms sampled pass assuming the inclusion of internal blinds. The assessment has also been run assuming no internal blinds, which still demonstrates the vast majority of rooms sampled pass (86%). During Reserved Matters design opportunities for further improvements will be explored. Overall, the scheme is considered to perform well in respect of minimising overheating.

BREEAM

533. Strategic policy 13 of the Core Strategy requires the commercial units to achieve BREEAM 'excellent'. A BREEAM Pre-assessment report has been undertaken which demonstrates that an "excellent" standard can be achieved for the retail and office areas. This meets the policy requirement, but is based on an assessment of the indicative scheme for the Outline proposals. Updated pre-assessments will be undertaken by the applicant for the commercial floorspace at Reserved Matters stage.

A planning condition is recommended to secure that the 'excellent' rating would be achieved prior to the fit out of the commercial premises

Ecology

534. A Preliminary Ecological Appraisal has been submitted with the application. The council's ecology officer has reviewed the submitted appraisal and has advised for conditions to be attached to any grant of planning permission to secure biodiverse roofs and nesting boxes. Accordingly, these have been attached to the draft decision notice.

Planning obligations (S.106 undertaking or agreement)

535. 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

The application would be supported by the following Section 106 obligations:

Planning Obligation	Mitigation	Applicant Position
Archaeology	£11,171.00	Agreed.
Affordable housing monitoring	To be determined at Reserved Matters stage when the total quantum of affordable homes is known x £132.35 per unit)	Agreed.
Carbon Offset – Green Fund	Building A circa £146,074 and estimated the amount for the outline Blocks B to E as approximately £185,965	Agreed.
Delivery and service bond	£100 per residential unit per phase, up to 565 units = £56,500 + £100 per 500sqm non-residential floorspace (to be confirmed at Reserved Matters) The council would retain £1,600 for monitoring	Agreed.
Transport for London Buses	A maximum contribution of £1,525,500 (£2700 x up to 565 residential units)	Agreed.
Construction Management monitoring	Up to £22,600 (£40 x up to 565 residential units)	Agreed.
TfL Cycle hire scheme	Up to £28,250 £50 x up to 565 residential units	Agreed
Admin fee	2% for all cash contributions plus flat fee of £2,000 for costs incurred in transferring TfL buses contribution	Agreed.

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

- Affordable housing provisions, including provision for an early stage review and delivery;
- No delivery of buildings B, C and D until approved at Reserved Matters;
- Marketing, allocation and fit out of the wheelchair units;
- Residential Liaison Strategy
- Appointment of workspace coordinator;
- Affordable workspace – 10% of B1(c) commercial floorspace, length of term and cost per sq ft.
- 58 sustained jobs to unemployed Southwark residents, 58 short courses, and take on 14 construction industry apprentices during the construction phase, or meet the Employment and Training Contribution - The maximum Employment and Training Contribution is £274,650 (£245,100 against sustained jobs, £8,550 against short courses, and £21,000 against construction industry apprenticeships).
- An employment, skills and business support plan
- Highway works – s278 works;
- Car club membership for 3 years;
- Parking permit exemption;
- Future proofing to allow connection to a future district heating system when it becomes available in the future;
- Site management strategy;
- London Living Wage – best endeavours to being offered to all staff employed in the commercial units as well as workers during the construction period;
- Demolition and construction management plans;
- Delivery and service management plan;
- Controlled parking zone – ineligibility for residents to apply for parking permits;
- Securing of Allies and Morrison architects to deliver the building detailed design, unless otherwise agreed in writing;
- Social rent service charges within the rent cap;
- Equal tenure access to the children's and communal play areas.
- Delivery of the new road linking Devonshire Grove to Sylvan Grove 'Chaucer Street'
- Electric charging points for car parking spaces
- Delivery in accordance with the Phasing Plan
- Public realm delivered pursuant to Outline specification
- Tree Strategy.

537. The S106 heads of terms agreed would satisfactorily mitigate against the adverse impacts of the proposed development.

538. In the event that a satisfactory legal agreement has not been entered into by 1 October 2020, it is recommended that the Director of Planning refuses planning permission, if appropriate, for the following reason:

"The proposal, by failing to provide for appropriate planning obligations secured through the completion of a S106 agreement, fails to ensure adequate provision of affordable

housing and mitigation against the adverse impacts of the development through projects or contributions in accordance with saved policy 2.5 'Planning Obligations' of the Southwark Plan (2007), strategic policy 14 'Delivery and Implementation' of the Core Strategy (2011), policy 8.2 'Planning obligations' of the London Plan (2015) and the Planning Obligations and Community Infrastructure Levy SPD (2015)".

Mayoral and Southwark Community Infrastructure Levy (CIL)

539. 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.
540. In this instance an estimated Mayoral CIL payment of approximately £2.5m and an estimated Southwark CIL payment of £10m would be required (these are approximate figures to be confirmed). These are pre-social housing relief figures and accordingly would be reduced when the CIL Social Housing Relief claim is submitted after the grant of planning permission

Other matters

541. None.

Conclusion on planning issues

542. The major redevelopment of the site is supported and welcomed in principle. The principle of housing on the site is also accepted, and would be in line with policy aspirations to increase the number of new homes in the area.
543. In advance of the Old Kent Road being an adopted town centre, the quantum of town centre uses including retail, offices and leisure/community uses fully accords with emerging policy and is therefore supported.
544. The proposed mix of uses would add to the vibrancy of the area which is complemented by the substantial public open space and child play space which would significantly improve permeability and connectivity in the area.
545. The provision of specifically designed B1c light industrial floorspace is supported..
546. The scheme would deliver the following major regeneration benefits:
- Introduction of up to 565 new homes across four buildings (Buildings A, B, C, and D)
 - 41% affordable housing by habitable room, split between 29% Social Rent tenure and 12% Intermediate tenures. This equates to an indicative total of circa 220 units affordable homes in an indicative 560 unit scheme.
 - New shops with potential for convenience store and chemist, cafes and restaurants, including bringing the high street back to Old Kent Road
 - Up to 4780 sqm total floorspace for a range of employment, retail, leisure and community uses, including flexible workspace and 'maker space' designed to

- accommodate light industrial (an uplift of over 1800 sqm vs. existing)
 - 1015 sqm GEA of dedicated B1c workspace building in Building E
 - A minimum 1000 sqm GEA of flexible commercial floorspace fitted out to B1c specifications delivered in Buildings B, C and D
 - Uplift of new jobs from 15 to 210 FTE equivalent gross and 160 gross construction jobs each year for seven years.
 - Up to 980 sqm for D1 or D2 use classes for existing local residents to use and meet
 - Building heights from 3 storeys up to 39 storeys.
 - 2873 sqm of new public open spaces
 - 2039 sqm of playspace and 1804 sqm of communal amenity spaces
 - Up to 17 wheelchair car parking spaces and policy compliant cycle parking spaces
 - Works to the LBS highway: widening Devonshire Grove, Sylvan Grove and Old Kent Road.
 - A new road indicatively called 'Chaucer Street' linking Sylvan Grove and Devonshire Grove West to provide safe cycling and pedestrian route and servicing
 - Phased delivery
 - Estimated £10m CIL to London Borough of Southwark and £2.5m to Mayor of London
 - Estimated £2.5m Section 106 financial contributions, plus commitments including
 - local job procurement, skills and training.
547. The proposal would deliver a very high standard of accommodation, which would comply with the majority of the standards and principles of exemplary residential design, as set out in Southwark's residential design standards SPD. The scheme would include a majority of dual aspect units of 67% which is considered very good taking into account the high density of the scheme.
548. The impacts of the scheme in relation to daylight and sunlight, are on balance considered acceptable, and whilst there would be departures from the BRE guidelines, the daylight and sunlight levels are still considered adequate for a dense urban area.
549. Overall, the major regeneration benefits of the proposal are considered to outweigh the harm to the setting of the heritage asset, the daylight losses to some of the surrounding residential properties.
550. It is therefore recommended that planning permission be granted subject to conditions, referral to the Mayor of London, referral to the Secretary of State and the completion of a Section 106 Legal Agreement under the terms as set out above.

Statement of community involvement

551. Consultation was carried out by the applicant prior to the submission of the planning application. The consultation undertaken was carried out with the local community and key stakeholders from the area which included:
552. In terms of public consultation, the Applicant held two public exhibitions on 12th and 13th October respectively at Christ Church Peckham. The exhibitions were well advertised with the delivery of invitation leaflets to the local area. Key stakeholders and councillors were notified with an email invitation. In total, 38 people attended to view the plans in person. The Applicant received feedback which they considered in the development of the proposals.
- A meeting was held with Councillor Johnson Situ on the 13th December 2018 to

discuss the proposals. The proposals were also presented to OKR Ward Councillors Evelyn Akoto and Richard Livingstone at an initial meeting on 20th July 2019 and a further meeting on 24th January 2019.

- On 14 December 2018, the proposals were displayed amongst a number of other projects at an Old Kent Road Landowners meeting attended by LBS Officers.
- On 15 December 2018, the scheme was amongst a number of other projects presented at the Old Kent Road Forum held at Christ Church, Old Kent Road, which was attended by LBS Officers, the ward councillors and Councillor Johnson Situ.

The Applicant also met with a wide variety of other stakeholders to discuss their proposals, including but not limited to:

- Sylvan Grove Residents
- Ledbury Resident's Association
- Tustin Estate Resident's Association
- Friary and Unwin Estate Resident's Association
- Vital OKR.

553. A detailed summary of the consultation carried out by the applicant can be found within the submitted Development Consultation Charter.

Consultations

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

Consultation replies

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

Summary of consultation responses

556. At the time of writing, two objections have been received in relation to the proposed scheme.

557. Objection 1. Lewisham Objector

An objection was received from an address in Lewisham to the east of the application site, close to the borough border

Building height: The proposed development, specifically the tower of 39 storeys out of keeping with any of the neighbouring residential blocks. The proposal seems excessive and disproportionate for the area.

Officer response: In terms of strategic urban design, the height of the proposed tower (building A) at 39 storeys is considered acceptable at this location, as adjacent to newly proposed public open space and the proposed new Underground station at 760 Old Kent Road. It is consistent with planning policy in the saved Southwark Plan and the emerging draft Old Kent Road Area Action Plan that identifies the site as suitable for a tall building.

Public transport impacts: Harmful impacts on existing public transport provision.

Officer response: The potential impacts as a result of an increase in public transport

usage form new residents and business is considered acceptable. The development is car-free in line with policy and will provide significant amounts of cycle parking within the scheme. The applicant has also agreed to a financial contribution of £2700 per residential unit to be allocated to improved bus services.

558. Objection 2. Safestore

An objection was received from Safestore, the owner of 737 Old Kent Road, London, SE15 1JL, which lies immediately adjacent to the proposed scheme on the western side of Devonshire Grove.

In summary the objection raised five issues of concern that were summarised by the objector. These are addressed in turn, followed by a summary of the ongoing pre-application discussions between Officers and Safestore.

Masterplan: 'The Scheme' does not reflect the indicative masterplan for the Old Kent Road Area Action Plan, nor does it follow the proposed 'Stations and Crossings' strategy to tall building development in the area. Because of this, 'The Scheme' potentially prejudices the delivery of housing and affordable housing across the wider masterplan area.

Officer response: The master plan sets out the strategic urban design principles and an indicative layout that officers expect development proposals to deliver. The masterplan can evolve and does not have to be exactly copied provided there is a clear, robust rationale for any variation and that the proposals deliver the draft Old Kent Road Area Action Plan's objectives

The application broadly follows the principles of the draft Masterplan in the draft Old Kent Road Area Action Plan. The layout of the proposed development delivers key urban design objectives including:

- New public open spaces and new and improved walking and cycling routes through the site
- A new high street to the Old Kent Road
- New homes and workspace at a highly accessible location, with a high residential density.
- Car free development (except wheelchair parking)

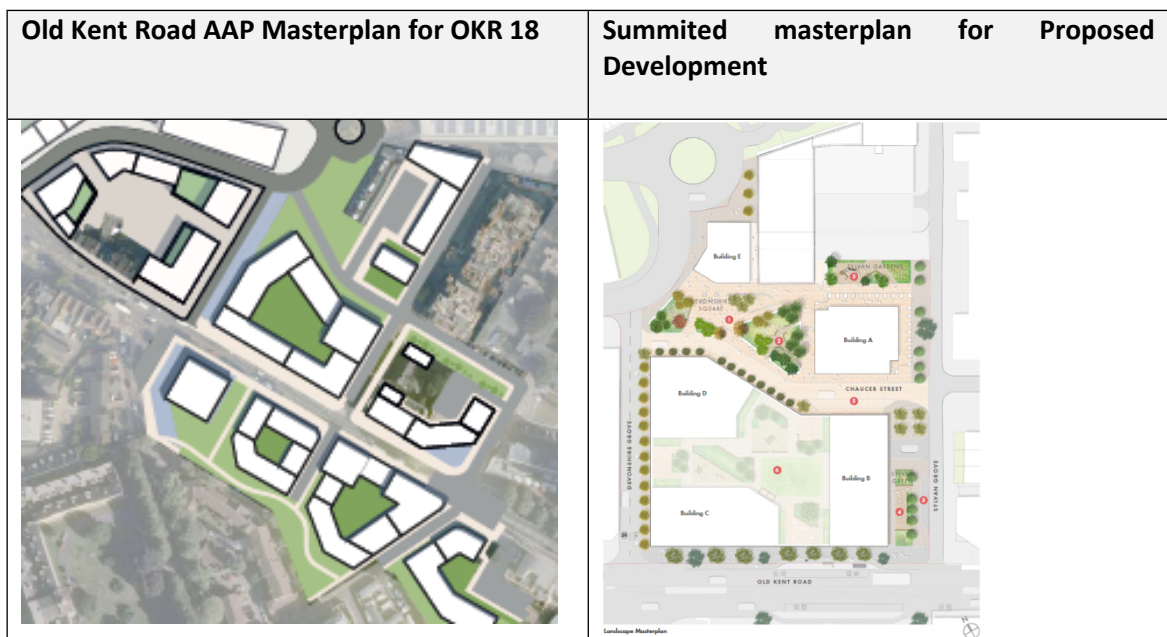
In relation the tall building strategy set out in the draft Old Kent Road Area Action Plan, in this instance, although the location of the tallest building (building A) varies from the masterplan, the principle of supported ad there is clear rationale for the building A's location. The massing and scale of the Outline scheme's Buildings B, C and D as set out in the submitted parameter plans, development specification and design code, is considered acceptable and consistent with the masterplan.

It is officers' view that the proposed development does not prejudice the delivery of new development schemes on adjoining sites, provided that new development on adjoining sites follow the strategic urban design principles within the masterplan and objectives set out in the draft Old Kent Road Area Action Plan. The proposed scheme, if approved, would deliver a high quality, plan -led mixed use development and act as a catalyst for the further regeneration at the southern end of the Old Kent Road Opportunity Area. It would deliver early public open spaces where the currently none and adjoining sites would benefit from this new provision , new affordable homes and jobs, within close proximity to the potential new underground station at Transport for London's preferred

location at 760 Old Kent Road.

Officers have worked closely with the applicant and adjoining land owners to ensure the proposed scheme enables the delivery of adjoining scheme. The applicant has amended the layout of buildings in response to officers' requests and adjoining land owners to ensure the proposed scheme enables the delivery of an adjoining scheme on the Safestore site, which is likely to comprise its own tall building elements in proximity to the application site.

The master-plan diagram within the Area Action Plan illustrates the anticipated relationship between the schemes being brought forward in this sub area. These relationships are considered to be acceptable in principle.



Widening of Devonshire Grove: 'The Scheme' does not provide sufficient road and pavement widths to replace the road it is stopping up. It relies on the Safestore site to deliver the remainder. We consider that 'The Scheme' should provide the necessary replacement highway infrastructure as part of the proposals and that it is unreasonable to place this burden on the Safestore site, over which the applicant has no control, and which 'The Scheme', as noted above, prejudices the delivery of the Safestore scheme.

Officer response: The delivery of improved public realm and transport infrastructure are key urban design objectives within the draft Old Kent Road Area Action Plan. It is expected that development sites should each contribute to this objective in terms delivering widened footways and new public open spaces when development is proposed, especially in response to the introduction of and increase of residential accommodation as part of mixed use development at this location.

Officers have worked closely with the applicant to ensure that the proposed development delivers footway widths and carriageway widths that are considered acceptable for the expected pedestrian and vehicular movements. Modelling and swept-path analysis has provided the evidence for this within the submitted application and this has been approved by Officers. The applicant proposes using land within the application site to widen the existing Devonshire Grove and provide an adequate footway on the eastern side of Devonshire Grove. If the Safestore site came forward for redevelopment, Officers expect a scheme to set back from the existing western Devonshire Grove kerbline to provide a

widened footway. The provision of this widened footway would still enable a significant scheme to come forward on the Safestore site, and it is anticipated that the introduction of residential accommodation on the Safestore site, as part of a mixed use scheme, would benefit from a widened footway.

Build Distance and Overlooking: 'The Scheme' as currently proposed appears to be reliant upon the forthcoming redevelopment proposal for the Safestore site being set back from its existing building line. Again, this prejudices the delivery of the homes and affordable homes across the wider masterplan area.

Officer response: As discussed, it is expected that the redevelopment on the Safestore site would require an increase to the existing footway width on the western side of Devonshire Grove. This would result the building line to set back from the building line of the existing building. Officers view this as a proportionate and appropriate response in delivering the objectives of the draft Old Kent Road Area Action Plan and the draft masterplan. The approach for requiring land owners and applicants to provide land for improved and widened public realm has and continues to be a consistent approach within the Opportunity Area, especially if sites do not provide new public open space or abut revised highway layouts such as the Old Kent Road or Devonshire Grove, such as the Safestore site. Officers have ensured that the applicant has also provided land to deliver appropriate footway widths on the eastern side of Devonshire Grove and the required carriageway width on Devonshire Grove itself.

In terms of build distance and overlooking between the proposed scheme and an indicative scheme on the Safestore site, it is Officers view that an acceptable distance of separation between residential elevations is achievable across the widened Devonshire Grove, to ensure acceptable levels of outlook and overlooking between two buildings.

At present, Officers have been engaging with the applicant and neighbouring land owner, Safestore, on the basis of an emerging scheme on the Safestore site. The emerging Safestore scheme currently proposes minimum separation distances between 12m and 18m. In principle, Officers consider that this distance of separation would be consistent with a commensurate urban location and at the density expected and supported at this key location, as set out in the draft Old Kent Road Area Action Plan masterplan.

Furthermore, as Buildings C and D within the proposed scheme are in Outline with detailed design reserved for future approval, Officers have the opportunity to ensure that both the Outline scheme and the emerging Safestore scheme have the opportunity to deliver optimal residential layouts with acceptable amenity where residential elevations will face each other across Devonshire Grove

Furthermore, the proposed massing along Devonshire Grove is separated between the proposed Building B and C by a podium that will provide enhanced outlook for a Safestore scheme.

Environmental Assessment: There is no evidence in the submitted application documents that 'The Scheme' has appropriately assessed its potential impact on the delivery of the wider masterplan that has, and is, being prepared to ensure that the development potential of the wider masterplan area is optimised to deliver much needed housing and affordable housing in line with National, regional and local planning policies. In the absence of such analysis, it is difficult to see how the determining authority could reach a robust decision on any scheme being brought forward.

Officer response: It is Officers' view that the applicant has undertaken the appropriate scoping required by EIA Regulations to identify the 'committed development' schemes

that would need to be assessed as part of the Environmental Impact Assessment. The applicant also identified the existing and/or approved projects should need to be assessed for cumulative effects. As such, the applicant assessed both the approved schemes and submitted planning applications on appropriate nearby sites at the time of the submission of the planning application and the Environmental Impact Assessment. As a Safestore scheme had not been submitted for planning at this time, it would not have been assessed as part of the cumulative scenario. Moreover, as a Safestore scheme was at its early stages of design and subject to change, the inclusion of this scheme within the cumulative scenario could undermine the cumulative assessment. The cumulative assessment was therefore considered reasonable and appropriate by assessing schemes that have responded to the draft Old Kent Road Area Action Plan masterplan.

Furthermore, it is Officer's view that a scheme on the Safestore site is supported in principle, provided it maintains the acceptable separation distances stated and is designed broadly in line with the masterplan in the draft Old Kent Road Area Action Plan.

Design Solutions: A number of design amendments to the proposed scheme have been suggested by the objector that would mitigate prejudicial impacts of the proposed development, particularly the moving of the proposed Outline buildings B, C and D to the east to improve.

Officer response: It is Officers' view that the movement of Building B,C and D Eastwards is not required as the proposed positioning of these buildings would be tightly defined by the approved Parameter Plans that are considered acceptable, and would not prejudice the ability of the Safestore site to deliver a significant quantum of new homes and affordable homes, or prejudice the quality of the new homes and affordable homes that can be brought forward.

Pre-application for the Safestore site

As discussed above, Officers have provided pre-application advice to Safestore on an emerging mixed-use scheme on the site of the existing building. In principle, the emerging proposals are supported by Officers in terms of layout, scale and massing, subject to further iterative design and refinement, and the delivery of key policy requirements. The distance of separation of the emerging Safestore proposal to the proposed Devonshire Grove scheme is considered broadly acceptable. Officers have encouraged further discussions as the emerging scheme progresses.

559. Eight letters of support received on the following grounds.

Support	Officer response
We believe that the redevelopment of the existing petrol station will help to regenerate the Old Kent Road through the provision of much needed new homes and affordable housing, public open space and as well as new business and employment space as part of a high-quality development.	Noted
I support the proposed future developments for Old Kent Road. I believe that it will be beneficial to the neighbourhood. I think that these developments will turn an industrial site into a more friendly, residential area. It will	Noted

make the overall neighbourhood more communal and provide new employment opportunities for the community and neighbourhood. I also believe the added green spaces will be beneficial to the community, it will reduce the incoming traffic pollution from Old Kent Road	
We believe that the redevelopment of the existing buildings at 765-775 Old Kent Road part of the Devonshire Square proposals will help to regenerate the Old Kent Road through the provision of new homes, shops, business space and much need publicly accessible open space as part of a high-quality development.	Noted
I fully support this application and wholeheartedly look forward to these long overdue changes that are required to create new jobs, businesses and facilities that I have seen missing from my last 35 years running my business here.	Noted
I support any development of brownfield and under-used land along Old Kent Road, and hope it also makes the case for the Bakerloo Line extension more compelling.	Noted

560. One representation that supported and objected to the application was received on the following grounds.

Comment	Officer response
Building height not supported	This is discussed in the main report.
Regeneration of the site supported	Noted

Local Groups

561. Ledbury Tenants and Residents' Association (TRA): Support for scheme

Comment	Officer response
<p>The applicant has consulted with us extensively and we have now had several meetings with them.</p> <p>Understandably we want to ensure that development along Old Kent Road benefits our residents and other local residents. We believe that this development will provide significant</p>	Noted.

<p>benefits to our residents and we are pleased to see there have been positive changes since our first meetings and the public exhibition, taking into account our views. Much of the site is currently vacant, derelict or underused and we believe it will greatly benefit from redevelopment. We support the following benefits that the development will bring to the area:</p> <ul style="list-style-type: none"> • Providing new shops on Old Kent Road We are supportive of Old Kent Road once again becoming a high street that provides shops and amenities for local people • New public open space that our residents will have access to, including those who have moved to Sylvan Grove – Following our earlier meetings, we are pleased to see more green space and play space has been introduced into the proposals • Employment space that we believe will provide job opportunities for local people • New homes – There is a shortage of affordable housing and this development will provide a significant contribution of social rented homes. • We understand that the Metropolitan Police have supported this development, indicating it can achieve a gold award. We support the improvement to safety in the area and the intention to reduce crime, for example by introducing clear lines of sight through the public spaces. <p>We are pleased with the engagement from the Barkwest and Shaw Corporation team. They have consulted with our local community extensively and we believe their plans will bring a positive contribution to our local area.</p>	
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Tustin Tenants Association: Support the scheme

562.	Comment	Officer response
	On behalf of the Tustin Community Association (TCA), I am writing in support of the Barkwest Limited planning application for the redevelopment of the land at 747-759, 765-775 Old Kent Road and land at Devonshire Grove, London,	Noted

SE15 1NZ (known as 'Devonshire Square').

The applicant has consulted with us extensively and we have now had several meetings with them. We have agreed to work collaboratively to ensure the successful integration of the new development and residents at Devonshire Square, with the new amenities, open space and services provided by the development benefitting local residents and the residents of the Tustin Estate. As an example, we are exploring the potential to establish a joint gardening club for the new garden spaces and allowing the new residents at the development to use our Community Hall, ensuring this facility as a local meeting place and that it has a sustainable future.

We believe the development will provide several benefits, including:

- A safer environment with a clear effort from the applicant to reduce and design out crime – we understand the Metropolitan Police has reviewed and supported the plans
- Significant new employment opportunities and workspace creating new jobs for local people
- New shops, cafes and restaurants, helping to re-establish Old Kent Road as a High Street for local residents and businesses and provide shops for local people
- Open space, which we believe will be a benefit to the area, including a new public square and green spaces
- We support the commitment to link the development to the future district heating network and we hope that this development helps to make the case for this – we would like for the Tustin Estate to connect to a district heating network
- Opportunity for new community facilities, such as doctors and dentists
- Provision for new bus stops, cycle lanes and safe pedestrian and cycle routes – We want to see TfL increase the frequency of buses on Old Kent Road

We are pleased with the level of consultation that the Barkwest team has engaged in. Working together we believe that the development will contribute positively to the local area

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Veolia, Integrated Waste Management Facility, Devon Street: Environmental and transport concerns regarding continued IWMF access and odour. This is discussed in the relevant sections of the main report.

Statutory and non statutory consultees

563. Arqiva: Arqiva originally objected to the scheme over concerns about the potential impact to broadcast signals. Following further analysis it was determined that the application site was located to the north of the broadcast signal and the objection was withdrawn.
564. London Underground Infrastructure Protection: No comments
565. Thames Water: No objection subject to the a proposed condition requiring partial occupation of Building A.
566. London Underground: London Underground Infrastructure protection has no comment to make on this planning application.
567. Historic England: On the basis of the information available to date, we do not wish to offer any comments
568. Design Review Panel: DRP comments area covered in the main report.
569. Greater London Authority:

Following the Stage 1 report received from the GLA, the applicant and officers liaised with the GLA to resolve outstanding that arose. The GLA confirmed in writing the following points in an email prior to committee

Affordable housing

GLA accept that 41% (by habitable room) would represent the appropriate threshold for fast track consideration of this scheme following a blended rate methodology.

Land Use & reprovision of industrial capacity

GLA welcome the addition of an additional 977 sq.m of floorspace (in 2 units facing Chaucer Street) to be delivered as B1(c) specification, albeit with a flexible land use. I can confirm we would be supportive of this approach, noting the existing land use arrangement and the need for flexibility to provide other commercial uses within designated Town Centre, opposite the planned new BLE station. The delivery of this area at suitable B1(c) specification should be secured in the approval.

Grampian (implementation restriction)

As stated in the stage 1 report. The need for a Grampian s106 condition that restricts implementation will need to be assessed in light of the number of homes permitted by Southwark in the AAP at determination stage. If this scheme is approved the total number of homes approved in Old Kent Road Opportunity Area would be circa 8,500 still below the 9,500 first phase cap. There is therefore no reason to impose a Grampian condition

HSE/Gasholder

If removal of the hazardous substances consent/consultation requirement is confirmed by the SoS prior to determination, then we would have no objection to this Grampian condition not being included in an approval. This has been removed.

Playspace

The stage 1 report figures may have inadvertently included the 20 studio units as 1 bed units for the calculation. I have re-run the figures using the current calculator (see image below), based on the proposed unit size tenure mix (table in paragraph 32 of stage 1 report), and the required playspace should be 2025 sq.m. This amount should be secured for provision on site, or financial contributions secured for offsite provision in the event there is a shortfall.

Energy

It's noted that further information has been provided by Veolia and LBS regarding the SELDHN, and that the s106 will ensure connection to SELDHN is possible in the design of the development. Provided future connection is prioritised, this approach could be accepted. Shortfall in CO2 reductions should be secured in the s106, which we understand is the position which has been agreed between LBS and the applicant.

570. Officer comments: Agreement has been reached with the GLA and the applicant on this matters.
571. Transport for London:Transport comments in the GLA stage 1 here addressed in the main report
572. Environment Agency:
No objection subject to the four conditions being applied to the Proposed Development relating to potential land contamination, remediation and SUDs.
573. London Fire Authority: An undertaking should be given that access for fire appliances as required by Part B5 of the current Building Regulations Approved Document and adequate water supplies for fire fighting purposes, will be provided. This is without prejudice to any requirements or recommendations that may be made by the Authority under the Regulatory Reform (Fire Safety) Order 2005/Petroleum (Consolidation) Act 1928, the local authority or the Health and Safety Executive.
574. Network Rail: No comments.
575. Natural England: No comments.

Community impact statement / Equalities Assessment

576. 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.

577. The protected characteristics are: race, age, gender reassignment, pregnancy and maternity, disability, sexual orientation, religion or belief, sex, marriage and civil partnership.
578. The council must not act in a way which is incompatible with rights contained within the European Convention of Human Rights
579. The council has given due regard to the above needs and rights where relevant or engaged throughout the course of determining this application. There is a church at the northern end of Sylvan Grove. It is not considered that the operation of the church would be in any way compromised by this development. There are not considered to be any other potential equalities issues raised by the scheme.

Human rights implications

580. 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.
581. This application has the legitimate aim of providing a redevelopment of the site to provide new homes with retail and commercial floorspace. The rights potentially engaged by this application, including the right to a fair trial and the right to respect for private and family life are not considered to be unlawfully interfered with by this proposal.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

582. None.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Site history file: TP/ Application file: 19/AP/1239 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 5604 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	Tom Buttrick, Team Leader Old Kent Road Team	
Version	Final	
Dated	11 May 2020	
Key Decision	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director of Finance and Governance	No	No
Strategic Director of Environment and Leisure	No	No
Strategic Director of Housing and Modernisation	No	No
Director of Regeneration	No	No
Date final report sent to Constitutional Team		13 May 2020

Consultation undertaken

Site notice date: 01/07/2019

Press notice date: 06/06/2019

Case officer site visit date: n/a

Neighbour consultation letters sent: 02/07/2019

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

Parks & Open Spaces

Property Division

Public Health Team

Waste Management

Statutory and non-statutory organisations consulted:

Arqiva - digital communications

Civil Aviation Authority

EDF Energy

Environment Agency

Greater London Authority

Health & Safety Exec. (Notifications)

Health & Safety Executive

Historic England

London Fire & Emergency Planning Authority

London Underground Limited

Metropolitan Police Service (Designing out Crime)

National Air Traffic Safeguarding Office

National Grid UK Transmission

National Planning Casework Unit

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:

42 Caroline Gardens Asylum Road SE15 2SF	Flat 1 Meridian Court SE15 2GE
41 Caroline Gardens Asylum Road SE15 2SF	Flat 3 Meridian Court SE15 2GE
43 Caroline Gardens Asylum Road SE15 2SF	Flat 5 Meridian Court SE15 2GE
45 Caroline Gardens Asylum Road SE15 2SF	Flat 4 Meridian Court SE15 2GE
44 Caroline Gardens Asylum Road SE15 2SF	Flat 11 Meridian Court SE15 2GE
37 Caroline Gardens Asylum Road SE15 2SF	Flat 723 Old Kent Road SE15 1JL
99 Caroline Gardens Asylum Road SE15 2SE	723 Old Kent Road London SE15 1JL
38 Caroline Gardens Asylum Road SE15 2SF	24a Manor Grove London SE15 1SX
40 Caroline Gardens Asylum Road SE15 2SF	Unit 15a Ullswater House SE15 1EE
39 Caroline Gardens Asylum Road SE15 2SF	24b Manor Grove London SE15 1SX
46 Caroline Gardens Asylum Road SE15 2SF	Flat 13 Meridian Court SE15 2GE
55 Caroline Gardens Asylum Road SE15 2SF	Flat 12 Meridian Court SE15 2GE
54 Caroline Gardens Asylum Road SE15 2SF	Flat 14 Meridian Court SE15 2GE
56 Caroline Gardens Asylum Road SE15 2SF	724a Old Kent Road London SE15 1NG
58 Caroline Gardens Asylum Road SE15 2SF	Storage Land Part Unit 9 709 Old Kent Road SE15 1JZ

57 Caroline Gardens Asylum Road SE15 2SF	Unit 26 Ullswater House SE15 1ED
48 Caroline Gardens Asylum Road SE15 2SF	Unit 25 Ullswater House SE15 1ED
47 Caroline Gardens Asylum Road SE15 2SF	Unit 27 Ullswater House SE15 1ED
49 Caroline Gardens Asylum Road SE15 2SF	Unit 29 Ullswater House SE15 1ED
53 Caroline Gardens Asylum Road SE15 2SF	Unit 28 Ullswater House SE15 1ED
52 Caroline Gardens Asylum Road SE15 2SF	Unit 21 Ullswater House SE15 1ED
98 Caroline Gardens Asylum Road SE15 2SE	Unit 20 Ullswater House SE15 1ED
83 Caroline Gardens Asylum Road SE15 2SE	Unit 22 Ullswater House SE15 1ED
82 Caroline Gardens Asylum Road SE15 2SE	Unit 24 Ullswater House SE15 1ED
84 Caroline Gardens Asylum Road SE15 2SE	Unit 23 Ullswater House SE15 1ED
86 Caroline Gardens Asylum Road SE15 2SE	Unit 30 Ullswater House SE15 1ED
85 Caroline Gardens Asylum Road SE15 2SE	Unit 37 Ullswater House SE15 1ED
78 Caroline Gardens Asylum Road SE15 2SE	Unit 36 Ullswater House SE15 1ED
77 Caroline Gardens Asylum Road SE15 2SE	Unit 38 Ullswater House SE15 1ED
79 Caroline Gardens Asylum Road SE15 2SE	Unit 40 Ullswater House SE15 1ED
81 Caroline Gardens Asylum Road SE15 2SE	Unit 39 Ullswater House SE15 1ED
80 Caroline Gardens Asylum Road SE15 2SE	Unit 32 Ullswater House SE15 1ED
87 Caroline Gardens Asylum Road SE15 2SE	Unit 31 Ullswater House SE15 1ED
94 Caroline Gardens Asylum Road SE15 2SE	Unit 33 Ullswater House SE15 1ED
93 Caroline Gardens Asylum Road SE15 2SE	Unit 35 Ullswater House SE15 1ED
95 Caroline Gardens Asylum Road SE15 2SE	Unit 34 Ullswater House SE15 1ED
97 Caroline Gardens Asylum Road SE15 2SE	Flat 6 8 Sylvan Grove SE15 1AR
96 Caroline Gardens Asylum Road SE15 2SE	Flat 5 8 Sylvan Grove SE15 1AR
89 Caroline Gardens Asylum Road SE15 2SE	Flat 7 8 Sylvan Grove SE15 1AR
88 Caroline Gardens Asylum Road SE15 2SE	Flat 9 8 Sylvan Grove SE15 1AR
90 Caroline Gardens Asylum Road SE15 2SE	Flat 8 8 Sylvan Grove SE15 1AR
92 Caroline Gardens Asylum Road SE15 2SE	Flat 1 8 Sylvan Grove SE15 1AR
91 Caroline Gardens Asylum Road SE15 2SE	Flat 2 8 Sylvan Grove SE15 1AR
25 Caroline Gardens Asylum Road SE15 2SQ	Flat 4 8 Sylvan Grove SE15 1AR
24 Caroline Gardens Asylum Road SE15 2SQ	Flat 3 8 Sylvan Grove SE15 1AR
26 Caroline Gardens Asylum Road SE15 2SQ	Flat 10 8 Sylvan Grove SE15 1AR
28 Caroline Gardens Asylum Road SE15 2SQ	Flat 17 8 Sylvan Grove SE15 1AR
27 Caroline Gardens Asylum Road SE15 2SQ	Flat 16 8 Sylvan Grove SE15 1AR
20 Caroline Gardens Asylum Road SE15 2SQ	Flat 18 8 Sylvan Grove SE15 1AR
2 Caroline Gardens Asylum Road SE15 2SQ	Flat 20 8 Sylvan Grove SE15 1AR
21 Caroline Gardens Asylum Road SE15 2SQ	Flat 19 8 Sylvan Grove SE15 1AR
23 Caroline Gardens Asylum Road SE15 2SQ	Flat 12 8 Sylvan Grove SE15 1AR
22 Caroline Gardens Asylum Road SE15 2SQ	Flat 11 8 Sylvan Grove SE15 1AR
29 Caroline Gardens Asylum Road SE15 2SQ	Flat 13 8 Sylvan Grove SE15 1AR
35 Caroline Gardens Asylum Road SE15 2SQ	Flat 15 8 Sylvan Grove SE15 1AR
34 Caroline Gardens Asylum Road SE15 2SQ	Flat 14 8 Sylvan Grove SE15 1AR
36 Caroline Gardens Asylum Road SE15 2SQ	Unit 20 Daisy Business Park SE15 1PD
5 Caroline Gardens Asylum Road SE15 2SQ	Unit 37a Ullswater House SE15 1EE
4 Caroline Gardens Asylum Road SE15 2SQ	Unit 31a Ullswater House SE15 1EE
30 Caroline Gardens Asylum Road SE15 2SQ	Basement Flat Grenier Apartments SE15 2RS
3 Caroline Gardens Asylum Road SE15 2SQ	Flat 1 719-721 Old Kent Road SE15 1JL
31 Caroline Gardens Asylum Road SE15 2SQ	Unit 11a Ullswater House SE15 1EE
33 Caroline Gardens Asylum Road SE15 2SQ	Unit 10a Ullswater House SE15 1EE
32 Caroline Gardens Asylum Road SE15 2SQ	Unit 17a Ullswater House SE15 1EE
19 Caroline Gardens Asylum Road SE15 2SQ	Unit 29a Ullswater House SE15 1ED

65 Caroline Gardens Asylum Road SE15 2SF
 64 Caroline Gardens Asylum Road SE15 2SF
 66 Caroline Gardens Asylum Road SE15 2SF
 68 Caroline Gardens Asylum Road SE15 2SF
 67 Caroline Gardens Asylum Road SE15 2SF
 60 Caroline Gardens Asylum Road SE15 2SF
 59 Caroline Gardens Asylum Road SE15 2SF
 61 Caroline Gardens Asylum Road SE15 2SF
 63 Caroline Gardens Asylum Road SE15 2SF
 62 Caroline Gardens Asylum Road SE15 2SF
 69 Caroline Gardens Asylum Road SE15 2SF
 15 Caroline Gardens Asylum Road SE15 2SQ
 14 Caroline Gardens Asylum Road SE15 2SQ
 16 Caroline Gardens Asylum Road SE15 2SQ
 18 Caroline Gardens Asylum Road SE15 2SQ
 17 Caroline Gardens Asylum Road SE15 2SQ
 10 Caroline Gardens Asylum Road SE15 2SQ

 1 Caroline Gardens Asylum Road SE15 2SQ
 11 Caroline Gardens Asylum Road SE15 2SQ
 13 Caroline Gardens Asylum Road SE15 2SQ
 12 Caroline Gardens Asylum Road SE15 2SQ
 76 Caroline Gardens Asylum Road SE15 2SE
 346 Commercial Way London SE15 1QN

 344 Commercial Way London SE15 1QN
 711-713 Old Kent Road London SE15 1JL
 727 Old Kent Road London SE15 1JL
 Outside 1 Murdock Street SE15 1LW
 Flat 38 Kentmere House Tustin Estate SE15 1EG
 338 Commercial Way London SE15 1QN
 342 Commercial Way London SE15 1QN
 340 Commercial Way London SE15 1QN
 737-745 Old Kent Road London SE15 1JL
 811 Old Kent Road London SE15 1NX
 809 Old Kent Road London SE15 1NX
 817 Old Kent Road London SE15 1NX
 Flat 1 729 Old Kent Road SE15 1JL
 819 Old Kent Road London SE15 1NX
 691-695 Old Kent Road London SE15 1JS

 681 Old Kent Road London SE15 1JS
 683 Old Kent Road London SE15 1JS
 Flat 37 Kentmere House Tustin Estate SE15 1EG
 Flat 14 Kentmere House Tustin Estate SE15 1EG
 Flat 13 Kentmere House Tustin Estate SE15 1EG
 Flat 15 Kentmere House Tustin Estate SE15 1EG

 Flat 22 Kentmere House Tustin Estate SE15 1EG

 Unit 22a Ullswater House SE15 1EE
 Flat 2 719-721 Old Kent Road SE15 1JL
 Flat 2 721 Old Kent Road SE15 1JL
 Flat 1 721 Old Kent Road SE15 1JL
 Flat 3 721 Old Kent Road SE15 1JL
 Land At 2-20 Devon Street SE15 1JR
 Flat 4 721 Old Kent Road SE15 1JL
 Flat 4 719-721 Old Kent Road SE15 1JL
 Flat 3 719-721 Old Kent Road SE15 1JL
 720c Old Kent Road London SE15 1NG
 Unit 1040 737-745 Old Kent Road SE15 1JL
 Unit 21 Daisy Business Park SE15 1PD
 Unit 19 Ullswater House SE15 1ED
 Flat B 669 Old Kent Road SE15 1JU
 Flat A 669 Old Kent Road SE15 1JU
 Rear Flat 724 Old Kent Road SE15 1NG
 World Harvest Christian Centre 25-27 Ruby
 Street SE15 1LL
 Unit 6 Daisy Business Park SE15 1PD
 Block A Room 4 Milestone Court SE15 2SL
 Block A Room 2 Milestone Court SE15 2SL
 Block A Room 5 Milestone Court SE15 2SL
 Flat 1 681a Old Kent Road SE15 1JS
 Ground Floor And First Floor 685-689 Old Kent
 Road SE15 1JS
 Block A Room 3 Milestone Court SE15 2SL
 805-807 Old Kent Road London SE15 1NX
 Block A Room 6 Milestone Court SE15 2SL
 Flat B 691-695 Old Kent Road SE15 1JS
 Flat A 691-695 Old Kent Road SE15 1JS
 Unit 3 25-39 Devon Street SE15 1JR
 First Floor 777 Old Kent Road SE15 1NZ
 First Floor 78-94 Ormside Street SE15 1TF
 Block A Room 1 Milestone Court SE15 2SL
 Room 2 720 Old Kent Road SE15 1NG
 Room 1 720 Old Kent Road SE15 1NG
 Room 3 720 Old Kent Road SE15 1NG
 Room 5 720 Old Kent Road SE15 1NG
 Room 4 720 Old Kent Road SE15 1NG
 Pilgrims Way Junior And Infant School Manor
 Grove SE15 1EF
 Ullswater House Hillbeck Close SE15 1ED
 Land 669 Old Kent Road SE15 1JU
 Unit 7a 709 Old Kent Road SE15 1JZ
 Workshop 669 Old Kent Road SE15 1JU
 Room 6 720 Old Kent Road SE15 1NG
 Second Floor And Third Floor 735 Old Kent
 Road SE15 1JL
 Lower Ground Floor Ground Floor And Part
 First Floor 735 Old Kent Road SE15 1JL

Flat 16 Kentmere House Tustin Estate SE15 1EG
 Flat 9 Kentmere House Tustin Estate SE15 1EG
 Flat 8 Kentmere House Tustin Estate SE15 1EG
 Flat 10 Kentmere House Tustin Estate SE15 1EG
 Flat 12 Kentmere House Tustin Estate SE15 1EG
 Flat 11 Kentmere House Tustin Estate SE15 1EG
 Flat 23 Kentmere House Tustin Estate SE15 1EG
 Flat 30 Kentmere House Tustin Estate SE15 1EG
 Flat 29 Kentmere House Tustin Estate SE15 1EG
 Flat 31 Kentmere House Tustin Estate SE15 1EG
 Flat 36 Kentmere House Tustin Estate SE15 1EG
 Flat 32 Kentmere House Tustin Estate SE15 1EG
 Flat 25 Kentmere House Tustin Estate SE15 1EG
 Flat 24 Kentmere House Tustin Estate SE15 1EG
 Flat 26 Kentmere House Tustin Estate SE15 1EG
 Flat 28 Kentmere House Tustin Estate SE15 1EG
 Flat 27 Kentmere House Tustin Estate SE15 1EG
 100 Caroline Gardens Asylum Road SE15 2SE
 2 Asylum Road London SE15 2SB
 101 Caroline Gardens Asylum Road SE15 2SE
 103 Caroline Gardens Asylum Road SE15 2SE
 102 Caroline Gardens Asylum Road SE15 2SE
 13 Gervase Street London SE15 2RN
 11 Gervase Street London SE15 2RN
 3 Gervase Street London SE15 2RN
 7 Gervase Street London SE15 2RN
 5 Gervase Street London SE15 2RN
 104 Caroline Gardens Asylum Road SE15 2SE
 72 Caroline Gardens Asylum Road SE15 2SE
 71 Caroline Gardens Asylum Road SE15 2SE
 73 Caroline Gardens Asylum Road SE15 2SE
 75 Caroline Gardens Asylum Road SE15 2SE
 74 Caroline Gardens Asylum Road SE15 2SE
 106 Caroline Gardens Asylum Road SE15 2SE
 105 Caroline Gardens Asylum Road SE15 2SE
 107 Caroline Gardens Asylum Road SE15 2SE
 70 Caroline Gardens Asylum Road SE15 2SE
 108 Caroline Gardens Asylum Road SE15 2SE
 1 Gervase Street London SE15 2RN
 722b Old Kent Road London SE15 1NG
 724 Old Kent Road London SE15 1NG
 Unit 4 709 Old Kent Road SE15 1JZ
 821 Old Kent Road London SE15 1NX
 Southwark Integrated Waste Management Facility
 43 Devon Street SE15 1AL
 Unit 3 Daisy Business Park SE15 1PD
 18 Manor Grove London SE15 1SX
 720 Old Kent Road London SE15 1NG
 Upper Ground Floor And First Floor 735 Old
 Kent Road SE15 1JL
 Third Floor 777 Old Kent Road SE15 1NZ
 Second Floor 777 Old Kent Road SE15 1NZ
 Room 8 720 Old Kent Road SE15 1NG
 Room 7 720 Old Kent Road SE15 1NG
 Room 9 720 Old Kent Road SE15 1NG
 Second Floor Flat 720a Old Kent Road SE15
 1NG
 First Floor Flat 720a Old Kent Road SE15 1NG
 Unit 4 Ullswater House SE15 1ED
 Unit 3 Ullswater House SE15 1ED
 Unit 5 Ullswater House SE15 1ED
 Unit 7 Ullswater House SE15 1ED
 Unit 6 Ullswater House SE15 1ED
 814a Old Kent Road London SE15 1AJ
 Flat 21 Radford Court SE15 1AJ
 Flat 1 683 Old Kent Road SE15 1JS
 Unit 2 Ullswater House SE15 1ED
 Flat 2 683 Old Kent Road SE15 1JS
 Unit 8 Ullswater House SE15 1ED
 Unit 15 Ullswater House SE15 1ED
 Unit 14 Ullswater House SE15 1ED
 Unit 16 Ullswater House SE15 1ED
 Unit 18 Ullswater House SE15 1ED
 Unit 17 Ullswater House SE15 1ED
 Unit 10 Ullswater House SE15 1ED
 Unit 9 Ullswater House SE15 1ED
 Unit 11 Ullswater House SE15 1ED
 Unit 13 Ullswater House SE15 1ED
 Unit 12 Ullswater House SE15 1ED
 Flat 20 Radford Court SE15 1AJ
 Flat 5 Radford Court SE15 1AJ
 Flat 4 Radford Court SE15 1AJ
 Flat 6 Radford Court SE15 1AJ
 Flat 8 Radford Court SE15 1AJ
 Flat 7 Radford Court SE15 1AJ
 Land At 709 Old Kent Road SE15 1JL
 Flat 1 Radford Court SE15 1AJ
 Flat 3 Radford Court SE15 1AJ
 Flat 2 Radford Court SE15 1AJ
 Flat 9 Radford Court SE15 1AJ
 Flat 16 Radford Court SE15 1AJ
 Flat 15 Radford Court SE15 1AJ
 Flat 17 Radford Court SE15 1AJ
 Flat 19 Radford Court SE15 1AJ
 Flat 18 Radford Court SE15 1AJ
 Flat 11 Radford Court SE15 1AJ
 Flat 10 Radford Court SE15 1AJ

2a Ruby Street London SE15 1LL
 Unit 9 709 Old Kent Road SE15 1JZ
 67a Asylum Road London SE15 2RJ
 67 Asylum Road London SE15 2RJ
 760 Old Kent Road London SE15 1NJ
 747-759 Old Kent Road London SE15 1NZ
 Unit 1 709 Old Kent Road SE15 1JZ
 Unit 1 777 Old Kent Road SE15 1NZ
 Unit 2 777 Old Kent Road SE15 1NZ
 Unit D 6 Asylum Road SE15 2SB
 Unit C 6 Asylum Road SE15 2SB
 Unit E 6 Asylum Road SE15 2SB
 83 Manor Grove London SE15 1EH
 Unit F 6 Asylum Road SE15 2SB
 Apartment H 6 Asylum Road SE15 2SB

 Apartment R 6 Asylum Road SE15 2SB

 Apartment I 6 Asylum Road SE15 2SB

 Unit B 6 Asylum Road SE15 2SB

 Apartment J 6 Asylum Road SE15 2SB

 85 Manor Grove London SE15 1EH

 First Floor And Second Floor Flat 729 Old Kent
 Road SE15 1JL
 97 Manor Grove London SE15 1EH

 First Floor And Second Floor Flat 722b Old Kent
 Road SE15 1NG
 First Floor Flat 65 Asylum Road SE15 2RJ

 89 Manor Grove London SE15 1EH
 87 Manor Grove London SE15 1EH
 91 Manor Grove London SE15 1EH
 95 Manor Grove London SE15 1EH
 93 Manor Grove London SE15 1EH
 Apartment Q 6 Asylum Road SE15 2SB
 Flat 37 Grenier Apartments SE15 2RS
 Flat 36 Grenier Apartments SE15 2RS
 Flat 38 Grenier Apartments SE15 2RS
 Flat 40 Grenier Apartments SE15 2RS
 Flat 39 Grenier Apartments SE15 2RS
 Flat 32 Grenier Apartments SE15 2RS
 Flat 31 Grenier Apartments SE15 2RS
 Flat 33 Grenier Apartments SE15 2RS
 Flat 35 Grenier Apartments SE15 2RS
 Flat 34 Grenier Apartments SE15 2RS

 Flat 12 Radford Court SE15 1AJ
 Flat 14 Radford Court SE15 1AJ
 Flat 13 Radford Court SE15 1AJ
 79 Manor Grove London SE15 1EH
 77 Manor Grove London SE15 1EH
 81 Manor Grove London SE15 1EH
 334 Commercial Way London SE15 1QN
 332 Commercial Way London SE15 1QN
 69 Manor Grove London SE15 1EH
 67 Manor Grove London SE15 1EH
 71 Manor Grove London SE15 1EH
 75 Manor Grove London SE15 1EH
 73 Manor Grove London SE15 1EH
 336 Commercial Way London SE15 1QN
 Flat 14 Bowness House Tustin Estate SE15
 1DS
 Flat 13 Bowness House Tustin Estate SE15
 1DS
 Flat 15 Bowness House Tustin Estate SE15
 1DS
 Flat 17 Bowness House Tustin Estate SE15
 1DS
 Flat 16 Bowness House Tustin Estate SE15
 1DS
 Flat 1 Bowness House Tustin Estate SE15
 1DS
 24 Manor Grove London SE15 1SX

 Flat 10 Bowness House Tustin Estate SE15
 1DS
 Flat 12 Bowness House Tustin Estate SE15
 1DS
 Flat 11 Bowness House Tustin Estate SE15
 1DS
 65 Manor Grove London SE15 1EH
 29 Hillbeck Close London SE15 1EE
 28 Hillbeck Close London SE15 1EE
 3 Hillbeck Close London SE15 1EE
 31 Hillbeck Close London SE15 1EE
 30 Hillbeck Close London SE15 1EE
 24 Hillbeck Close London SE15 1EE
 23 Hillbeck Close London SE15 1EE
 25 Hillbeck Close London SE15 1EE
 27 Hillbeck Close London SE15 1EE
 26 Hillbeck Close London SE15 1EE
 32 Hillbeck Close London SE15 1EE
 57 Manor Grove London SE15 1EH
 9 Hillbeck Close London SE15 1EE
 59 Manor Grove London SE15 1EH
 63 Manor Grove London SE15 1EH

Flat 41 Grenier Apartments SE15 2RS
 Apartment M 6 Asylum Road SE15 2SB
 Apartment L 6 Asylum Road SE15 2SB
 Apartment N 6 Asylum Road SE15 2SB
 Apartment P 6 Asylum Road SE15 2SB
 Apartment O 6 Asylum Road SE15 2SB
 Flat 43 Grenier Apartments SE15 2RS
 Flat 42 Grenier Apartments SE15 2RS
 71 Asylum Road London SE15 2RJ
 Apartment K 6 Asylum Road SE15 2SB
 Apartment G 6 Asylum Road SE15 2SB
 Unit 1 2-12 Ruby Street SE15 1LL

 Part First Floor 78-94 Ormside Street SE15 1TF

 Unit 2 2-12 Ruby Street SE15 1LL

 Unit 5 Ground Floor Daisy Business Park SE15 1PD
 Units 1 And 2 Daisy Business Park SE15 1PD
 Rear Of 731a Old Kent Road SE15 1JL
 767-775 Old Kent Road London SE15 1NZ
 Ground Floor 78-94 Ormside Street SE15 1TF
 810 Old Kent Road London SE15 1AJ

 Unit 5 First Floor Daisy Business Park SE15 1PD

 721 Old Kent Road London SE15 1JL
 Flat 7 Milestone Court SE15 2SL
 Flat 6 Milestone Court SE15 2SL
 Flat 8 Milestone Court SE15 2SL
 Ground Floor Flat 65 Asylum Road SE15 2RJ
 726a Old Kent Road London SE15 1NG

 Flat 2 Milestone Court SE15 2SL

 Flat 1 Milestone Court SE15 2SL

 Flat 3 Milestone Court SE15 2SL

 Flat 5 Milestone Court SE15 2SL

 Flat 4 Milestone Court SE15 2SL

 Second Floor Flat 681 Old Kent Road SE15 1JS

 Unit 6 25-39 Devon Street SE15 1JR

 Unit 5 25-39 Devon Street SE15 1JR

 61 Manor Grove London SE15 1EH
 5 Hillbeck Close London SE15 1EE
 4 Hillbeck Close London SE15 1EE
 6 Hillbeck Close London SE15 1EE
 8 Hillbeck Close London SE15 1EE
 7 Hillbeck Close London SE15 1EE
 722a Old Kent Road London SE15 1NG
 720b Old Kent Road London SE15 1NG
 726 Old Kent Road London SE15 1NG
 803 Old Kent Road London SE15 1NX
 801 Old Kent Road London SE15 1NX
 Flat 8 Bowness House Tustin Estate SE15 1DS
 Flat 7 Bowness House Tustin Estate SE15 1DS
 Flat 9 Bowness House Tustin Estate SE15 1DS
 720a Old Kent Road London SE15 1NG

 813 Old Kent Road London SE15 1NX
 5 Sylvan Terrace Sylvan Grove SE15 1PB
 4 Sylvan Terrace Sylvan Grove SE15 1PB
 6 Sylvan Terrace Sylvan Grove SE15 1PB
 Flat 7 Kentmere House Tustin Estate SE15 1EG
 Flat 6 Kentmere House Tustin Estate SE15 1EG
 789-799 Old Kent Road London SE15 1NZ
 815 Old Kent Road London SE15 1NX
 1 Sylvan Terrace Sylvan Grove SE15 1PB
 3 Sylvan Terrace Sylvan Grove SE15 1PB
 2 Sylvan Terrace Sylvan Grove SE15 1PB
 Flat 6 Bowness House Tustin Estate SE15 1DS
 Flat 23 Bowness House Tustin Estate SE15 1DS
 Flat 22 Bowness House Tustin Estate SE15 1DS
 Flat 24 Bowness House Tustin Estate SE15 1DS
 Flat 26 Bowness House Tustin Estate SE15 1DS
 Flat 25 Bowness House Tustin Estate SE15 1DS
 Flat 19 Bowness House Tustin Estate SE15 1DS
 Flat 18 Bowness House Tustin Estate SE15 1DS
 Flat 2 Bowness House Tustin Estate SE15 1DS

Unit 7 25-39 Devon Street SE15 1JR
 709 Old Kent Road London SE15 1JZ
 24-32 Murdock Street London SE15 1LW
 2-20 Devon Street London SE15 1JR
 Chapel Caroline Gardens SE15 2SF
 Unit 4 25-39 Devon Street SE15 1JR
 Unit 2 25-39 Devon Street SE15 1JR
 Unit 1 25-39 Devon Street SE15 1JR
 Flat 30 Grenier Apartments SE15 2RS
 Flat 31 Harry Lamborn House SE15 2RW
 Flat 30 Harry Lamborn House SE15 2RW
 Flat 32 Harry Lamborn House SE15 2RW
 Flat 34 Harry Lamborn House SE15 2RW
 Flat 33 Harry Lamborn House SE15 2RW
 Flat 27 Harry Lamborn House SE15 2RW
 Flat 26 Harry Lamborn House SE15 2RW
 Flat 28 Harry Lamborn House SE15 2RW
 Flat 3 Harry Lamborn House SE15 2RW
 Flat 29 Harry Lamborn House SE15 2RW
 Flat 35 Harry Lamborn House SE15 2RW
 Flat 9 Harry Lamborn House SE15 2RW
 Flat 8 Harry Lamborn House SE15 2RW
 79a Caroline Gardens Asylum Road SE15 2SE
 4 Asylum Road London SE15 2SB
 2a Asylum Road London SE15 2SB
 Flat 4 Harry Lamborn House SE15 2RW
 Flat 36 Harry Lamborn House SE15 2RW
 Flat 5 Harry Lamborn House SE15 2RW
 Flat 7 Harry Lamborn House SE15 2RW
 Flat 6 Harry Lamborn House SE15 2RW
 Flat 25 Harry Lamborn House SE15 2RW
 Flat 11 Harry Lamborn House SE15 2RW
 Flat 10 Harry Lamborn House SE15 2RW
 Flat 12 Harry Lamborn House SE15 2RW
 Flat 14 Harry Lamborn House SE15 2RW
 Flat 13 Harry Lamborn House SE15 2RW
 7 Caroline Gardens Asylum Road SE15 2SQ
 Flat 21 Bowness House Tustin Estate SE15 1DS
 Flat 20 Bowness House Tustin Estate SE15 1DS
 Flat 27 Bowness House Tustin Estate SE15 1DS
 Flat 33 Bowness House Tustin Estate SE15 1DS
 Flat 32 Bowness House Tustin Estate SE15 1DS
 Flat 34 Bowness House Tustin Estate SE15 1DS
 Flat 5 Bowness House Tustin Estate SE15 1DS
 Flat 4 Bowness House Tustin Estate SE15 1DS
 Flat 29 Bowness House Tustin Estate SE15 1DS
 Flat 28 Bowness House Tustin Estate SE15 1DS
 Flat 3 Bowness House Tustin Estate SE15 1DS
 Flat 31 Bowness House Tustin Estate SE15 1DS
 Flat 30 Bowness House Tustin Estate SE15 1DS
 22 Hillbeck Close London SE15 1EE
 Flat 4 24 Sylvan Grove SE15 1AR
 Flat 3 24 Sylvan Grove SE15 1AR
 Flat 5 24 Sylvan Grove SE15 1AR
 Flat 7 24 Sylvan Grove SE15 1AR
 Flat 6 24 Sylvan Grove SE15 1AR
 Flat 20 18 Sylvan Grove SE15 1AR
 Flat 19 18 Sylvan Grove SE15 1AR
 Flat 2 24 Sylvan Grove SE15 1AR
 Flat 1 24 Sylvan Grove SE15 1AR
 Flat 8 24 Sylvan Grove SE15 1AR
 Flat 15 24 Sylvan Grove SE15 1AR
 Flat 14 24 Sylvan Grove SE15 1AR
 Flat 16 24 Sylvan Grove SE15 1AR
 Flat 18 24 Sylvan Grove SE15 1AR
 Flat 17 24 Sylvan Grove SE15 1AR
 Flat 10 24 Sylvan Grove SE15 1AR
 Flat 9 24 Sylvan Grove SE15 1AR
 Flat 11 24 Sylvan Grove SE15 1AR
 Flat 13 24 Sylvan Grove SE15 1AR
 Flat 12 24 Sylvan Grove SE15 1AR
 Flat 18 18 Sylvan Grove SE15 1AR
 Flat 3 18 Sylvan Grove SE15 1AR
 Flat 2 18 Sylvan Grove SE15 1AR

6 Caroline Gardens Asylum Road SE15 2SQ
 8 Caroline Gardens Asylum Road SE15 2SQ
 Flat 1 Harry Lamborn House SE15 2RW
 9 Caroline Gardens Asylum Road SE15 2SQ
 Flat 15 Harry Lamborn House SE15 2RW
 Flat 21 Harry Lamborn House SE15 2RW
 Flat 20 Harry Lamborn House SE15 2RW
 Flat 22 Harry Lamborn House SE15 2RW
 Flat 24 Harry Lamborn House SE15 2RW
 Flat 23 Harry Lamborn House SE15 2RW
 Flat 17 Harry Lamborn House SE15 2RW
 Flat 16 Harry Lamborn House SE15 2RW
 Flat 18 Harry Lamborn House SE15 2RW
 Flat 2 Harry Lamborn House SE15 2RW
 Flat 19 Harry Lamborn House SE15 2RW
 Flat 15 Grenier Apartments SE15 2RS
 Flat 14 Grenier Apartments SE15 2RS
 Flat 16 Grenier Apartments SE15 2RS
 Flat 18 Grenier Apartments SE15 2RS
 Flat 17 Grenier Apartments SE15 2RS
 Flat 10 Grenier Apartments SE15 2RS
 Flat 9 Grenier Apartments SE15 2RS
 Flat 11 Grenier Apartments SE15 2RS
 Flat 13 Grenier Apartments SE15 2RS
 Flat 12 Grenier Apartments SE15 2RS
 Flat 19 Grenier Apartments SE15 2RS
 Flat 26 Grenier Apartments SE15 2RS
 Flat 25 Grenier Apartments SE15 2RS
 Flat 27 Grenier Apartments SE15 2RS
 Flat 29 Grenier Apartments SE15 2RS
 Flat 28 Grenier Apartments SE15 2RS
 Flat 21 Grenier Apartments SE15 2RS
 Flat 20 Grenier Apartments SE15 2RS
 Flat 22 Grenier Apartments SE15 2RS
 Flat 24 Grenier Apartments SE15 2RS
 Flat 23 Grenier Apartments SE15 2RS
 Flat 8 Grenier Apartments SE15 2RS
 3 Burnhill Close London SE15 2RT
 2 Burnhill Close London SE15 2RT
 4 Burnhill Close London SE15 2RT
 6 Burnhill Close London SE15 2RT
 5 Burnhill Close London SE15 2RT
 10 Asylum Road London SE15 2SB
 8 Asylum Road London SE15 2SB
 4a Asylum Road London SE15 2SB
 1 Burnhill Close London SE15 2RT
 Apartment A 6 Asylum Road SE15 2SB
 61 Asylum Road London SE15 2RJ
 Flat 4 Grenier Apartments SE15 2RS
 Flat 3 Grenier Apartments SE15 2RS
 Flat 4 18 Sylvan Grove SE15 1AR
 Flat 6 18 Sylvan Grove SE15 1AR
 Flat 5 18 Sylvan Grove SE15 1AR
 Flat 22 8 Sylvan Grove SE15 1AR
 Flat 21 8 Sylvan Grove SE15 1AR
 Flat 23 8 Sylvan Grove SE15 1AR
 Flat 1 18 Sylvan Grove SE15 1AR
 Flat 7 18 Sylvan Grove SE15 1AR
 Flat 14 18 Sylvan Grove SE15 1AR
 Flat 13 18 Sylvan Grove SE15 1AR
 Flat 15 18 Sylvan Grove SE15 1AR
 Flat 17 18 Sylvan Grove SE15 1AR
 Flat 16 18 Sylvan Grove SE15 1AR
 Flat 9 18 Sylvan Grove SE15 1AR
 Flat 8 18 Sylvan Grove SE15 1AR
 Flat 10 18 Sylvan Grove SE15 1AR
 Flat 12 18 Sylvan Grove SE15 1AR
 Flat 11 18 Sylvan Grove SE15 1AR
 812 Old Kent Road London SE15 1NH
 1 Hillbeck Close London SE15 1EE
 11 Hillbeck Close London SE15 1EE
 10 Hillbeck Close London SE15 1EE
 Unit D 45 Devon Street SE15 1AL
 Unit C 45 Devon Street SE15 1AL
 Unit E 45 Devon Street SE15 1AL
 Unit 4 Daisy Business Park SE15 1PD
 Unit F 45 Devon Street SE15 1AL
 12 Hillbeck Close London SE15 1EE
 19 Hillbeck Close London SE15 1EE
 18 Hillbeck Close London SE15 1EE
 2 Hillbeck Close London SE15 1EE
 21 Hillbeck Close London SE15 1EE
 20 Hillbeck Close London SE15 1EE
 14 Hillbeck Close London SE15 1EE
 13 Hillbeck Close London SE15 1EE
 15 Hillbeck Close London SE15 1EE
 17 Hillbeck Close London SE15 1EE
 16 Hillbeck Close London SE15 1EE
 Unit B 45 Devon Street SE15 1AL
 Flat 25 24 Sylvan Grove SE15 1AR
 Flat 24 24 Sylvan Grove SE15 1AR
 Flat 26 24 Sylvan Grove SE15 1AR
 Flat 28 24 Sylvan Grove SE15 1AR
 Flat 27 24 Sylvan Grove SE15 1AR
 Flat 20 24 Sylvan Grove SE15 1AR
 Flat 19 24 Sylvan Grove SE15 1AR
 Flat 21 24 Sylvan Grove SE15 1AR
 Flat 23 24 Sylvan Grove SE15 1AR
 Flat 22 24 Sylvan Grove SE15 1AR
 16 Sylvan Grove London SE15 1AR

Flat 5 Grenier Apartments SE15 2RS
Flat 7 Grenier Apartments SE15 2RS
Flat 6 Grenier Apartments SE15 2RS
Milestone Court 1 Wales Close SE15 2SL
10a Asylum Road London SE15 2SB
63 Asylum Road London SE15 2RJ
Flat 2 Grenier Apartments SE15 2RS
Flat 1 Grenier Apartments SE15 2RS
Flat 7 Meridian Court SE15 2GE
Flat 6 Meridian Court SE15 2GE
Flat 8 Meridian Court SE15 2GE
Flat 10 Meridian Court SE15 2GE

Flat 9 Meridian Court SE15 2GE

Flat 2 Meridian Court SE15 2GE

14a Sylvan Grove London SE15 1AR
12b Sylvan Grove London SE15 1AR
14b Sylvan Grove London SE15 1AR
Unit A 45 Devon Street SE15 1AL
22 Sylvan Grove London SE15 1AR
20 Sylvan Grove London SE15 1AR
10a Sylvan Grove London SE15 1AR
12a Sylvan Grove London SE15 1AR
10b Sylvan Grove London SE15 1AR
74 Friary Road London SE15 1PX
316 Commercial Way Peckham SE15 1QN
Hss Hire Service Group Oakland House, 76
Talbot Road M16 0PQ
Motor Fuel Group, Gladstone Place, St Albans
AL1 3UU
58 Avonley Road London SE14 5EW
London

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

Economic Development Team

Flood and Drainage Team

EPT

Statutory and non-statutory organisations

Environment Agency

Health & Safety Executive

Metropolitan Police Service (Designing out Crime)

National Air Traffic Safeguarding Office

Natural England - London Region & South East Region

Thames Water - Development Planning

GLA/TfL

Neighbours and local groups

Hss Hire Service Group Oakland House, 76 Talbot Road M16 0PQ

London

Motor Fuel Group, Gladstone Place, St Albans AL1 3UU

316 Commercial Way Peckham SE15 1QN

58 Avonley Road London SE14 5EW

6 Sylvan Terrace Sylvan Grove SE15 1PB

720b Old Kent Road London SE15 1NG

74 Friary Road London SE15 1PX

747-759 Old Kent Road London SE15 1NZ

Safestore

DRAFT 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	Barkwest Ltd	Reg. Number	19/AP/1239
Application Type	Outline Planning Permission	Case Number	2168-761
Recommendation	Grant subject to Legal Agrt and GLA		

Draft of Decision Notice

Planning Permission was **GRANTED** for the following development:

(Detailed Proposals)

Full planning permission for the demolition of all existing structures on site, the stopping up of the existing Devonshire Grove major arm (IWMF egress road) and redevelopment to include formation of a new road reconfiguration and widening of Devonshire Grove, widening of the foot ways on Sylvan Grove and Old Kent Road, construction of Building A at ground plus 38 storeys to provide 264 residential units (Class C3), flexible retail/employment floorspace (Class A1/A2/A3/A4/B1a-c), creation of a new public realm including new public squares and spaces ,associated landscaping and highways works and a new substation and all associated works.

(Outline Proposals)

Outline planning permission (all matters reserved) for comprehensive mixed-use development for the following uses in four Buildings (B, C, D and E) and a basement level shared with Building A: Up to a maximum of 301 residential units (Class C3); employment workspace floorspace (Class B1a-c); flexible retail, financial and professional services, food and drink uses (Class A1/A2/A3/A4/A5), flexible non-residential institutions (Class D1) and Assembly and leisure uses (Class D2); Storage, car and cycle parking; Energy centre; Substations; Formation of new pedestrian and vehicular access and means of access and circulation within the site together; and new private and communal open space.

This Application is for a Phased Development for CIL purposes with details of the phasing to be secured by Condition.

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: 747-759 & 765-775 OLD KENT ROAD, LONDON SE15 1NZ & LAND AT DEVONSHIRE GROVE SE15

In accordance with application received on 25/04/2019

and Applicant's Drawing Nos.

OUTLINE APPLICATION PARAMETER PLANS

16139_00_07_051 OUTLINE & DETAIL APPLICATION BOUNDARY GOUND P2
 16139_00_07_052 OUTLINE PLANNING APPLICATION BOUNDARY AT BASEMENT P1
 16139_00_07_053 LOWER GROUND FLOOR MAXIMUM EXTENT P1
 16139_00_07_054 LOWER GROUND FLOOR USES P1
 16139_00_07_055 GROUND FLOOR USES P3
 16139_00_07_056 UPPER FLOOR USES P3
 16139_00_07_057 MINIMUM AMENITY SPACES P2
 16139_00_07_058 PEDESTRIAN & VEHICLE ACCESS & CIRCULATION P2
 16139_00_07_059 MAXIMUM BUILDING SCALE P2
 16139_00_07_060 MAXIMUM SCALE THRESHOLD P2
 16139_00_07_061 DEVELOPMENT PARCEL BUILDING LINES P2

DETAIL APPLICATION ARCHITECTURAL DRAWINGS**EXISTING SITE PLANS**

16139_02_07_001 EXISTING SITE - LOCATION PLAN P1
 16139_02_07_010 EXISTING - SITE PLAN P1
 16139_02_07_011 EXISTING - BASEMENT P1

EXISTING SITE ELEVATIONS

16139_02_07_020 EXISTING SITE SOUTH ELEVATION - OLD KENT ROAD P1
 16139_02_07_021 EXISTING SITE WEST ELEVATION - DEVONSHIRE GROVE P1
 16139_02_07_022 EXISTING SITE EAST ELEVATION - SYLVAN GROVE P1
 16139_02_07_023 EXISTING SITE NORTH ELEVATION - DAISY BUSINESS PARK P1

EXISTING SITE SECTIONS

16139_02_07_030 EXISTING SITE SECTIONS - SECTION A - A P1
 16139_02_07_031 EXISTING SITE SECTIONS - SECTION B - B P1
 16139_02_07_032 EXISTING SITE SECTIONS - SECTION C - C P1
 16139_02_07_033 EXISTING SITE SECTIONS - SECTION D - D P1

DEMOLITION PLANS AND ELEVATIONS

16139_02_07_040 EXISTING SITE - DEMOLITION PLAN P1
 16139_02_07_041 EXISTING SITE DEMOLITION SOUTH ELEVATION - OLD KENT ROAD P1
 16139_02_07_042 EXISTING SITE DEMOLITION WEST ELEVATION - DEVONSHIRE GROVE P1
 16139_02_07_043 EXISTING SITE DEMOLITION EAST ELEVATION - SYLVAN GROVE P1
 16139_02_07_044 EXISTING SITE DEMOLITION NORTH ELEVATION - DAISY BUSINESS PARK P1

PROPOSED SITE PLANS

16139_02_07_060 BUILDING A - PROPOSED SITE ROOF PLAN P2
 16139_02_07_061 BUILDING A - PROPOSED SITE PLAN LEVEL 00 P2
 16139_02_07_070 BUILDING A SITE PLAN ROOF P2
 16139_02_07_071 BUILDING A SITE PLAN - LEVEL 00 P2

PROPOSED BUILDING A PLAN TYPES

16139_02_07_080 BUILDING A - FLOOR PLAN TYPES P1

PROPOSED BUILDING A PLANS

16139_02_07_100 BUILDING A - PLAN - LEVEL 00 P1
 16139_02_07_101 BUILDING A - PLAN - LEVEL 01 - 05 P1
 16139_02_07_102 BUILDING A - PLAN - LEVEL 06 - 07 P1
 16139_02_07_103 BUILDING A - PLAN - LEVEL 08 P1
 16139_02_07_104 BUILDING A - PLAN - LEVEL 09 - 10 1 P1
 16139_02_07_105 BUILDING A - PLAN - LEVEL 11 P1
 16139_02_07_106 BUILDING A - PLAN - LEVEL 12 - 13 P1
 16139_02_07_107 BUILDING A - PLAN - LEVEL 14 P1
 16139_02_07_108 BUILDING - PLAN - LEVEL 15 - 16 P1
 16139_02_07_109 BUILDING - PLAN - LEVEL 17 P1
 16139_02_07_110 BUILDING - PLAN - LEVEL 18 - 19 P1
 16139_02_07_111 BUILDING - PLAN - LEVEL 20 1 P1
 16139_02_07_112 BUILDING - PLAN - LEVEL 21 - 22 P1
 16139_02_07_113 BUILDING A - PLAN - LEVEL 23 P1
 16139_02_07_114 BUILDING A - PLAN - LEVEL 24 - 25 1 P1
 16139_02_07_115 BUILDING A - PLAN - LEVEL 26 P1
 16139_02_07_116 BUILDING A - PLAN - LEVEL 27 - 28 P1
 16139_02_07_117 BUILDING A - PLAN - LEVEL 29 P1
 16139_02_07_118 BUILDING A - PLAN - LEVEL 30 - 31 P1
 16139_02_07_119 BUILDING A - PLAN - LEVEL 32 P1
 16139_02_07_120 BUILDING A - PLAN - LEVEL 33 - 34 P1
 16139_02_07_121 BUILDING A - PLAN - LEVEL 35 - 38 P1
 16139_02_07_130 BUILDING A - PLAN - LEVEL 39 P1
 16139_02_07_131 BUILDING A - PLAN - ROOF LEVEL P1

PROPOSED BUILDING A UNIT TYPES

16139_02_07_150 BUILDING A - PLAN - UNIT TYPE PLANS - STUDIO AND 1 BED TYPES 1 P1
 16139_02_07_151 BUILDING A - PLAN - UNIT TYPE PLANS - 2 BED TYPES P1

16139_02_07_152 BUILDING A - PLAN - UNIT TYPE PLANS - 3 BED TYPES P1

16139_02_07_153 BUILDING A - PLAN - COMMUNAL TERRACE TYPES P1

PROPOSED BUILDING A - ELEVATIONS

16139_02_07_200 BUILDING A - EAST ELEVATION - DEVONSHIRE SQUARE P1

16139_02_07_201 BUILDING A - NORTH ELEVATION - DAISY BUISNESS PARK P1

16139_02_07_202 BUILDING A - WEST ELEVATION - SYLVAN GROVE P1

16139_02_07_203 BUILDING A - SOUTH ELEVATION - CHAUCER STREET P1

PROPOSED BUILDING A - SECTIONS

16139_02_07_300 BUILDING A - SECTION A - A P1

16139_02_07_301 BUILDING A - SECTION B - B P2

PROPOSED BUILDING A - BAY STUDIES

16139_02_07_500 BUILDING A - BAY STUDY 1 - GROUND FLOOR CONDITION P1

16139_02_07_501 BUILDING A - BAY STUDY 2 - TYPICAL CONDITION P1

16139_02_07_502 BUILDING A - BAY STUDY 3 - FLANK WALL CONDITION 1 P1

16139_02_07_503 BUILDING A - BAY STUDY 4 - WINTER GARDEN CONDITION 1 P1

16139_02_07_504 BUILDING A - BAY STUDY 5 - COMMUNAL TERRACE P1

16139_02_07_505 BUILDING A - BAY STUDY 6 - ROOF CONDITION 1 P1

16139_02_07_506 BUILDING A - BAY STUDY 7 - ROOF CONDITION 2 P1

OTHER PLANS

DEVELOPMENT HIGHWAY ARRANGEMENT (FOR APPROVAL) DRAWING REF. 3390 006 REV B

(supersedes the plan at Appendix J of the Transport Statement)

16139_01_07_080_P1 - Phasing Plan – Illustrative

Planning documents (as amended)

Planning Application Form

Covering letter

Planning Application Fee Calculation Summary

Community Infrastructure Levy Additional Information Form

Design and Access Statement

Design and Access Statement Addendum (October 2019)

Schedule of Accommodation and floor plans identifying the standard under M4 of the Building Regulations that each home in the Detailed Proposals will meet;

Design Code Rev A (Revised 14.02.20)

Environmental Statement Volume 1: Non-Technical Summary,

Environmental Statement Volume 2,

Environmental Statement Volume 3: Townscape, Heritage and Visual Impact Assessment

Environmental Statement Volume 4: Technical Appendices, prepared by Various and assembled by Temple Group;

Planning Statement (including Affordable Housing Statement and Draft Heads of Terms), prepared by DP9;

Development Specification REV B

Arboricultural Impact Assessment

Archaeological Assessment

Basement Impact Assessment

Construction Environmental Management Plan/Construction Logistics Plan

Energy Statement

Sustainability Statement and BREEAM Pre-assessment

Flood Risk Assessment and Drainage Strategy

Foul Sewage and Utilities Assessment

Rapid Health Impact Assessment

Geo-Environmental Site Assessment

Preliminary Ecological Appraisal

Delivery, Servicing and Site Waste Management Plan

Statement of Community Involvement

Transport Assessment

Fire Statement.

Workspace Management Plan

Code of Construction Practice Part A

Ventilation/Extraction Statement

Viability Appraisal

Energy Strategy Addendum prepared

GLA London Sustainable Drainage Proforma

Engagement Summary Template for the Development Consultation Charter

Revised Submission Covering Letter dated 28.10.19

Highways Drawing 3390 006 Rev B

Schedule of Responses to the GLA Stage 1 dated 05.12.19

Pell Frischman Response to the GLA Stage 1 dated 12.09.19 including Flood Warning and Evacuation Plan (Appendix A)

McBains Response to the GLA Stage 1

Energy Statement Addendum dated February 2020 and Appendices

DP9 (Tom Hawkley) email to the GLA (Ashley Russell and Kate Randell) dated 19.02.20

DP9 (Tom Hawkley) email to LBS (Tom Buttrick) dated 19.03.20 setting out the workspace offer including Indicative Workspace

Subject to the following of 59 conditions:

Time limit for implementing this permission and the approved plans

1 OUTLINE PROPOSAL – APPROVED DOCUMENTS

The Outline Component shall be developed in accordance with the following drawings and documents:

- Development Specification Rev B, prepared by DP9
- Design Code Rev A , prepared by Allies and Morrison
- Parameter Plans, prepared by Allies and Morrison

For the avoidance of doubt, the illustrative drawings submitted in support of the application are not approved.

Reason:

To ensure that the development is undertaken in accordance with the approved drawings and documents, the Environmental Statement and to protect the local amenity.

2 OUTLINE PROPOSAL – RESERVED MATTERS

No Development Parcel within the Development hereby approved in the Outline Component shall be commenced unless and until details of the:

- Access;
- Appearance;
- Landscaping
- Layout; and,
- Scale

Hereinafter referred to as the "Reserved Matters' in relation to that part of the Development, have been submitted to and approved in writing by the Local Planning Authority.

Applications for approval of the Reserved Matters shall be made to the Local Planning Authority before the expiration of 10 years from the date of this Decision Notice.

Reason:

As required by Section 92 of the Town and Country Planning Act 1990.

3 OUTLINE PROPOSAL – TIME LIMIT

Development of the Outline Proposals to which this permission relates must be begun not later than the expiration of Three YEARS from the approval of the final reserved matter(s) in respect of the relevant Development Parcel unless otherwise agreed.

Reason:

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

4 DETAILED PROPOSAL – 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.

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

OUTLINE APPLICATION PARAMETER PLANS

16139_00_07_051 OUTLINE & DETAIL APPLICATION BOUNDARY GOUND P2
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 16139_00_07_054 LOWER GROUND FLOOR USES P1
 16139_00_07_055 GROUND FLOOR USES P3
 16139_00_07_056 UPPER FLOOR USES P3
 16139_00_07_057 MINIMUM AMENITY SPACES P2
 16139_00_07_058 PEDESTRIAN & VEHICLE ACCESS & CIRCULATION P2
 16139_00_07_059 MAXIMUM BUILDING SCALE P2
 16139_00_07_060 MAXIMUM SCALE THRESHOLD P2
 16139_00_07_061 DEVELOPMENT PARCEL BUILDING LINES P2

DETAIL APPLICATION ARCHITECTURAL DRAWINGS

EXISTING SITE PLANS

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 16139_02_07_011 EXISTING - BASEMENT P1

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 16139_02_07_022 EXISTING SITE EAST ELEVATION - SYLVAN GROVE P1
 16139_02_07_023 EXISTING SITE NORTH ELEVATION - DAISY BUSINESS PARK P1

EXISTING SITE SECTIONS

16139_02_07_030 EXISTING SITE SECTIONS - SECTION A - A P1
 16139_02_07_031 EXISTING SITE SECTIONS - SECTION B - B P1
 16139_02_07_032 EXISTING SITE SECTIONS - SECTION C - C P1
 16139_02_07_033 EXISTING SITE SECTIONS - SECTION D - D P1

DEMOLITION PLANS AND ELEVATIONS

16139_02_07_040 EXISTING SITE - DEMOLITION PLAN P1
 16139_02_07_041 EXISTING SITE DEMOLITION SOUTH ELEVATION - OLD KENT ROAD P1
 16139_02_07_042 EXISTING SITE DEMOLITION WEST ELEVATION - DEVONSHIRE GROVE P1
 16139_02_07_043 EXISTING SITE DEMOLITION EAST ELEVATION - SYLVAN GROVE P1
 16139_02_07_044 EXISTING SITE DEMOLITION NORTH ELEVATION - DAISY BUSINESS PARK P1

PROPOSED SITE PLANS

16139_02_07_060 BUILDING A - PROPOSED SITE ROOF PLAN P2
 16139_02_07_061 BUILDING A - PROPOSED SITE PLAN LEVEL 00 P2
 16139_02_07_070 BUILDING A SITE PLAN ROOF P2
 16139_02_07_071 BUILDING A SITE PLAN - LEVEL 00 P2

PROPOSED BUILDING A PLAN TYPES

16139_02_07_080 BUILDING A - FLOOR PLAN TYPES P1

PROPOSED BUILDING A PLANS

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 16139_02_07_101 BUILDING A - PLAN - LEVEL 01 - 05 P1
 16139_02_07_102 BUILDING A - PLAN - LEVEL 06 - 07 P1
 16139_02_07_103 BUILDING A - PLAN - LEVEL 08 P1

16139_02_07_104 BUILDING A - PLAN - LEVEL 09 - 10 1 P1
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 16139_02_07_111 BUILDING - PLAN - LEVEL 20 1 P1
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 16139_02_07_114 BUILDING A - PLAN - LEVEL 24 - 25 1 P1
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 16139_02_07_117 BUILDING A - PLAN - LEVEL 29 P1
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 16139_02_07_119 BUILDING A - PLAN - LEVEL 32 P1
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 16139_02_07_121 BUILDING A - PLAN - LEVEL 35 - 38 P1
 16139_02_07_130 BUILDING A - PLAN - LEVEL 39 P1
 16139_02_07_131 BUILDING A - PLAN - ROOF LEVEL P1

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16139_02_07_150 BUILDING A - PLAN - UNIT TYPE PLANS - STUDIO AND 1 BED TYPES 1 P1
 16139_02_07_151 BUILDING A - PLAN - UNIT TYPE PLANS - 2 BED TYPES P1
 16139_02_07_152 BUILDING A - PLAN - UNIT TYPE PLANS - 3 BED TYPES P1
 16139_02_07_153 BUILDING A - PLAN - COMMUNAL TERRACE TYPES P1

PROPOSED BUILDING A - ELEVATIONS

16139_02_07_200 BUILDING A - EAST ELEVATION - DEVONSHIRE SQUARE P1
 16139_02_07_201 BUILDING A - NORTH ELEVATION - DAISY BUISNESS PARK P1
 16139_02_07_202 BUILDING A - WEST ELEVATION - SYLVAN GROVE P1
 16139_02_07_203 BUILDING A - SOUTH ELEVATION - CHAUCER STREET P1

PROPOSED BUILDING A - SECTIONS

16139_02_07_300 BUILDING A - SECTION A - A P1
 16139_02_07_301 BUILDING A - SECTION B - B P2

PROPOSED BUILDING A - BAY STUDIES

16139_02_07_500 BUILDING A - BAY STUDY 1 - GROUND FLOOR CONDITION P1
 16139_02_07_501 BUILDING A - BAY STUDY 2 - TYPICAL CONDITION P1
 16139_02_07_502 BUILDING A - BAY STUDY 3 - FLANK WALL CONDITION 1 P1
 16139_02_07_503 BUILDING A - BAY STUDY 4 - WINTER GARDEN CONDITION 1 P1
 16139_02_07_504 BUILDING A - BAY STUDY 5 - COMMUNAL TERRACE P1
 16139_02_07_505 BUILDING A - BAY STUDY 6 - ROOF CONDITION 1 P1
 16139_02_07_506 BUILDING A - BAY STUDY 7 - ROOF CONDITION 2

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.

6 FULL & OUTLINE - DEMOLITION NOISE AND VIBRATION MANAGEMENT PLAN

Prior to the commencement of Early Works, details of a Demolition Noise and Vibration Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall only be demolished in accordance with the approved Demolition Noise and Vibration Management Plan.

Reason:

To minimise noise effects from enabling works, demolition and construction and in accordance with the mitigation measures identified in the Environmental Impact Assessment. This condition is required prior to Early Works

because the potential impacts to neighbouring amenity is fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

7 FULL & OUTLINE - CONSTRUCTION MANAGEMENT PLAN

For each phase of the development, no development shall take place, including any works of demolition, until a written construction environmental management plan (CEMP) for the relevant part of the site has been devised and submitted for the approval of the Local Planning Authority for the relevant phase. 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 for the relevant phase of development including consideration of all environmental impacts and the identified remedial measures, including continuous monitoring of noise and airborne particulates;
- Engineering measures to eliminate or mitigate identified environmental impacts e.g. acoustic screening, sound insulation, dust control, emission reduction, location of specific activities on site, etc;
- Arrangements for direct responsive contact for nearby occupiers with the site management during demolition and/or construction (signage on hoardings, newsletters, resident's liaison meetings);
- A commitment to adopt and implement of the ICE Demolition Protocol and Considerate Contractor Scheme; Site traffic - Routing of in-bound and outbound site traffic, one way site traffic, lay off areas, etc;
- Waste Management - Accurate waste identification, separation, storage, registered waste carriers for transportation and disposal to appropriate destinations.

To follow current best construction practice, including the following:
Southwark Council's Technical Guide for Demolition & Construction 2016, available from
<http://southwark.gov.uk/air-quality/the-main-causes-of-air-pollution>
S61 of Control of Pollution Act 1974,

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

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

For the avoidance of doubt this condition can be discharged in parts on a Phase by Phase basis.

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

8 FULL & OUTLINE - ARCHAEOLOGICAL FOUNDATION DESIGN

Before any work hereby authorised begins on Phase 2 excluding demolition, 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 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

9 FULL & OUTLINE - ARCHAEOLOGICAL REPORTING SITE WORK

Within six months of the completion of archaeological site works on the relevant phase (excluding Phase 1), 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.

For the avoidance of doubt this condition can be discharged on a Phase by Phase basis for the relevant Phase.

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

10 FULL & OUTLINE - ARCHAEOLOGICAL EVALUATION

Before any work hereby authorised begins on Phase 2 excluding demolition, 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 Chapter 12, paragraph 141 of the National Planning Policy Framework, policy 12 of the Core Strategy 2011 and saved policy 3.19 of the Southwark Plan 2007

11 FULL & OUTLINE - ARCHAEOLOGICAL MITIGATION

Before any work hereby authorised begins, on Phase 2 excluding demolition, the applicant shall submit a written scheme of investigation for a programme of archaeological recording, which shall be approved in writing by the Local Planning Authority and implemented and shall not be carried out other than in accordance with any such approval given.

Reason:

In order that the details of the programme of archaeological excavation and recording works are suitable with regard to the impacts of the proposed development and the nature and extent of archaeological remains on site in accordance with Chapter 12, paragraph 141 of the National Planning Policy Framework, policy 12 of the Core Strategy 2011 and saved policy 3.19 of the Southwark Plan 2007

12 FULL & OUTLINE - REMEDIATION STRATEGY

a) Prior to the commencement of the basement works comprised in Phase 2, an intrusive site investigation and associated risk assessment shall be completed to assess and fully categorise the nature and extent of any contamination of soils, including ground gases, and controlled waters on the site.

b) In the event that contamination is present, a detailed remediation and/or mitigation strategy to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, controlled waters, buildings and the natural and historical environment shall be prepared and submitted to the Local Planning Authority for approval in writing.

c) Following the completion of the works and measures identified in the approved remediation strategy, a verification report shall be submitted to and approved in writing by the Local Planning Authority. This shall provide evidence that all works or measures required by the remediation strategy have been completed and that the site is suitable and safe for its proposed uses and the wider environment.

d) In the event that potential contamination is found at any time when carrying out the approved development that was not previously identified, it shall be reported in writing immediately to the Local Planning Authority, and a scheme of investigation and risk assessment and a remediation strategy shall be submitted to the Local Planning Authority for approval in writing. Any works arising through this shall be reported within the verification strategy required by section c above.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with saved policy 3.2 'Protection of amenity' of the Southwark Plan (2007), strategic policy 13' High environmental standards' of the Core Strategy (2011) and the National Planning Policy Framework 2012.

13 FULL & OUTLINE - TREE PLANTING

Prior to works commencing on Phase 3, full details of all proposed planting of a minimum 90 trees (across full and outline phases) 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.

Reason:

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.

14 FULL & OUTLINE - SURFACE WATER DRAINAGE

No works shall commence on Phase 3 until the applicant has submitted full details of the proposed surface water drainage system incorporating Sustainable Drainage Systems (SuDS), including detailed design, size and location of attenuation units and details of flow control measures shall be submitted to and approved in writing by the Local Planning Authority. The proposals should demonstrate:

- As a minimum, the strategy should achieve a reduction in surface water runoff rates and provide on site attenuation up to and including the 1% Annual Exceedance Probability (AEP) storm plus climate change allowance, as detailed in the submitted Drainage Strategy.
- Opportunities for attenuation using green roofs should be maximised, as well as rain gardens to enhance biodiversity and public amenity, as outlined in the submitted documents.
- The applicant must demonstrate that the site is safe in the event of blockage/failure of the system, including consideration of exceedance flows. The site drainage must be constructed to the approved details.

Reason:

To minimise the potential for the site to contribute to surface water flooding in accordance with Southwark's Strategic Flood Risk Assessment (2017), Policy 5.13 of the London Plan (2015) and Policy AAP 11 of the Old

Kent Road Area Action Plan.

15 OUTLINE - BASEMENT IMPACT ASSESSMENT (BIA)

No works shall commence to the basement in Phase 2 until a full Basement Impact Assessment (BIA) and details of relevant investigations to determine the ground and groundwater conditions (including levels) have been submitted to and approved by the Local Planning Authority. The BIA should be based upon the findings of the Basement Impact Assessment (prepared by Pell Frischmann, April 2019) and should include groundwater flood risk mitigation measures as required, with the measures constructed to the approved details. The BIA should assess if the lowest level of the basement will be above, or below the groundwater levels recorded from the ground investigations. It should consider fluctuations in groundwater levels and the risks this can pose to the site. The BIA should include a plan of the basement area within the boundary of the site, with any known (investigated) basements and subterranean structures adjacent to the site. This is to see if there may be a risk of obstructing groundwater flows which could potentially cause a build up of pressure on the upstream side of the subterranean structures. Further guidance on preparing BIAs can be found in Appendix I of our Strategic Flood Risk Assessment:

<https://www.southwark.gov.uk/environment/flood-risk-management/strategic-flood-risk-assessment-sfra?chapter=2>

Reason:

To minimise the potential for the site to contribute to changes in groundwater conditions and any subsequent flooding in accordance with the Southwark Strategic Flood Risk Assessment (2016).

16 FULL & OUTLINE - MARKETING PARTICULARS

Prior to occupation, details of the marketing materials for sale and rental properties shall be submitted and approved in writing by the local planning authority clearly identifying the development as car free and that all new residents should sign acknowledgement of the permit free status of their new home.

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.

17 ELECTRIC VEHICLE CHARGING POINTS

Prior to first occupation of any residential units, the applicant shall submit plans to show delivery of a minimum of 30% of the total number of car parking spaces as electric vehicle charging points with a further 10% allocated for passive provision. The development must be implemented in accordance with the approval given.

Reason:

To encourage more sustainable travel in accordance with The National Planning Policy Framework 2018, Strategic Policy 2 Sustainable Transport of The Core Strategy 2011 and Saved Policies 3.1 Environmental Effects and 5.2 Transport Impacts of the Southwark Plan 2007.

18 OUTLINE - TRAVEL PLAN FOR DESTINATION USE (D USE CLASS)

a) Before the first occupation of any destination use (D Use class) commences the applicant shall submit in writing and obtain the written approval of the Local Planning Authority to a Travel Plan setting out the proposed measures to be taken to encourage the use of modes of transport other than the car by all users of the building, including staff and visitors.

b) At the start of the second year of operation of the approved Travel Plan a detailed survey showing the methods of transport used by all those users of the building to and from the site and how this compares with the proposed measures and any additional measures to be taken to encourage the use of public transport, walking and cycling to the site shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise in accordance with any such approval given.

Reason:

In order that the use of non-car based travel is encouraged in accordance with The National Planning Policy Framework 2018, Strategic Policy 2 Sustainable Transport of The Core Strategy 2011 and Saved Policies 5.2 Transport Impacts, 5.3 Walking and Cycling and 5.6 Car Parking of the Southwark Plan 2007.

19 FULL & OUTLINE - ODOUR

Before any A3 or A5 use hereby permitted commences the detailed design of the kitchen extract system, including all emissions abatement equipment and flue, shall be submitted to the local planning authority for approval and installed as per any approval given.

Reason:

To ensure that the occupiers and users of the proposed development do not suffer a loss of amenity by reason of odour 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.

20 FULL & OUTLINE – BREEAM

Prior to 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 for the relevant Phase and the development shall not be carried out otherwise than in accordance with any such approval given.

Before the occupation of the relevant commercial unit within the development 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 have been met.

For the avoidance of doubt this condition can be discharged on a Phase by Phase basis for the relevant phase.

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

21 FULL - TREE PROTECTION – Lime Tree T4

Prior to below grade works commencing (Phase 2), a full hazard assessment of Lime tree T4 as identified in the submitted Arboricultural Impact Assessment, shall be submitted to and approved in writing by the Local Planning Authority. If this tree is identified to be safe it should be retained with the appropriate measures taken to protect it during all construction phase. If the tree is found to be unsafe and must be removed, the trees' removal must be used as opportunity to plant more trees in its place, to be approved in writing by the Local Planning Authority.

Reason:

Lime Tree T4 has been recognised as a surviving tree of the historic avenue and therefore has significant heritage and biodiversity value. To ensure the proposed development will preserve and enhance the visual amenities of the locality and is designed for the maximum benefit of local biodiversity, in addition to the attenuation of surface water runoff in accordance with The National Planning Policy Framework 2012 Parts 7, 8, 11 & 12 and policies of The Core Strategy 2011: SP11 Open spaces and wildlife; SP12 Design and conservation; SP13 High environmental standards, and Saved Policies of The Southwark Plan 2007: Policy 3.2 Protection of amenity; Policy 3.12 Quality in Design; Policy 3.13 Urban Design and Policy 3.28 Biodiversity.

Commencement of works above grade - the details required to be submitted for approval by the condition(s) listed below must be submitted to and approved by the council before any work above grade (i.e Phase 3) is commenced. The term 'above grade' here means any works above ground level.

22 FULL & OUTLINE - PLAY

1) Before any above grade work hereby authorised begins within the public realm on the relevant phase (excluding demolition and Phase 1 and 2 works), 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.

2) 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.

For the avoidance of doubt this condition can be discharged on a Phase by Phase basis for the relevant phase.

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.

23 FULL & OUTLINE - HARD AND SOFT LANDSCAPING

Before any above grade work hereby authorised begins on the relevant phase, (excluding demolition and Phase 1 and 2 works), detailed drawings of a hard and soft landscaping scheme showing the treatment of all parts of the site not covered by buildings (including cross sections, surfacing materials of any 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.

Officers are seeking additional green landscaping to be included.

The hard landscape materials must be natural stone with samples submitted to and approved in writing by the local planning authority.

The lighting design for the landscaped areas should also be submitted and approved in writing by the local planning authority.

Any lawned areas should be planted in a species rich grass, details of which shall be agreed in writing with the local planning authority.

The landscape scheme must be designed to mitigate against the adverse impacts of wind, and the submitted details must demonstrate that the appropriate Lawson Safety Method and Lawson Comfort Method criteria shall be achieved.

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).

For the avoidance of doubt this condition can be discharged on a Phase by Phase basis for the relevant phase.

Reason:

So that the Council may be satisfied with the details of the landscaping scheme in accordance with The National Planning Policy Framework 2018 Chapters 8, 12, 15 & 16 and policies of The Core Strategy 2011: SP11 Open spaces and wildlife; SP12 Design and conservation; SP13 High environmental standards, and Saved Policies of The Southwark Plan 2007: Policy 3.2 Protection of amenity; Policy 3.12 Quality in Design; Policy 3.13 Urban Design and Policy 3.28 Biodiversity.

24 FULL & OUTLINE - ECOLOGICAL LANDSCAPE PLAN

Before any above grade work hereby authorised begins on the relevant phase, (excluding demolition and Phase 1 and 2 works), a landscape management plan, including long- term design objectives, management responsibilities and maintenance schedules for all landscaped areas (except privately owned domestic gardens), shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority.

Where applicable, the scheme shall include the following elements: landscaping, nesting and roosting features, and green roofs.

For the avoidance of doubt this condition can be discharged on a Phase by Phase basis for the relevant phase.

Reasons:

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

25 FULL & OUTLINE - LIGHT POLLUTION

Prior to the commencement of works above grade on the relevant phase (excluding demolition and Phase 1 and 2 works), of the development hereby permitted, a detailed lighting strategy and design for all internal and external lighting relating to that phase, demonstrating compliance with the Institute of Lighting Professionals (ILP) Guidance Notes, shall be submitted to and approved by the Local Planning Authority in writing. If mitigation is required it shall be implemented prior to the first use of the building and retained as such thereafter.

For the avoidance of doubt this condition can be discharged on a Phase by Phase basis for the relevant phase.

Reason:

In order that the Council may be satisfied as to the details of the development in the interest of the visual amenity of the area, the amenity and privacy of adjoining occupiers, and their protection from light nuisance, in accordance with The National Planning Policy Framework 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.

26 FULL AND OUTLINE - BIRD BOXES

Details of bird and/or bat nesting tubes/ swift bricks for the relevant phase (excluding demolition and Phase 1 and 2 works) 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 5 nesting bird boxes shall be provided and the details shall include the exact location, specification and design of the habitats. The boxes shall be installed with the development prior to the first occupation of the building to which they form part or the first use of the space in which they are contained.

The nesting boxes 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.

For the avoidance of doubt this condition can be discharged on a Phase by Phase basis for the relevant phase.

Reason:

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

27 FULL & OUTLINE - SECURED BY DESIGN

Before any above grade work hereby authorised begins on the relevant phase, (excluding demolition and Phase 1 and 2 works), except works to Devonshire Grove highway, 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.

For the avoidance of doubt this condition can be discharged on a Phase by Phase basis for the relevant phase.

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.

28 OUTLINE - GREEN ROOFS

Before any above grade work hereby authorised begins, (excluding demolition and Phase 1 and 2 works), details of the biodiversity (green/brown) roof(s) shall be submitted to and approved in writing by the Local Planning Authority. The biodiversity (green/brown) roof(s) 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/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 biodiversity roof(s) 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/brown roof(s) and Southwark Council agreeing the submitted plans, and once the green/brown roof(s) 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 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.

29 FULL & OUTLINE – EXTERNAL MATERIALS

For each relevant phase (excluding Phases 1 and 2), sample panels of the external facing materials to be used in the carrying out of this permission shall be presented on site and a detailed schedule of materials submitted to the Local Planning Authority for approval in writing before any works thereby affected are carried out; the development shall not be carried out otherwise than in accordance with any such approval given.

For the avoidance of doubt this can be discharged on a phase by phase basis for the relevant phase”.

Reason:

In order that the Local Planning Authority may be satisfied that these samples will make an acceptable contextual response in terms of materials to be used, and achieve a quality of design and detailing in accordance with the National Planning Policy Framework 2018, Policy 7.7 of the London Plan 2016, Strategic Policy SP12 *Design & Conservation* - of the Core Strategy (2011) and Saved Policies: 3.12 Quality in Design; 3.13 Urban Design; and 3.20 Tall buildings of The Southwark Plan (2007).

30 FULL & OUTLINE - MOCK UPS

For each relevant phase (excluding Phases 1 and 2) full-scale mock-ups of the typical façade to be used shall be presented on site or its vicinity and approved in writing by the Local Planning Authority before any works thereby affected are carried out; the development shall not be carried out otherwise than in accordance with any such approval given. These mock-ups must demonstrate how the proposal makes a contextual response in terms of materials to be used and shall include a physical mock up of a typical elevation of the plot at 1:1 scale of a typical window bay showing full details of brickwork bond, mortar, window and reveal details. For the avoidance of doubt this can be discharged on a phase by phase basis for the relevant phase

Reason:

In order that the Local Planning Authority may be satisfied that these samples will make an acceptable contextual response in terms of materials to be used, and achieve a quality of design and detailing in accordance with the National Planning Policy Framework 2018, Policy 7.7 of the London Plan 2016, Strategic Policy SP12 *Design & Conservation* - of the Core Strategy (2011) and Saved Policies: 3.12 Quality in Design; 3.13 Urban Design; and 3.20 Tall buildings of The Southwark Plan (2007).

31 FULL & OUTLINE - SIGNAGE STRATEGY

Prior to any works above grade on the relevant phase, (excluding demolition and Phase 1 and 2 works), a signage strategy for all commercial uses within that phase shall be submitted and approved in writing and the works shall only be carried out in accordance with the approved details:

For the avoidance of doubt this condition can be discharged on a Phase by Phase basis for the relevant phase.

Reason:

In order that the Local Planning Authority may be satisfied as to the quality of the design and details, and to ensure a satisfactory townscape environment along Old Kent Road in accordance with Strategic Policy SP12 *Design & Conservation* - of the Core Strategy (2011) and Saved Policies: 3.2 Protection of amenity, 3.12 Quality in Design and 3.13 Urban Design of The Southwark Plan (2007).

32 FULL & OUTLINE - WHEELCHAIR UNITS

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

M4 (Category 2) 'accessible and adaptable':- at least 90% PER PHASE

M4 (Category 3) 'wheelchair user dwellings'.- at least 10% PER PHASE

For the avoidance of doubt this condition can be discharged on a Phase by Phase basis for the relevant phase.

Reason:

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

33 OUTLINE - B1(C) FIT OUT

Before any work above grade hereby approved begins (excluding demolition and Phase 1, 2 and 3 works), full particulars and details of a scheme for the fit out of a minimum of 1,000sqm GEA of flexible commercial premises to an appropriate level for B1 (c) use in Buildings B, C and D, and 1015sqm GEA in Building E, 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, the inclusion of sprinkler systems for fire safety purposes, the provision of goods lifts, and the provision of kitchen and toilet facilities.

Unless otherwise agreed in writing by the Local Planning Authority, 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 implemented no later than six months from the practical completion of the residential component of the same phase.

For the avoidance of doubt this condition can be discharged on a Phase by Phase basis for the relevant 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.

34 FULL & OUTLINE - DETAILED DRAWINGS

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

- typical facade variations; and
- shop fronts and residential entrances; and
- typical parapets and roof edges; and
- typical balcony details; and
- heads, cills and jambs of typical openings

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

For the avoidance of doubt this condition can be discharged on a Phase by Phase basis for the relevant phase.

Reason:

In order that the Local Planning Authority may be satisfied as to the quality of the design and details in accordance with the National Planning Policy Framework 2018, Policy 7.7 of the London Plan 2016, Strategic Policy SP12 Design & Conservation - of the Core Strategy (2011) and Saved Policies: 3.12 Quality in Design; 3.13 Urban

Design; and 3.20 Tall buildings of The Southwark Plan (2007).

35 FULL & OUTLINE - CYCLE PARKING

Before any above grade work hereby authorised begins on the relevant phase (excluding demolition and Phase 1 and 2 works), 1:50 scale drawings of the facilities including cycle lifts, to be provided for the secure 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.

For the avoidance of doubt this condition can be discharged on a Phase by Phase basis for the relevant phase.

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

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.

36 FULL & OUTLINE - THAMES WATER

Unless otherwise agreed in writing by the Local Planning Authority following consultation with Thames Water, only 100 residential properties shall be occupied until confirmation has been provided that either:- all combined water network upgrades required to accommodate the additional flows from the development have been completed; or - a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

Reason:

The development may lead to sewage flooding and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional flows anticipated from the new development. Any necessary reinforcement works will be necessary in order to avoid sewer flooding and/or potential pollution incidents.

37 FULL & OUTLINE - ECOLOGICAL MONITORING

Prior to the new development being first brought into use / occupied, a scheme for monitoring the effectiveness of the biodiversity mitigation and enhancement measures shall be submitted to and approved by the Local Planning Authority.

The monitoring shall be carried out and reported annually to the Local Planning Authority in accordance with the agreed scheme for a period of 5 years.

Reason:

To measure the effectiveness of biodiversity mitigation and/or enhancement measures, to see whether the measures achieve the expected biodiversity benefits. This will help refine the design of mitigation schemes to ensure effective measures are put into place in future developments.

38 FULL & OUTLINE - VERIFICATION REPORT

Prior to occupation of each phase of above ground development, a verification report be submitted relevant to that phase demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, if appropriate, and for the reporting of this to the local planning authority. Any long-term monitoring and maintenance plan shall be implemented as approved.

For the avoidance of doubt this condition can be discharged on a Phase by Phase basis for the relevant phase. This condition does not apply to Phases 1 and 2.

Reason:

Should remediation be deemed necessary, the applicant should demonstrate that any remedial measures have been undertaken as agreed and the environmental risks have been satisfactorily managed so that the site is deemed suitable for use

39 FULL & OUTLINE - SECURED BY DESIGN CERTIFICATION

Before the first occupation of the relevant buildings in each phase hereby permitted evidence that Secure By Design Accreditation has been awarded by the Metropolitan Police and that all approved security measures have been implemented shall be submitted to and approved by the Local Planning Authority.

For the avoidance of doubt this condition can be discharged on a Phase by Phase basis for the relevant phase.

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.

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.

40 OUTLINE - RESERVED MATTERS SPECIFICATION

Each application for the approval of Reserved Matters submitted shall contain such information set out in the Reserved Matters Specification as is relevant to the application.

Reason:

To ensure the development is carried out in accordance with the approved plans and other submitted details and to ensure the quantum of floorspace remains within the approved parameters as assessed pursuant to the Environmental Impact Assessment of the development.

41 OUTLINE – QUANTUM OF FLOORSPACE BY LAND USE

The total quantum of built floorspace across the Outline Component shall not exceed the figures specified below in GEA and sqm:

- C3 Use Class – 30,820 sqm
- A Use Classes (A1-A5) - 3,675 sqm
- B1(a-c) Use Class - 3,465 sqm
- B1(c) Use Class - 1,015 sqm

- D1 and D2 Use Class - 980 sqm

Reason:

To ensure the development is carried out in accordance with the approved plans and other submitted details and to ensure the quantum of floorspace remains within the approved parameters as assessed pursuant to the Environmental Impact Assessment of the development.

42 OUTLINE – DEVELOPMENT PARCELS

The Reserved Matters details shall be submitted in accordance with the Development Parcels as set out in Parameter Plan Ref. 16139_00_07_061 P2 showing the location of each Development Parcel and the order in which the Parcels will be Commenced will be defined by the Phasing Plan approved under Condition 43. The Development shall only be carried out in accordance with the approved Parameter and Phasing Plans.

Reason:

To ensure that the development is consistent with the principles of good master-planning. It is necessary for this condition to prevent Commencement of the development until the requirements have been met because the timing of compliance is fundamental to the decision to grant planning permission

43 FULL & OUTLINE – PHASING PLAN

The Development shall be carried out in accordance with the approved Phasing Plan or any new phasing plan to be submitted to and approved by the LPA in writing. Any new Phasing Plan should define the physical extent of each phase and the sequence of construction of the phases. The CIL Phasing will also be set by this condition.

Reason:

To ensure the development is delivered in the agreed order, for the purpose of proper planning

44 FULL & OUTLINE - FOUNDATION DESIGN & PILING

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.

45 FULL & OUTLINE - SUSTAINABLE DRAINAGE SCHEMES

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.

46 B1(C) USE CLASS FLOORSPACE

Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order and any associated provisions of the Town and Country Planning General Permitted Development Order (including any future amendment or enactment of those Orders), the dedicated Class B1(C) use hereby permitted in Building E shall only be for Class B1(c) uses..

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.

47 FULL & OUTLINE - RESTRICTIONS ON RETAIL CLASS

At any time, no more than 25% of the retail area should be used for Class A4 (drinking establishments) of the Town and Country Planning Use Classes Order 1987 (as amended).

Reason:

In order that there is an acceptable mix of uses provided on the ground floor, and in the interests of protecting neighbouring residential amenity, in accordance with Saved Policy 3.2 Protection of Amenity of the Southwark Plan 2007 and Strategic Policy 13 High Environmental Standards of the Core Strategy 2011.

48 FULL & OUTLINE - HOURS OF USE

a) The commercial uses (D1 & D2 Use Classes) hereby permitted shall not be carried on outside of the hours 07.00-23.00 (Monday - Saturday) and 09.00 - 20.00 (Sundays).

b) The retail uses (A1-A4 Use Classes) hereby permitted shall not be carried out outside of the hours of 06.00 - 23.00 (Monday - Thursday), 06.00 - 00.00 (Fri and Sat) and 07.00 - 23.00 (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.

49 FULL & OUTLINE - ENERGY

The development hereby permitted shall be constructed to include the energy efficiency measures and photovoltaic panels as stated in the Energy Statement submitted in support of the application. All measures and technologies shall remain for as long as the development is occupied.

Reason:

Reason: To ensure the development complies with the National Planning Policy Framework 2018, Strategic Policy 13 High Environmental Standards of the Core Strategy and Policy 5.7 Renewable Energy of the London Plan 2016.

50 FULL & OUTLINE - 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 buildings as shown on elevational drawings or shall be permitted to extend outside of the roof plant enclosures of any buildings hereby permitted.

Reason:

In order to ensure that no additional plant 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.

51 FULL AND OUTLINE - SERVICING HOURS

Any deliveries or collections to the commercial units shall only be between the following hours: 06.00 to 22.00hrs 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 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.

52 FULL & OUTLINE - NOISE TRANSFER FOR BASE-BUILD

For the base-build, party walls, floors and ceilings between any commercial premises as well as any communal amenity spaces and residential dwellings shall be designed to achieve a minimum weighted standardized level difference of $50\text{dB } D_{nT,w} + C_{tr}$. Pre-occupation testing of the separating partition shall be undertaken for airborne sound insulation in accordance with the methodology of BS EN ISO 140-4:1998. Details of the specification of the partition together with full results of the sound transmission testing shall be submitted to the Local Planning Authority for written approval prior to the use commencing and once approved the partition shall be permanently maintained thereafter.

Reason:

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

53 FULL & OUTLINE - NOISE TRANSFER FOLLOWING FIT OUT OF COMMERCIAL PREMISES

Following the fit out of commercial premises, party walls, floors and ceilings between any commercial premises as well as any communal amenity spaces and residential dwellings shall be designed to achieve a minimum weighted standardized level difference of $55\text{dB } D_{nT,w} + C_{tr}$. Pre-occupation testing of the separating partition shall be undertaken for airborne sound insulation in accordance with the methodology of BS EN ISO 140-4:1998. Details of the specification of the partition together with full results of the sound transmission testing shall be submitted to the Local Planning Authority for written approval prior to the use commencing and once approved the partition shall be permanently maintained thereafter.

Reason:

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

54 FULL & OUTLINE - 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 existing 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. A validation test shall be carried out within 6 months of 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 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).

55 FULL & OUTLINE - RESIDENTIAL NOISE LEVELS

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

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

Living rooms- 35dB LAeq T **

Dining room - 40 dB LAeq T **

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

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

*** - Not more than 15 times per night in accordance with WHO guidance

Within 3 months of completion of each phase a validation test shall be carried out on 1% of the dwellings within that phase with a façade facing the Old Kent Road. The dwellings tested will be split across different facade types. 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.

56 OUTLINE - D USE CLASSES ACOUSTIC ASSESSMENT

Prior to commencement of use of any spaces with the use class D1/D2, an acoustic assessment shall be submitted to and approved by the Local Planning Authority to determine the necessary sound insulation to protect adjoining residential dwellings in light of the proposed use of that space. The assessment shall be accompanied by a detailed specification of sound insulation works. The specification shall be designed to ensure that noise from the destination space (measured as LAeq (5 min)) does not exceed NR20 in any habitable room. Following approval of the assessment and sound insulation specification, the works shall be implemented in full prior to the use commencing. Post-completion validation testing of sound insulation performance shall be carried out to demonstrate that the required standard has been achieved and the results submitted to and approved by the Local Planning Authority. The sound insulation 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.

57 FULL & OUTLINE - IMPACT PILING

No impact piling shall take place unless a piling method statement for the relevant Phase 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 and water infrastructure, and the programme for the works has been submitted to and approved in writing by the Local Planning Authority in relation to that Phase. Any impact piling must be undertaken in accordance with the approved impact piling method statement.

For the avoidance of doubt this condition can be discharged on a Phase by Phase basis for the relevant phase.

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.

58 FULL & OUTLINE - VENTILATION

The submitted statement on Ventilation/Extraction by McBains, reference 59965, April 2019, is noted and accepted. The proposals shall be implemented as part of the development, including a roof level outlet for any commercial kitchens extraction in Buildings B, C & D.

Reason:

To ensure the proposal minimises its impact on air quality in accordance with The National Planning Policy Framework 2012, Strategic Policy 13 High Environmental Standards of the Core Strategy 2011 and Saved Policies 3.3 Sustainability Assessment, 3.4 Energy Efficiency and 3.6 Air Quality of the Southwark Plan 2007

59 FULL & OUTLINE - UNSUSPECTED CONTAMINATION

If, during development, 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.

Statement of positive and proactive action in dealing with the application

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

Informatives

PARTICULARS OF DECISION

The London Borough of Southwark hereby gives notice that PLANNING PERMISSION has been GRANTED for the carrying out of the development shown on the plans and documents submitted with the application, subject to conditions and reasons listed below and compliance with a legal agreement under section 106 of the Town and Country Planning Act 1990 (as amended):

Defined Terms:

“CIL Phasing” This planning permission qualifies as a ‘Phased planning permission’ for the purposes of the CIL Regulations 2010 (as amended) (the ‘CIL Regulations’); which expressly provides for the Detailed Component of the development to be carried out in Phases, in addition to the Outline Component of the development being carried out in phases in accordance with the discharge of Reserved Matters. Each Phase shall be treated as a Phase and a separate chargeable development for the purpose of the CIL Regulations.

“Commencement” means the carrying out of a material operation as defined in section 56 of the Town and Country Planning Act 1990 Provided That the carrying out of the “Early Works” shall not be taken to be a material operation for the purposes of this planning permission (and “Commence”, “Commenced” and other cognate terms shall be interpreted accordingly).

“Completion” means the practical completion of any works carried out and the terms “Complete” and “Completed” and cognate expressions will be interpreted in accordance with this definition.

“Detailed Proposal” means the “the Detailed Proposals” described in the approved Development Specification and shown on the approved detailed drawings, for which this decision notice grants full planning permission.

“Development Parcel ” means a proposed land parcel as shown on approved parameter plan Ref. 16139_00_07_061 P2

"Early Works" means the carrying out of any of the following works on the site:

- a) demolition
- b) bulk earthworks
- c) construction of Phase 1 and temporary highways accesses
- d) laying and diversion of services
- e) decontamination and remediation works

"Occupied" means the first use of any planning unit other than Occupation for the purpose of construction, fitting out or marketing and "Occupy" and "Occupation" shall be construed accordingly.

"Outline Proposal" means the "Outline Proposals" described in the approved Development Specification and shown on the approved parameter plan drawings for which this decision notice grants outline planning permission subject to further approval of the reserved matters detailed in Condition 40.

"Phase" and any definition of a phase or phases means the following phases of development, unless otherwise approved by the Council under the Phasing Condition 43.

- "Phase 1" means the Phase 1 works which include widening Devonshire Grove to consolidate Integrated Waste Management Facility (IWMF) access and egress, stopping up of the IWMF egress road, demolishing all buildings and site clearance.
- "Phase 2" means the Phase 2 works which include excavation of the basement and construction of the basement slab.
- "Phase 3" means the Phase 3 works which include the construction of the ground floor level of Buildings B, C & D and Buildings A and B in full, landscape and public realm of Sylvan Green and Sylvan Gardens.
- "Phase 4" means the Phase 4 works which include the construction of Buildings C and D in full above ground floor level, podium garden and play space and public realm improvements and setback building lines to provide space for new bus stops on TfL to be delivered by TfL.
- "Phase 5" means the Phase 5 works which include the creation of new public realm at Devonshire Square, external works and tree planting on 'Chaucer Street'.
- "Phase 6" means the Phase 6 works which include the construction of Building E and public realm improvements north of Building E.

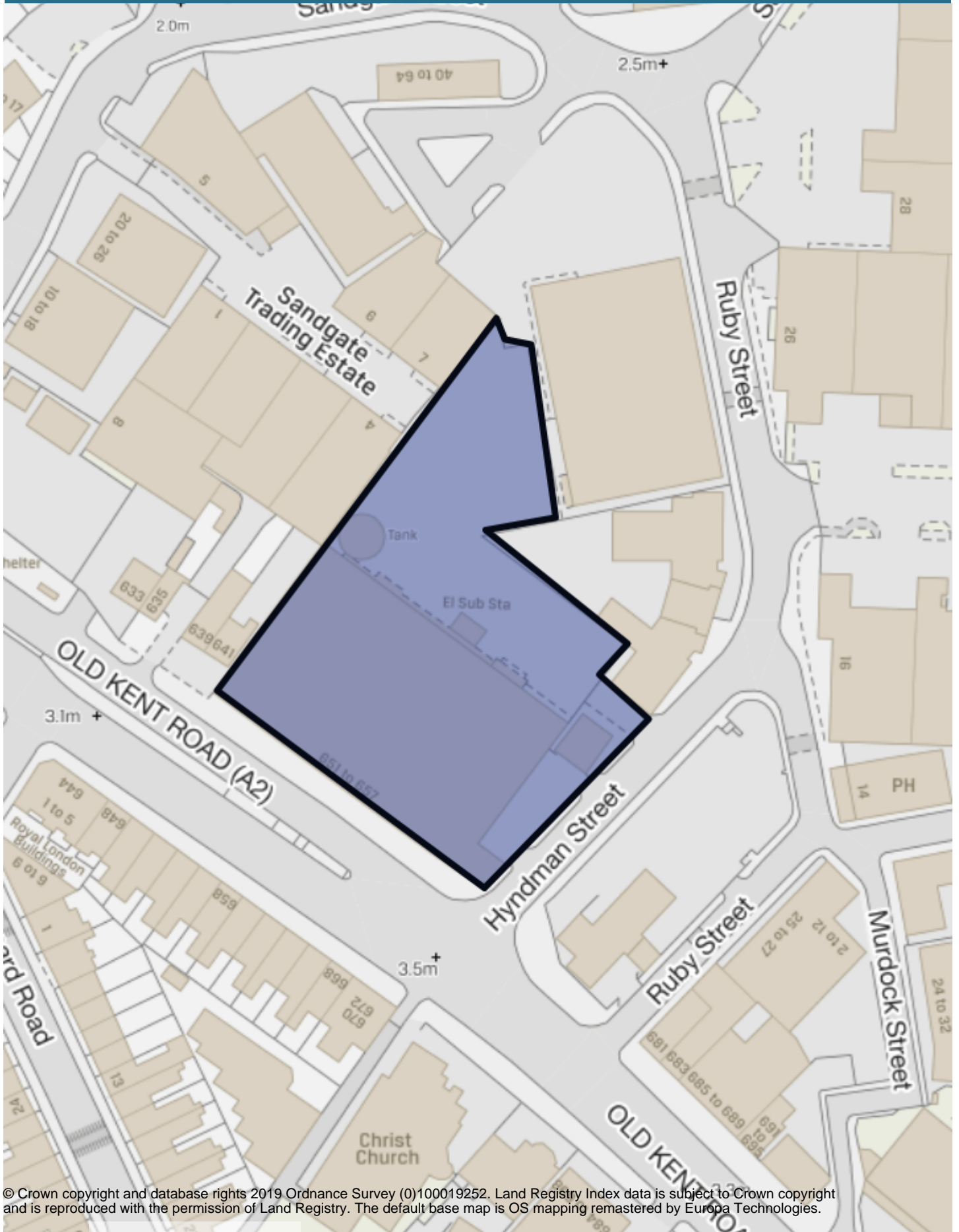
"Superstructure" means the part of a building above the foundations

RESERVED MATTERS SPECIFICATION

The following matters shall be included as part of each application for the approval of the relevant Reserved Matters submissions:

1. A statement summarising the quantum of development being proposed as part of the Outline Proposal, including:
 - the type and quantum of accommodation to be provided in that Development Parcel of the development;
 - the quantum, tenure and location of affordable housing to be provided in that Development Parcel of the development;
 - the area and location of landscaping to be provided in that Development Parcel;

- the quantum and location of car parking, car club spaces and EVCP's to be provided in that Phase;
 - the quantum and location of cycle parking to be provided in that Development Parcel;
 - infrastructure for that Development Parcel;
 - the principles of waste / refuse and servicing for that Development Parcel;
 - the chargeable development(s) comprised in that Development Parcel for the purposes of the Community Infrastructure Levy Regulations 2010 (as amended), and
 - An assessment of the above topics against the parameters of the planning permission.
2. A statement and such other material as may reasonably be necessary to demonstrate that the Reserved Matters application accords with the Development Specification, Design Code and Parameter Plans approved in respect of the relevant Phase.
 3. Details of layout, scale, size, appearance, means of access and materials to be used.
 4. A 1:1250 scale drawing on an OS base showing details of any Reserved Matters already approved in respect of the relevant Phase.
 5. Full details of the number, design, location and associated turning areas for the Development, of all car parking spaces.
 6. Full details of the type and location of secure and covered cycle parking facilities, including supporting infrastructure including shower, lockers and changing facilities.
 7. A Refuse Management Strategy (RMS) which includes full details of the proposed design and location of facilities for the storage of refuse and recyclable materials (including the means of access for refuse vehicles and any dropped kerb / level access provisions) and full details of the proposed design and location of the facilities within each unit for the separation and storage of waste and recyclable materials.
 8. Details relating to the erection of a building(s) shall include the following:
 - a Design and Access Statement;
 - a Landscape Design Statement
 - a Sunlight Daylight and Microclimate assessment;
 - a Sustainability Statement;
 - an Energy Statement.



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Item No. 7.2	Classification: Open	Date: 1 June 2020	Meeting Name: Planning Committee
Report title:	<p>Development Management planning application: Application 19/AP/1710 for: Full Planning Application</p> <p>Address: 651-657 Old Kent Road, London SE15 1JU</p> <p>Proposal: Full planning permission is sought for the demolition of existing buildings on the site and the comprehensive mixed-use redevelopment of the site comprising of two buildings of 10-storeys plus mezzanine (up to 38.900m AOD) and 19-storeys plus mezzanine (up to 71.500m AOD), comprising 262 residential units (Use Class C3 use), 2,258sqm GEA of flexible retail and commercial floorspace (Class A1/A2/A3/A4/B1 uses) at ground and mezzanine level, new public park, private and communal amenity space, associated car and cycle parking, access and servicing arrangements, plant and other associated works.</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 and retail accommodation in a preferred industrial location.</p>		
Ward(s) or groups affected:	Old Kent Road		
From:	Director of Planning		
Application Start Date 19/09/2018		Application Expiry Date 19/12/2018	
Earliest Decision Date 28/10/2018			

RECOMMENDATIONS

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 1 October 2020;
 - Referral to the Mayor of London.

2. That, in the event that the Section 106 Legal Agreement is not completed by 1 October 2020, that the director of planning be authorised to refuse planning permission, if appropriate, for the reasons set out in paragraph 425 of this report.

EXECUTIVE SUMMARY

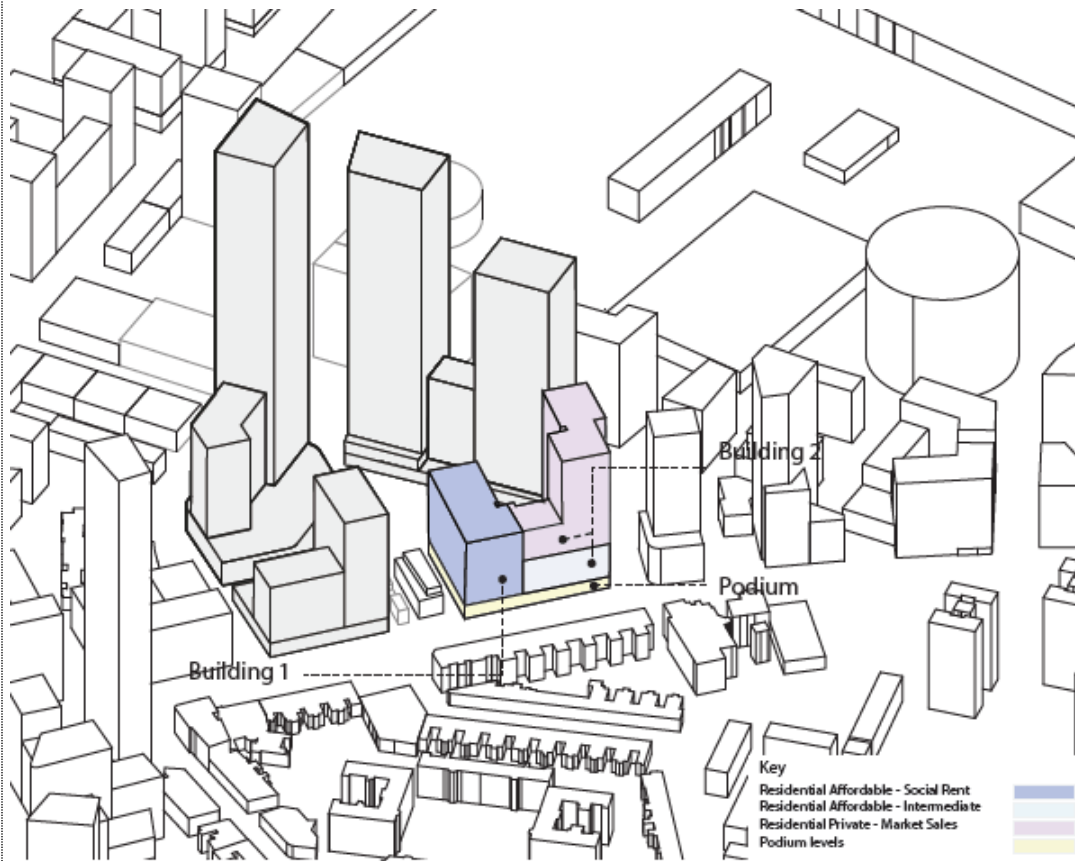
Site



Existing land use (paragraph 2-4)

Vacant, A1 and Sui Generis

Proposed Development (paragraphs 13-29)



Development completes the consented Ruby Triangle masterplan and provides the remaining area of public open space



262 homes;

Total of 2,096sqm (GIA) of non-residential floor space comprising;

1,006sqm of B1 (c) light industrial floor space; and

1,090sqm of flexible retail floor space;

39.8% affordable (Total 92 homes, Social 28.6%, 11.2% intermediate);

10% affordable workspace;

All private, communal and play space requirements met on site;

1,321sqm of communal amenity provision;

1,377sqm of children's play provision;

1,485sqm public open space provision;

No car parking other than 8 No. wheelchair parking spaces;

280 cycle parking spaces and 74 visitor cycle parking spaces;

135 of 262 homes are dual aspect equating to 51.5% of the overall units;

51% of affordable housing units as dual aspect;

Buildings of up to 11 and 20 storeys in height;

Estimated Community Infrastructure Levy of circa £7.784m before relief.

Current Site (View from Old Kent Road)

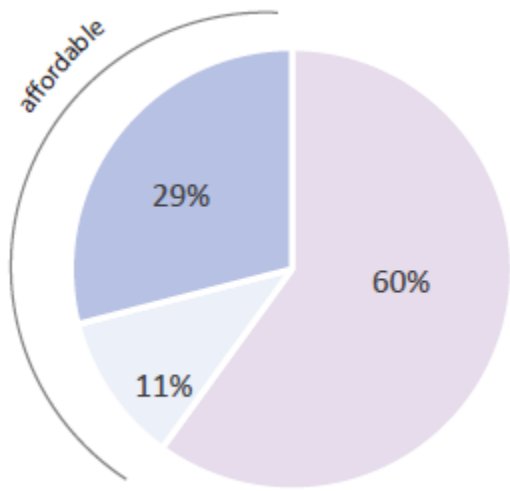


Proposed site with approved Ruby Triangle completed

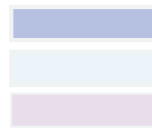


Affordable housing (Paragraphs 144-154)

Habitable rooms by tenure



Residential Affordable - Social Rent
 Residential Affordable - Intermediate
 Residential Private - Market Sales



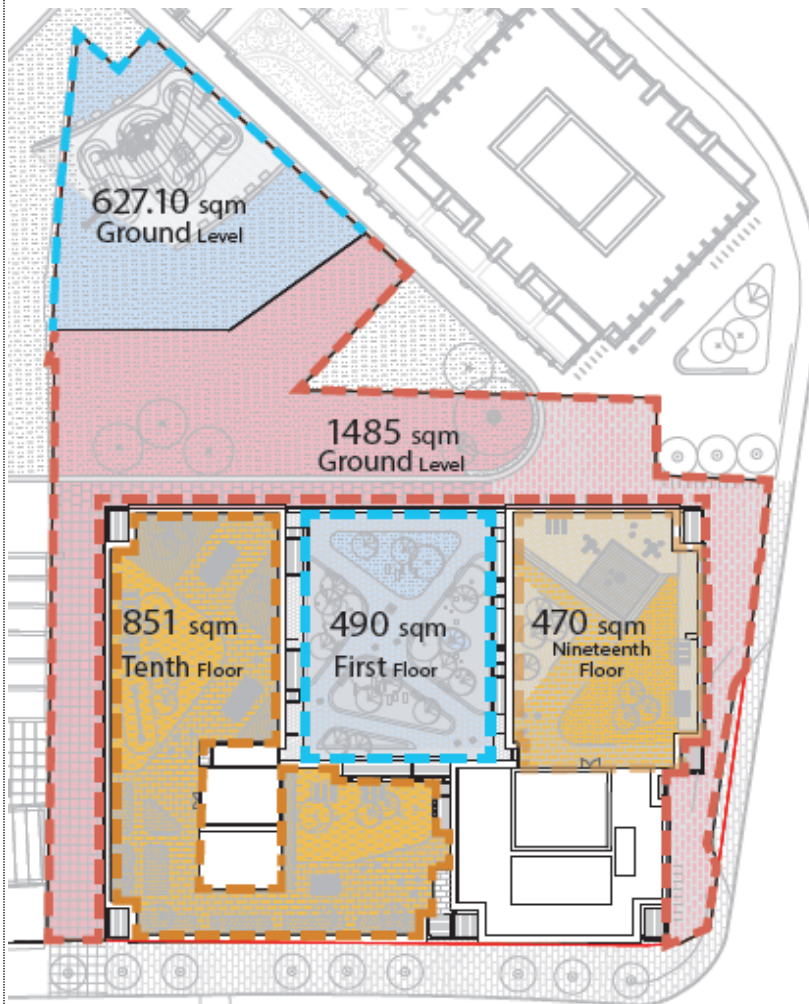
Tenure by unit numbers

	Social	Intermediate	Private	Total
Studio	0	0	2	2
1 Bed	12	5	65	82
2 Bed	30	23	103	156
3 Bed	16	0	0	16
4 Bed	6	0	0	6
Totals	64	28	170	262
	24%	11%	65%	

Residential Design – Dual Aspect (Paragraphs 179-181):

Dual aspect figures

	Dual aspect affordable homes	Dual aspect private homes	Dual aspect total homes
TOTAL	46 of 90 (51%)	89 of 170 (52%)	135 of 262 (51.5%)

Open spaces (Paragraphs 182 - 205)

Communal amenity space

Public Open space

Playspace

Table: Amenity space proposed against policy requirement

	Policy requirement	Proposal	Difference
Communal	50sqm + shortfall of 651sqm	1,321sqm	+620sqm
Private	2,620sqm	2,046sqm	-547sqm
Dedicated children's play space	1,117sqm required by the June 2019 GLA calculator	1,117sqm	0sqm
Public open space	1,310sqm	1,485sqm	+175sqm

Sustainability (Paragraphs 431-444)Energy

Photovoltaic (PV) panels and an air source heat pump (ASPH) are proposed on-site. The proposed development would be designed so that it can be connected SELCHP District wide heating network that is currently being developed by the Southwark and Veolia. This future connection would further reduce CO2 emissions; Residential areas would achieve a 57% carbon reduction and non residential areas would achieve a 37% reduction; A carbon offset payment of £203,910 has been agreed within the S106 agreement.

Car and cycle parking (Paragraphs 281-304)

No car parking other than 8 No. wheelchair parking spaces;
280 cycle parking spaces and 74 visitor cycle parking spaces;
The development is accessed by vehicles from Hyndman Street. Access by bus is along Old Kent Road and access by foot or bicycle is also possible via the Old Kent Road.

Old Kent Road frontage proposed with Ruby Triangle completed



BACKGROUND INFORMATION

Site location and description

3. The site comprises an area of 0.47 hectares (ha) and is irregular in shape. The site is bound to the north and west by the Ruby Triangle development site (explained further below), to the southeast by Hyndman Street and to the south by the Old Kent Road. Access to the site is provided via Hyndman Street. It lies within the following adopted Southwark Plan designations;
 - Partially within the Old Kent Road Strategic Industrial Location (SIL);
 - Old Kent Road Action Area (Core Area);
 - Urban Density Zone;
 - Bermondsey Lake and Old Kent Road Archaeological Priority Zones;
 - Air Quality Management Area
4. The site also lies within the Old Kent Road Opportunity Area (OKROA) and is discussed further below.
5. It should be noted that the SIL allocation specifically excludes the retail warehouse itself but does include its car park (which is Class A1 retail use).

Images: Application site and site boundary

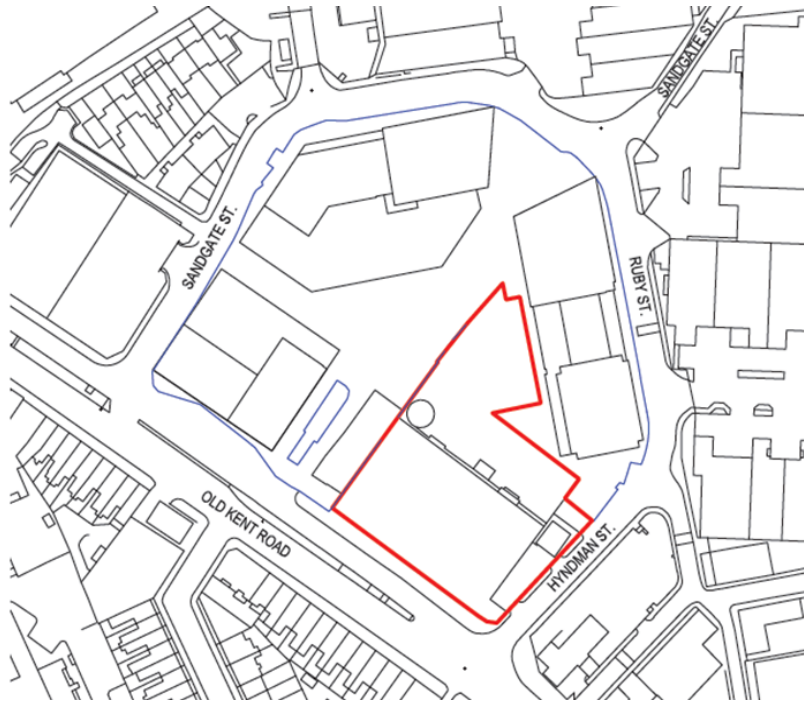
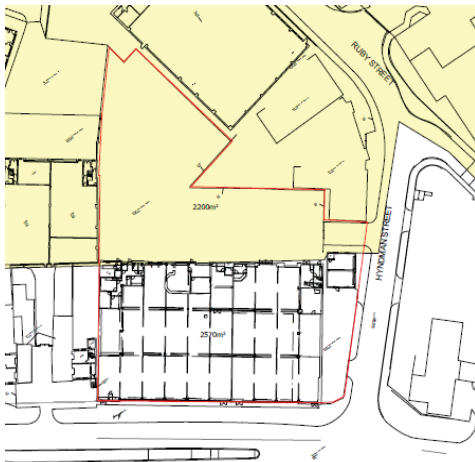


Image: SIL allocation across application site (shaded yellow)



6. The site had previously comprised a retail warehouse with associated car parking. The A1 class uses Carpetright and Office Outlet have since vacated leaving the building empty. A breakdown of the previous lawful uses on the site outside SIL, is provided in the table below:

Tenant (or most recent tenant)	Gross Internal Area (GIA) Sqm	Predominant Use Class
Carpetright and Office Outlet	2,179	A1
Van Sales Garage and Car Wash	64sqm	Sui generis

7. To the south-east of the site facing Hyndman Street is a restaurant currently occupied by KFC (Nos. 671-679 Old Kent Road).
8. A number of major retail stores to the northwest of the site along the Old Kent Road including Curry's PC World, Selco Buildings Warehouse, Asda, MacDonald's, Halfords and B&Q.
9. The site falls within a mixed commercial, retail and industrial area. Existing residential space is generally located on the upper floors above retail units on Old Kent Road. The adjoining uses and buildings comprise the following:
 10. Immediately adjoining the site to the west are Nos. 639-641 Old Kent Road which has been considered to be of townscape merit in the Old Kent road Area Action Plan. No. 639 was a church and No. 641 is vacant.
 11. To the rear of the site to the north-west is No. 1 Ruby Street, (Southwark Metals Ltd), a B8 class use building used for the transfer, storage and distribution of scrap metal with ancillary offices.
 12. Opposite the site to the south are generally three to four storey buildings with High Street commercial uses at ground floors on Old Kent Road.
 13. Christ Church Peckham, Nos. 676-680 Old Kent Road is also opposite the site to the south-east.
 14. To the east lies Howden's Joinery and Kwik Fit with Mystique nightclub further to the east.
 15. Ruby Triangle development site as existing - accommodates a number of industrial, employment and community church uses, which are contained within a range of low density buildings.
 16. It is important to note that the site sits adjacent to what is known as the Ruby Triangle development site, which Planning Committee resolved to grant permission in October 2018 for 1,152 residential units over seven new buildings, ranging in height from 17 to 48 storeys (ref 18/AP/0897). The associated Section 106 agreement (s106) was completed on 6th June 2019. The site is known as Ruby Triangle site, land bounded by Old Kent Road, Ruby Street and Sandgate Street. That planning permission had proposed a site layout that would allow for future development of the neighbouring site (the application site that is considered under this application), in line with the indicative masterplan in the draft Old Kent Road Area Action Plan (OKR AAP). The shape of the site is such that it fits and 'completes' the Ruby Triangle development site. The site is owned by Southwark Estates (One) and is joint-owned by Urban Provincial and the developer of Ruby Triangle, Avanton. This allows for comprehensive planning across a wide area to the benefit of the local community and future residents.

Image: Existing site with massing and surrounding context

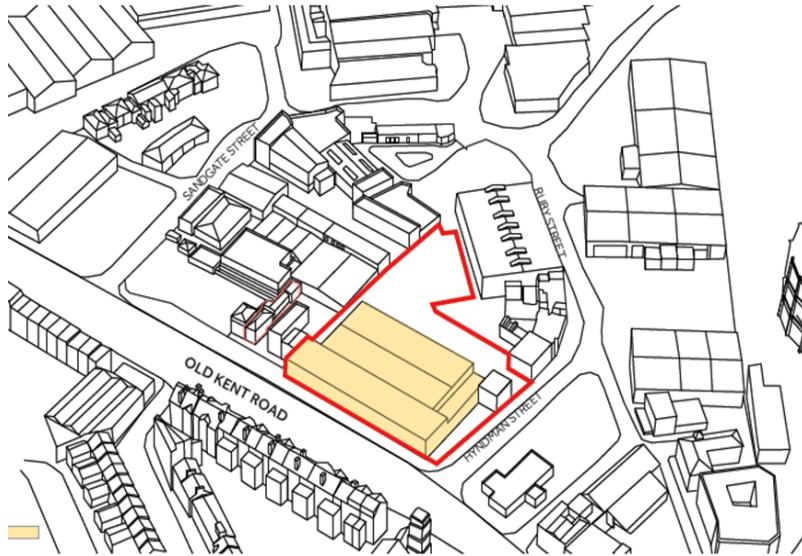
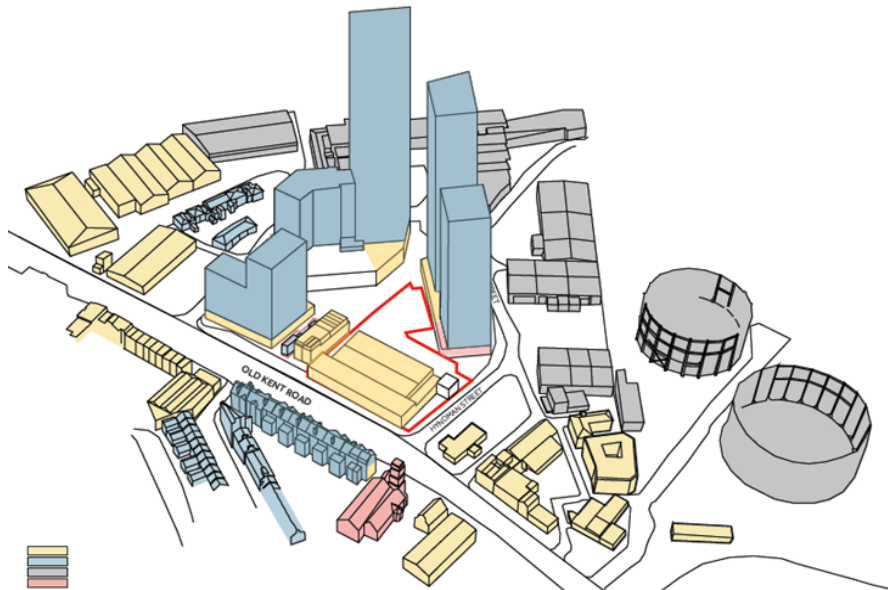
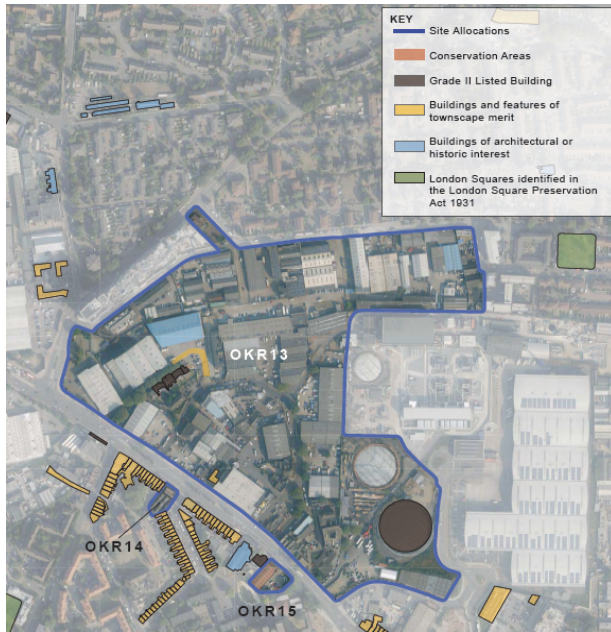


Image: In future context. Existing site sitting adjacent to the consented Ruby Triangle development - massing and height.



17. As such, with the Ruby Triangle development completed the surrounding area will change in character and uses, with more residential development in line with the OKRAAP.
18. The site is also within the Old Kent Road Opportunity Area (OKROA): Sub Area 3 – Sandgate Street and Verney Road (specifically OKR13). The site also falls within a Site Allocation (NSP65) outlined in the emerging New Southwark Plan.

Image: OKR13 in the draft AAP



19. The site is not within a conservation area and the existing buildings are not listed. The closest conservation area is the Caroline Gardens Conservation Area located 330m to the southeast of the site. The south side of the Old Kent Road has a much more established frontage which features some handsome buildings including Christ Church, the former Livesey Museum and the Royal London buildings. The terrace of Edwardian buildings to the south, including the Royal London Buildings, are identified in the further preferred draft of the OKR AAP as being of townscape merit. Nos. 639-641 Old Kent Road, immediately adjoining the boundary side to the west, are identified in the draft OKR AAP as buildings of townscape merit. These two buildings are to be retained and extended under the Ruby Triangle development. Further east there is a Grade II listed gasholder, known as Gasholder No. 13 (associated with the former South Metropolitan Gas Company). The gasholder station has been decommissioned and has not been used to store natural gas for at least 5 years. The council revoked its hazardous substance consent in March 2020 and the Health and Safety Executive has confirmed that its “blast zone” has been de-designated.
20. The site has an official PTAL rating of 4 (medium accessibility) and is also within Flood Zone 3.
21. National Grid is proposing to construct an electricity tunnel under part of the site. It is understood that this would be 4.5m in diameter with a 3m exclusion zone either side. The applicant has confirmed that they have been in discussion with National Grid engineers about the exact location of this tunnel and any implications on their foundation design.

Details of proposal

22. Full planning permission is sought for the demolition of the existing building on the site and construction of a mixed use development comprising residential, commercial and flexible retail uses. 262 new dwellings are proposed, 39.8% of which would be affordable (when calculated by habitable rooms). This affordable housing would be

made up of a policy compliant offer of social and intermediate units. Overall, 28.6% of the habitable rooms would be for social rent and 11.2% would be of intermediate tenure. The tables below sets out the proposed housing mix and tenure by split habitable rooms and by unit numbers.

Table: The mix of dwellings across the site as a whole

Unit type	Number of units	Percentage (%)
Studio	2	0.7
1 bedroom unit	82	31.3
2 bedroom unit	156	60
3 bedroom unit	16	6
4 bedroom unit	6	2
Total	262	100

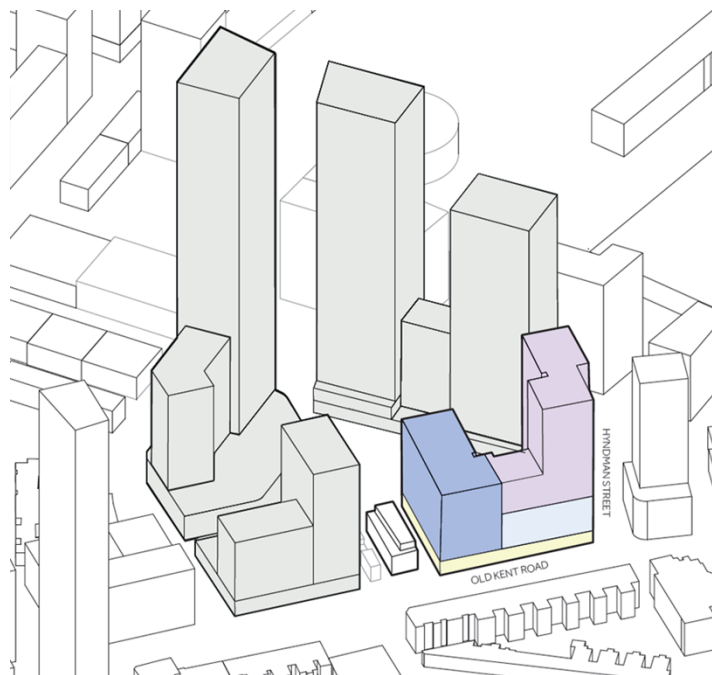
Table: Proposed housing mix and tenure by habitable rooms

Unit type	Private/market Hab. Rooms	Social Rented Hab. Rooms	Intermediate Hab. Rooms	Total Affordable Hab. Rooms	Total Hab. Rooms
Studio	4	0	0	0	4
1 bed	130	24	10	34	164
2 bed	412	120	92	212	624
3 bed	0	80	0	80	80
4 bed	0	36	0	36	36
Total	546	260	102	362	908

Table: Proposed housing mix and tenure by unit numbers

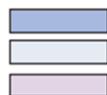
Unit type	Private/market units	Social Rented units	Intermediate units	Total units	(%)
Studio	2	0	0	2	1
1 bed	65	12	5	82	31
2 bed	103	30	23	156	60
3 bed	0	16	0	16	6
4 bed	0	6	0	6	2
Total	170	64	28	262	100

Image: Tenure split and allocation within the building



Key

Affordable - Social Rent
 Affordable - Intermediate
 Private/Market Sale



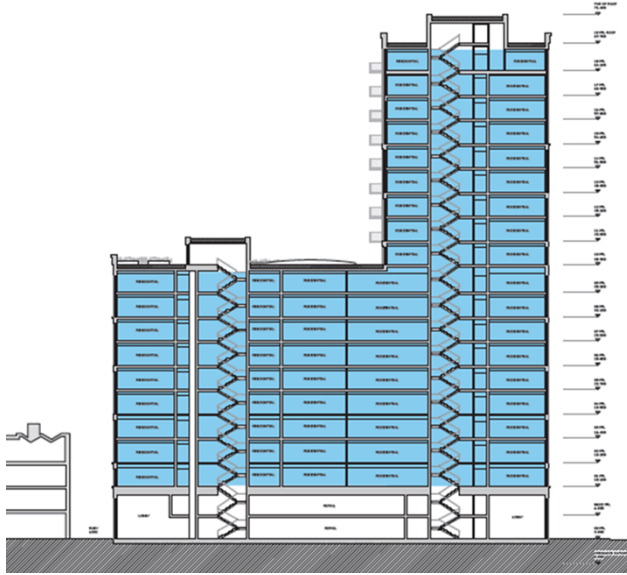
23. The scheme is tenure blind, but has been arranged so that private and social rent units have separate circulation and cores for ease of separating service charges:
- The north-western wing of the building will be made up of social rent units.
 - The lower floors of the building fronting onto Old Kent Road to the south-eastern end are made up of intermediate units. The intermediate units are accessed from the south-eastern core.
 - Upper floors of the building on the south-eastern end will be made up of market sale units.
24. The proposed development would also provide a total of 2,096sqm (GIA) or 2,258sqm (GEA) of flexible non-residential floor space, including retail, food and beverage and commercial floor space (Class A1/A2/A3/A4/B1 uses). There would also be a proportion of affordable work space. More detail is provided on this in the assessment section of this report. A full breakdown of the proposed non-residential uses proposed is provided in the table below.

Table: Use class and floor space

Use Class	Level	Quantum of Floor space (GIA)
A1, A2, A3, A4, B1	Ground Floor	854 sqm
B1	Ground Floor	289 sqm
A1, A2, A3, A4, B1	Mezzanine (First) Floor	236 sqm
B1	Mezzanine (First) Floor	717 sqm
Total		2,096 sqm

25. The non-residential uses are located on the ground and mezzanine/first floor levels. The retail/commercial spaces are split into different size units and positioned around three sides of the building. It is expected that the largest A class unit would occupy most of the ground floor fronting the road and would be accessed directly off Old Kent Road. Much of the ground floor frontage is of double height hence a mezzanine level is proposed within the central part of the ground floor. On the same level and to the north-east facing the new public park would be the commercial B1 class use.

Image: Section showing retail and commercial at ground, mezzanine and first floor levels**Image: Section showing residential uses on the upper floors**



26. The ground floor would also comprise the following:

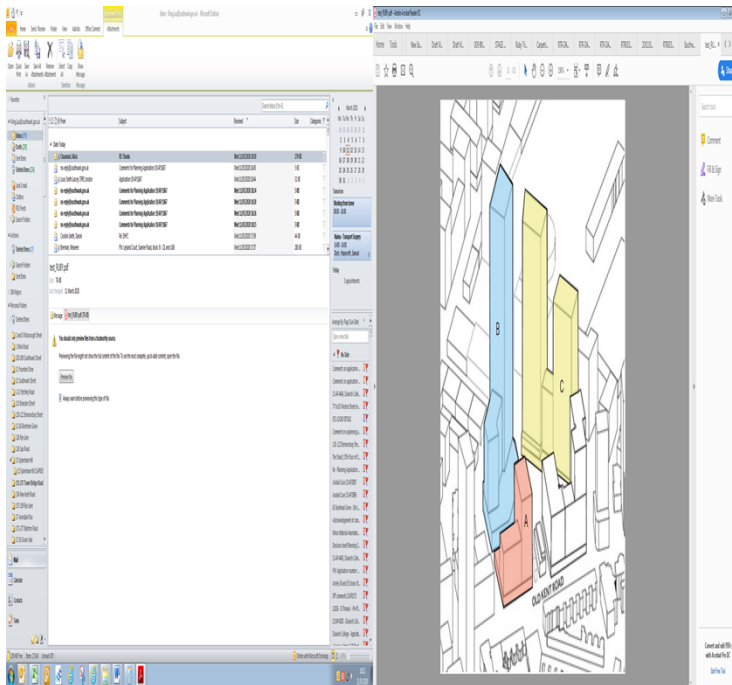
- Residential entrance and lobby on the corner of Old Kent Road and Hyndman Street to access the intermediate and private units;
- Residential entrance and lobby on the north-western façade facing No. 639-641 Old Kent Road to provide access to the social rented units;
- Refuse store and UKPN substation; and
- 8 No. wheelchair parking spaces facing the new public park.

27. The proposals comprise a building of 11 storeys (or 9 storeys plus ground and mezzanine) in height fronting the Old Kent Road and extending to 20 storeys on the corner of Old Kent Road and Hyndman Street. The 11 storey element would be a maximum of up to 38.900m AOD and the taller element up to 71.500m AOD, (68.2m above ground level). The building covers the whole of the existing Carpetright building footprint at ground level. From the first floor upwards, the building is arranged in a 'U' shape layout to allow for the communal amenity space on the podium level.

28.

29. It seeks to maintain the height datum along the Old Kent Road established by Block A of the adjoining Ruby Triangle proposals and steps down from Block C of the adjoining Ruby Triangle development which extends to 39 storeys in height.

Image: Proposed height and massing with the approved Ruby Triangle scheme



30. Private amenity space is provided in the form of balconies to each flat. Dedicated play space is provided on the podium level, above the first floor and is accessible to all tenures on this level. Further amenity space is also proposed at levels 10 and 19.
31. As explained above, this proposed development would 'complete' the Ruby Triangle Development by providing the rest of the public open space/park that is envisaged in the AAP. This is proposed to the rear of the site (to the north-west) and what was previously the retail car park. As part of the approved Ruby Triangle development, 4,310sqm of publicly accessible open space (3,792sqm of this a new park) had been approved. In the centre of the Ruby Triangle development would be a large grassed area, which has been described as the 'Green Heart'. This proposed development would therefore complete the public park in the centre of the Ruby Triangle space.

Image: Approved Ruby Triangle development and new public park



Image: Proposed development and landscaping including Ruby Triangle development



32. On the ground floor, the Green Heart would be accessible to all residents and the public. It is connected to the surrounding streets by open and legible green links. There would be pedestrianised links connecting the Green Heart to the Old Kent Road which have an 'Urban Lane' character.
33. The proposed development would be car free, with the exception of 8 car parking spaces for disabled residents. All long-stay cycle parking provision will be located at mezzanine level. Some Sheffield stands will also be provided such that at least 5% of all spaces are accessible. Residential long-stay provision and commercial long-stay

provision will be housed in separate rooms. Short stay cycle parking will all be provided in the form of Sheffield stands located within the public realm adjacent to the green space to the rear of the site.

34. Vehicular access to the development would be via Hyndman Street and for blue badge holders only. The arrangement would consolidate and replace the existing five crossovers serving the two commercial units and Carpetright car park. An inset loading bay is proposed on Hyndman Street to accommodate servicing vehicles and would be at grade and accessible for pedestrians when the bay is not in use. There would be a minimum 2.4m wide public footway around the loading bay.
35. Pre-application discussions were held in relation to the proposal under consideration now, under ref 18/EQ/0395. The main matters discussed were around the building line on Old Kent Road, building height, loading bay, provision of a lane into the centre of the Ruby Triangle and provision of active frontages. No formal response was issued.

Planning history

36. There have been numerous planning permissions granted for the current and historic operation for retail uses on the site, including advertisement consents and the provision of the car repair shop with vehicle parts sales. However, there has not been any previous application made seeking to comprehensively redevelop the site. There has also not been any application seeking consent for residential uses.
37. An application to request for Environmental Impact Assessment (EIA) Screening Opinion was submitted (ref 19/AP/1475) for the complete redevelopment of the site, comprising of demolition of the existing building and construction of two interlocking buildings of 9 and 18 residential stories in height above a two-storey podium to provide up to 270 new residential units (Use Class C3), up to 2,500 sqm commercial floor space (Use Class A1-A3) at ground and mezzanine level including up to 100 sqm office (Use Class B1) floor space, and associated public realm, cycle parking, wheelchair accessible car parking spaces and refuse stores.
38. The proposed development was not considered to constitute EIA development.

Planning history of adjoining sites

39. The most recent and relevant history on adjoining sites is the adjoining Ruby Triangle development at land bounded by Old Kent Road, Ruby Street and Sandgate Street:
40. Ref 18/AP/0897 Planning permission granted 6/06/2019
Full planning permission is sought for demolition of existing buildings and structures on the site, and redevelopment consisting of three buildings at maximum heights of 17 storeys (including mezzanine) (+64.735m AOD), 48 Storeys (+170.830m AOD) and 40 storeys (including mezzanine) (+144.750m AOD), plus single storey basement under part of the site. Development would provide 1,152 residential dwellings (Class C3), retail, business and community spaces (Classes A1, A2, A3, A4, B1(a),(b),(c) and D1), public sports hall and gym (Class D2), public and private open space, formation of new accesses and alterations to existing accesses, energy centre, associated car and cycle

parking and other associated works.

This planning permission has not yet been implemented.

41. A number of recent planning applications have been made within the Old Kent Road Action Area boundary, including the following:

42. 18/AP/0196 Land bounded by Ruby Street, Murdoch Street and 685-695 Old Kent Road
Application Type: FULL
Demolition of existing buildings and erection of and construction of a part 3, part 7, part 22 storey building (76.6m) from ground level with roof top level amenity space, comprising 111 dwellings, 1,151 sqm (GIA) of D1 floorspace for a church with ancillary communal facilities, 2,173 sqm (GIA) of workspace (B1a and B1c) Use Class) and 87 sqm (GIA) of A1/A2/B1 floorspace, with associated landscaping, car and cycle parking, servicing and refuse and recycling facilities.

Decision: Planning Committee on 14th October 2019 resolved to grant planning permission subject to conditions set out in the report, referral to the Mayor of London, and the applicant entering into an appropriate legal agreement by no later than 8 April 2020.

43. 17/AP/4596 13-14 Frensham Street, (Nyes Wharf)
Application Type: FULL
Demolition of existing buildings and erection of mixed-use scheme comprising 321sqm (GIA) of flexible A1, A2, A3, A4, B1, D1 and D2 floorspace and 882sqm (GIA) of B1 floor space at ground and mezzanine levels; with 153 Residential units (Class C3) above in two blocks ranging from 9 to 18 storeys with hard and soft landscaping and associated infrastructure works, including three disabled spaces and cycle parking.

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

44. 17/AP/4508 6-12 Verney Road
Application Type: FULL
Redevelopment of the site for a mixed use development comprising three buildings (Building 1: basement, ground, ground mezzanine plus 17 storeys (AOD 66.975m); Building 2: basement, ground, ground mezzanine plus 22 storeys (AOD 81.975m); Building 3: basement, ground, ground mezzanine plus 16 storeys (AOD 62.675m) to accommodate 338 residential units, B1 and B1c office use/workspace (5234.15sqm GEA), associated cycle and car parking, servicing, refuse and recycling, landscaping including contribution towards the new Surrey Canal linear park, and private and communal residential amenity space and children's play space. (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).

Planning Committee gave resolution to grant, subject to the applicant entering into an appropriate legal agreement by no later than 17 January 2020 and referral to the Mayor of London.

44. 17/AP/2773 Malt Street regeneration site, land bounded by Bianca road, Latona Road, Haymerle Road, Frensham Street and Malt Street

Application type: HYBRID

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

Detailed Component (Phase 1):

Full planning permission for the demolition of existing buildings and structures and redevelopment of the central area for the erection of a total of 4 buildings, two at 7 storeys (Buildings B9&B12), one at 15 storeys (Building B10), and one at 44 storeys (Building B4) (max height 147.12m AOD) to provide 420 homes, 1,197 sqm GEA of Class B1(c) floor space and 785 sqm GEA of non-residential floor space within classes A1-A4 (retail), Class B1 (business) and Class D1 (public services) and D2 (entertainment and leisure) use, an energy centre (750 sqm) and new public open space and public realm with on street and basement car parking spaces and cycle spaces.

Outline Component (Phase 2 & 3):

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

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

Decision: Planning Committee gave resolution to grant (3rd June 2019) subject to conditions and referral to the Mayor of London, referral to the Secretary of State and the applicant entering into an appropriate legal agreement by no later than 3 December 2019.

45. 17/AP/1646 634-636 Old Kent Road

Demolition of the existing buildings to facilitate the redevelopment of the site to create 42x residential units and 272 sqm (GIA) of flexible commercial floor space (Class A1/A2/A3/B1) in a new building of between three and six storeys in height, together with disabled car parking, cycle parking, landscaping, plant, and associated works.

Decision: Granted with legal agreement 30/11/2017

46. 18/AP/3246 Land at Cantium Retail Park, Old Kent Road

Application type: FULL

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

Decision by Planning Committee on 5 March 2019: Resolve to grant subject to the conditions, referral to the Mayor of London, referral to the Secretary of State and the applicant entering into an appropriate legal agreement by no later than 5 September

2019.

47. 18/AP/3551 Southernwood Retail park, 2 Humphrey Street

Application type: FULL

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

Application for full planning permission for 'Phase 1' comprising demolition of existing buildings and the erection of a part 9, part 14, part 15, part 48 storey development (plus basement) up to 161.25m AOD, with 940 sqm GIA of (Class A1) retail use, 541 sqm GIA of flexible (Class A1/A2/A3) retail/financial and professional services/restaurant and café use, 8717sqm GIA (Class C1) hotel; 541 (class C3) residential units (51,757 sqm GIA); landscaping, public realm and highway works, car and cycle parking and servicing area, plant and associated works.

Application for outline planning permission (with details of internal layouts and external appearance reserved) for 'Phase 2' comprising demolition of existing buildings and the erection of a part 9, part 12, storey development (plus basement) up to 45.80m AOD, with 1049sqm GIA of flexible (Class A1/A2/A3) retail/financial and professional services/restaurant and café use; 183 (Class C3) residential units (17,847sqm GIA), 1141sqm GIA (Class D2) cinema and the creation of a 475sqm GIA (Class C1) hotel service area at basement level; landscaping, public realm and highway works, car and cycle parking and servicing area, plant and associated works.

Decision: On 28 May 2019, Planning Committee resolved to grant permission subject to conditions and referral to the Mayor of London, referral to the Secretary of State and the applicant entering into an appropriate legal agreement by no later than 28 November 2019.

48. 18/AP/3284 (and associated Listed Building Consent 18/AP/3285) 596 - 608 Old Kent Road and land at Livesey Place

Application type: FULL

Mixed-use redevelopment comprising the demolition of all existing buildings and structures (listed mural to be removed and stored prior to demolition, and incorporated into proposed development); construction of three buildings arranged around a central plinth ranging in height from 10 to 38 storeys (maximum height +144.2m AOD) above single basement, ground and mezzanines floors, to provide a range of uses including 372 residential units (Use Class C3), place of worship (Use Class D1), retail (Use Classes A1-A4), and office / light industrial (Use Classes B1(a)/B1(c)); means of access, public realm and landscaping works, parking and cycle storage provision, energy centre / plant and servicing areas, and associated ancillary works.

Decision: On 5 November 2019 Planning Committee resolved to grant permission subject to conditions, referral to the Mayor of London, referral to the Secretary of State and the applicant entering into an appropriate legal agreement by no later than 5 May 2020.

SUMMARY OF CONSULTATION RESPONSES

Public consultation

49. At the time of writing, a total of one objection has been received from a local business on Ruby Street.
50. The main issues raised by residents objecting to the proposed development are:
 Detrimental to nearby businesses and loss of jobs;
 Potentially new tenants or neighbours would start complaining about having late night/early morning car traffic;
 Existing commercial industrial units have worked well with their business for many years as there are no residential uses;
 Insufficient car parking on an already busy Old Kent Road.

Officer response:

51. It is considered that the proposed non-residential floor space would be likely to be more compatible with residential uses than the existing uses on and adjoining the application site. It is considered that the proposed development would integrate well with existing businesses surrounding the site. The position of residential uses at first floor and above would go some way to ensuring that any noise nuisance would be mitigated for example. Furthermore, with the approval of the Ruby Triangle development providing over 1,000 homes, the proposed development under consideration would be more compatible with the future uses, in line with the aspirations of the OKRAAP. The noise transmission would be controlled by planning conditions, as recommended by the council's Environmental Protection Team. Further discussions on the 'Agent of Change' are discussed under the section on impact on amenity.

Statutory consultees

52. Representations have also been received from the following external and statutory consultees.

Greater London Authority (GLA)

53. 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 Office responses, are set out below. It should be noted that the GEA of the non-residential uses have been updated since consultation and receipt of the GLA's Stage 1 report. However, Officers have included GLA's original report below.
54. GLA officers accept that this site is suitable for SIL release. However, as Southwark is considered to be a 'no net loss borough' in line with Policy 4.4 of the London Plan and Policy E7 of the draft London Plan, any release of land from SIL should ensure no net loss of industrial capacity. It is reiterated that industrial floor space should be re-provided at a rate equivalent to the existing floor space which exists on site, or which could be accommodated on the existing site at a 65% plot ratio, whichever is greater. It was noted that re-provision of 1,430sqm of industrial floor space is required. The GLA points out that the flexible commercial floor space is not designed to accommodate B1 uses and would inadequately secure use of these areas as replacement industrial land use. The GLA

therefore requested further detail that B1(c) uses can be accommodated within the scheme. The alternative was that the council must ensure that the lost industrial capacity on the site can be re-provided elsewhere within the Opportunity Area.

55. Officer response: Since the GLA's Stage 1 report, the Secretary of State had written to the Mayor of London directing that this section of the policy for no net loss be deleted from the new London Plan. Notwithstanding this, the area of the site that is actually within SIL is only the car park to the rear of the existing retail warehouse. The allocation specifically excludes the existing retail warehouse itself. The proposals, which also include the delivery of the rest of the public park as proposed by the adjoining Ruby Triangle development, will occupy the part of the site that is located within SIL. The benefits of the proposals, which include a new park, new homes, replacement retail and commercial floor space, public amenity, leisure, health and biodiversity benefits will outweigh the SIL policy objectives. In addition, Officers can confirm that the lost industrial capacity can be provided for elsewhere in the Opportunity Area.
56. The council together with Lewisham Council and Network Rail commissioned a feasibility study to assess the development potential of Bermondsey Trading Estate, and the land around the new 'Bermondsey Dive Under', with the intention to intensify B1(c), B2 and B8 uses within the study site. The Bermondsey Trading Estate is a thriving industrial estate offering good-quality space that is in demand. The study demonstrates that there are opportunities for intensification via infill development both within the existing estate and on the newly available Bermondsey Dive Under land. Therefore, this demonstrates that the lost industrial capacity can be re-provided elsewhere in the Opportunity Area or the borough and 25,023sqm of additional space of which 18,273sqm is in Southwark.
57. The GLA points out that as the site is believed to be located within the designated Consultation Distance of a Major Hazard Site (Old Kent Road Gas Holder Station) the Health and Safety Executive (HSE) should be consulted. Further, the applicant must confirm whether the site lies within the designated Consultation Distance of a Major Hazard Site and, if so, what measures have been implemented to ensure public safety.
58. Officer response: The HSE was consulted as part of the consultation exercise and raises no objection to the grant of planning permission. This is further discussed below.
59. The GLA points out that of the entire development, just 8% is considered to be family sized units, which rises to 24% within the affordable tenure. In strategic planning terms the mix (outlined above) is acceptable, the provision of family housing has been appropriately prioritised within the social/affordable rent component of the mix.
60. Officer response: The housing mix is discussed in the assessment section of this report and confirms that overall it is considered acceptable.
61. The GLA has made a comment on the shortfall in play space provision. The scheme would generate a child yield of 135.1 and therefore a requirement to provide 1,351.1sqm of play space. The application indicates the provision of 1,030sqm of play space and therefore has a shortfall of 321sqm.
62. Officer response: The applicant has recalculated the play space requirement against the current GLA play space standards calculator (June 2019 version), which gives a new total of 1,117sqm. The applicant has submitted revised plans to ensure that a minimum of this

1,117sqm is provided on site.

63. The GLA has made a comment that the residential entrance will be located on Hyndman Street, but the 'spill out space' onto the pavement here is tight to the footway within the context of surrounding buildings, ambitions for improved public realm, connections and higher footfall of residents and visitors' optimum and most comfortable pedestrian flows in this area are encouraged. The applicant should explore opportunities to optimise this space and its generosity.
64. Officer response: The available footway on Hyndman Street (kerb face to building line) varies between approximately 6.6m (at the junction) and 8m+ (by the substation and bicycle racks). Even if the 3m width for the service bay is deducted, which will be at grade and only be in use occasionally and for a short period of time, the available widths are still considered fairly generous. This will be between 4.6m and 5.3m. The footway width at the 'pinch point' area (by the substation) excluding the loading bay is approximately 2.5m. This compares to the minimum footway width accepted by Southwark of 2.4m. The loading bay would also be at grade, which allows for the spill out space to provide comfortable pedestrian flow in this area.
65. The GLA highlights that consideration will need to be given to the 'Agent of Change' principles and the applicant must demonstrate that the scheme has been designed to enable existing noise generating uses and activities to remain viable, and fully detail any required mitigation measures.
66. Officer response: The Agent of Change principles are discussed in other sections of this report.
67. The GLA has requested that the applicant must confirm the carbon dioxide reduction for the residential and non-residential components of the scheme prior to the Mayor's decision-making stage.
68. Officer response: The energy statement submitted by the applicant confirms the carbon savings and is discussed in the energy section of this report.
69. The GLA points out that the surface water drainage strategy does not comply with London Plan policies and that further details on how SuDS measures will be integrated with the site landscaping should be provided.
70. Officer response: The drainage strategy has been reviewed by the council's own Flood and Drainage engineers and raises no objections. They do note however that the strategy is in outline form and that a more detailed strategy would be required and will be conditioned.
71. The applicant should embed urban greening as a fundamental element of site and building design. Features such as street trees, green roofs, green walls, rain gardens, wild flower meadows, woodland and hedgerows should all be considered for inclusion. The applicant should embed urban greening as a fundamental element of site and building design and calculate the proposed development's Urban Greening Factor and aim to achieve the specified target.

72. Officer response: The existing site is a brownfield site with limited scattered scrub and perennial vegetation which currently does not benefit from any urban greening. The proposals include the delivery of a new public park, new public realm and roof terraces, as well as a Healthy Streets commitment which will include new street trees and a Sustainable Drainage System which incorporates green and blue roofs, rainwater harvesting and filter drains will result in significant urban greening of this site. Urban greening of the site will be significantly enhanced as a result of these proposals. Since GLA' comments the Urban greening factor has been further enhanced by incorporating flower rich perennial planting.
73. The GLA notes that the movement of people through the 'green heart' of the scheme should be considered in further detail alongside the Healthy Streets approach, with the public spaces accessible for pedestrians and cyclists, with links to Canal Grove, Sandgate Street and Hyndman Street. The applicant should further demonstrate how this and the consented Ruby Triangle scheme will interact both once built out and during construction phases.
74. Officer response: The proposals have been designed with the 10 Healthy Streets design considerations in mind. Officers are happy that this application will not prevent the council's future healthy street vision being delivered.
75. The GLA has sought clarification on the number of residential cycle parking space. A total of 70 spaces are proposed for the flexible commercial uses, however this must be revised to reflect the worst case scenario. A contribution towards the provision of a Cycle Hire Docking Station should be secured as part of any future s106 agreement. The GLA has also requested an additional 7% (18) Blue Badge spaces should future demand exceed the initial provision and requires the council should to secure the implementation of a Controlled Parking Zone and a permit free agreement.
76. Officer response: This level of provision is less than the London Plan standards however the applicant will also provide Brompton style lockers for residents and the work force which equates to a further 20 accessible cycles a number of which will be E-bikes (quantum to be confirmed). It is also required that the applicant contributes towards the provision of a future Santander system. These mitigation measures are considered acceptable. The quantum of car parking is considered sufficient because although slightly below the emerging guidance, currently there is no restriction in the surrounding borough highway for blue badge parking.
77. The GLA comments that until the BLE is delivered, buses will be the main mode of public transport for users of the proposed development and therefore a contribution of £2,700 per residential unit is sought towards improvements to the bus network over a five-year initial period, commensurate with the impact of the development.
78. Officer response: The applicant has agreed to the contribution and this will be secured through a s106 agreement.
79. The GLA has commented that a full construction logistics plan, travel plan, car parking design and management plan and delivery and servicing plan should be secured by condition.
80. Officer response: Southwark Transport Planning Officers no longer require Travel Plans.

The proposed Delivery Service Plan (DSP) bond is considered a more robust approach. A final Construction Management Plan, car parking management plan and a delivery and servicing plan will be secured by the s106 Legal Agreement.

Health and Safety Executive (HSE)

81. The HSE had originally provided comments to confirm that they would not advise against the granting of planning permission if a condition were to be attached to the permission, so as to prevent the occupation of any of the buildings until the hazardous substances consent for the Old Kent Road Gas Holder Station has been formally revoked.
82. Since those comments, HSE was notified by the council, the hazardous substances authority, that the hazardous substances consent for the Old Kent Road Gas Holder Station has been formally revoked in accordance with The Planning (Hazardous Substances) Act 1990. As a result of the revocation of the hazardous substances consent, HSE has removed the consultation distance around the Old Kent Road Gas Golder Station site and there is no longer a requirement for HSE to be consulted on proposed developments in that area.
83. In light of the above, HSE's original advice is withdrawn. HSE no longer advises against the granting of planning permission and the suggested planning condition is no longer required.
84. Officer response: This is noted and no condition will be imposed.

85. TfL London Underground Infrastructure Protection

No comments to make.

Network Rail

86. No comments to make.

National Air Traffic Safeguarding

87. Examined from a technical safeguarding aspect and does not conflict with their safeguarding criteria. Accordingly, no safeguarding objection to the proposal.

Arqiva - digital communications

88. This particular site is sufficiently north of the line of sight and no objection to raise against this proposal.

Thames Water

89. Thames Water does not have any objection with regard to the combined water network infrastructure capacity. Thames Water has identified an inability of the existing water network infrastructure to accommodate the needs of this development proposal. As such,

they have requested a condition preventing any properties being occupied until confirmation has been provided that either all water network upgrades required to accommodate the additional flows from the development have been completed; or a housing and infrastructure phasing plan has been agreed with Thames Water.

90. Internal consultation

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

91. Table: Internal consultee comments

Consultee	Summary of Comments	Officer response
Environmental Protection Team (EPT)	No objections subject to conditions relating to noise control and insulation, contamination, odour and ventilation details for any A3 use and construction environmental management plan.	Recommended conditions included.
Archaeology Officer	The 651-657 Old Kent Road site has the potential to contain significant archaeological remains which should be appropriately managed. The development is not likely to cause such harm as to justify refusal of planning permission on the grounds of archaeological interest provided that robust archaeological conditions are applied to any grant of consent.	Recommended conditions included.
Urban Forester	Development requires the removal of all three trees and one group on and adjacent to the site. The proposed landscaping more than adequately mitigates any loss of amenity or canopy cover.	Recommended conditions included.

	The overall design adheres to the outline landscape masterplan across the development phases. Condition recommended.	
Ecology Officer	The Preliminary Ecological appraisal is fine. Nest boxes and bat tubes are advised. Inclusion of Insect homes would be good. Conditions are recommended.	Recommended conditions included.
Local Economy Team	<p>Policy P28 (affordable workspace) includes a requirement for development proposing over 500sqm of employment space to include 10% affordable workspace on site. Therefore if the final B1 use is over 500sqm, this Policy should be enforced.</p> <p>Requires a relocation strategy for The Garage Only Ltd Van Sales & Car Wash in the s106.</p> <p>There will be construction phase jobs / skills and employment requirements and End use of the development jobs / requirements in the s106.</p> <p>This development would be expected to deliver 54 sustained jobs to unemployed Southwark residents, 54 short courses, and take on 13 construction industry</p>	<p>Recommended obligations to be included in the s106.</p> <p>The strategy is no longer required following additional information received from the applicant.</p>

	apprentices during the construction phase, or meet the Employment and Training Contribution.	
Transport Planning team	No objections subject to conditions and s106 obligations.	Recommended conditions and obligations to be included in the s106.
Highways development management team	No objections subject to the applicant entering into a Section 278 agreement for highway works. The loading bay design should include a kerb upstand to protect pedestrians and should have a dropped kerb for access.	Recommended obligations to be included in the s106.
Flood and Drainage team	No objections to the application however the scheme is currently submitted in outline form and therefore the final strategy will need to be confirmed at detailed design stage and submitted to the LPA.	Recommended conditions included.

KEY ISSUES FOR CONSIDERATION

Summary of main issues

92. The main issues to be considered in respect of this application are:

Principle of the proposed land use, including emerging policy for the Old Kent Road;
 Environmental Impact Assessment;
 Design;
 Townscape and impact upon the setting of adjacent listed buildings;
 Density;
 Affordable housing;
 Housing mix;
 Quality of accommodation;
 Wheelchair accessible housing;
 Impact of proposed development on amenity of adjoining occupiers and surrounding area;
 Transport;
 Noise and vibration;

Trees and landscaping;
 Planning obligations (S.106 undertaking or agreement);
 Southwark and Mayoral Community Infrastructure levy;
 Sustainable development implications;
 Ecology;
 Contaminated land;
 Air quality;
 Water resources and flood risk;
 Archaeology;
 Wind;
 Equalities and human rights; and
 Statement of community involvement

Legal context

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

Adopted planning policy

95. National Planning Policy Framework (NPPF)

The revised National Planning Policy Framework ('NPPF') was published in February 2019 which sets out the national planning policy and how this needs to be applied. The NPPF focuses on sustainable development with three key objectives: economic, social and environmental.

96. Paragraph 215 states that the policies in the Framework are material considerations which should be taken into account in dealing with applications.

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

London Plan 2016

97. The London Plan is the regional planning framework and was adopted in 2016. The relevant policies of the London Plan 2016 are:

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 4.7 Retail and town centre development
 Policy 4.8 Supporting a successful and diverse retail sector and related facilities and services
 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 7.8 Heritage assets and archaeology
 Policy 7.21 Trees and woodlands
 Policy 8.2 Planning obligations
 Policy 8.3 Community infrastructure levy

98. 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.
99. 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

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

Strategic policy 1 - Sustainable development
 Strategic policy 2 - Sustainable transport
 Strategic policy 3 - Shopping, leisure and entertainment
 Strategic policy 5 - Providing new homes
 Strategic policy 6 - Homes for people on different incomes
 Strategic policy 7 - Family homes
 Strategic policy 10 - Jobs and businesses
 Strategic policy 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)

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

Access to employment opportunities
 Strategic and local preferred industrial locations
 1.5 - Small businesses
 1.10 - Small Scale Shops And Services Outside The Town And Local Centres And Protected Shopping Frontages
 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
 3.15 - Conservation of the Historic Environment
 3.18 – Setting of Listed Buildings, Conservation Areas and World Heritage Sites
 3.19 – Archaeology
 3.20 – Tall Buildings
 3.22 – Important Local Views
 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

Council's Supplementary Planning Document (SPD)

102. 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 (2015)
 Section 106 Planning Obligations and Community Infrastructure Levy (2015)
 Development Viability SPD (2016)

Greater London Authority Supplementary Guidance

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

Emerging planning policy

Draft New London Plan

104. The draft New London Plan was published on 30 November 2017 and the first and only stage of consultation closed on 2 March 2018. Minor suggested changes to the plan were published on 13 August 2018 and an Examination in Public (EIP) began on 15 January 2019 and closed in May 2019. The Inspector's report and Panel Recommendations were issued to the Mayor of London in October 2019. The Mayor then issued his intentions to publish the London Plan along with a statement of reasons for not including all of the Inspector's recommendations to the Secretary of State. The Secretary of State has responded to the Mayor and has directed a series of amendments. Until the London Plan reaches formal adoption it can only be attributed limited weight.

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

Old Kent Road Area Action Plan (OKR AAP)

105. 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.

106. 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 13 which covers the Sandgate Street, Verney Road and Old Kent road (South) area. Requirements for this allocation site include replacement of existing employment floor space and provision of a range of employment spaces, replacement of existing retail space and activation of frontages on the Old Kent Road through provision of retail, provision of housing, provision of a new sports hall, provision of a new park at the Ruby Triangle site and provision of on-site servicing.

New Southwark Plan

107. For the last 5 years the council has been preparing the New Southwark Plan (NSP) which will replace the saved policies of the 2007 Southwark Plan and the 2011 Core Strategy. The council concluded consultation on the Proposed Submission version (Regulation 19) on 27 February 2018. The New Southwark Plan Proposed Submission Version: Amended Policies January 2019 consultation closed in May 2019.
108. The NSP Submission Version – Proposed Modifications for Examination was submitted to the Secretary of State in January 2020 for Local Plan Examination. It is anticipated that the plan will be adopted in late 2020 following an Examination in Public (EIP). As the NSP is not yet adopted policy, it can only be attributed limited weight. Nevertheless paragraph 48 of the NPPF states that decision makers may give weight to relevant policies in emerging plans according to the stage of preparation of the emerging plan, the extent to which there are unresolved objections to the policy and the degree of consistency with the Framework.
109. The site is within the part of the site allocation NSP65 'Sandgate Street and Verney Road'. The vision for this area is for new homes (Class C3), retail (Classes A1-A4 on the Old Kent Road frontage, community uses (Class D), employment (Class B uses) and public open space including Surrey Canal Linear Park.

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

110. The site is partially located in the Core Strategy's Preferred Industrial Location-Strategic (SPIL) and also within the London Plan's Strategic Industrial Location (SIL) which is an industrial location of strategic importance as identified in the Core Strategy and the London Plan (2016). Introducing housing here would therefore represent a departure from the adopted Southwark and London Plan. Strategic Policy 10 of the Core Strategy states that SPIL will be protected for industrial and warehousing uses. Saved Southwark Plan policy 1.2 states that the only developments that will be permitted in SPIL are B class uses and other sui generis uses which are inappropriate in residential areas. The proposed development would represent a departure from these policies by introducing residential uses into the SPIL.

The proposed development would result in the overall non-residential floor space on the site from an existing 2,243sqm (GIA) to 2,096sqm (GIA). Of the non-residential floor space that is currently on the site, 2,179sqm is in A1 class with 64sqm as Sui generis. This is located outside of the SIL as it fronts Old Kent Road. The car park to the rear is within SIL and whilst its lawful use might be A1 class as it is associated with the retail warehouse, there are no buildings within the SIL.

111. The commercial areas have been revised and there is an increase in proposed B1 class floor space which is welcomed. For ease, the breakdown of the proposed non-residential floor space can be seen again in the table below:

Use Class	Level	Quantum of Floor space (GIA sqm)
A1, A2, A3, A4, B1	Ground floor	854
B1	Ground floor	289
A1, A2, A3, A4, B1	Mezzanine	236
B1	Mezzanine	717
Total		2,096

112. As can be seen in the table above, there will be a very slight net loss in non-residential floor space. However, as further discussed below there are acceptable justifications for this.
113. Recognising that the site is located in the OKROA where the draft OKR AAP sets an aspiration to deliver 20,000 new homes alongside industrial and other uses, Officers have worked closely with the GLA to agree on the release of significant areas of the SIL to allow for mixed use redevelopments to come forward and have agreed a geography of the strategic industrial land release and consolidation. The agreed maps propose the release of the site from the SIL to allow for the provision of new homes. The agreed maps have been included in the emerging NSP.
114. Members should however note that even with this agreement in place the draft OKR AAP and NSP would still need to be subject to an Examination in Public (EiP) and the Secretary of State's approval 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.

The Old Kent Road Area Action Plan (OKR AAP)

115. As stated above, the OKR AAP places the site within the proposed Action Area Core, and within proposal site OKR 13 which covers the Sandgate and Verney Road area.
116. Emerging policy AAP6 of the OKR AAP states that development must retain or increase the amount of B Class floor space 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.

117. The GLA had noted in their Stage 1 report that Southwark is considered to be a 'no net loss borough' in line with policy 4.4 of the London Plan and Policy E7 of the draft London Plan and that any release of land should ensure that there is no net loss of industrial capacity. The GLA points out that in accordance with the principles of 'no net loss', industrial floor space should be re-provided at a rate equivalent to the existing floor space which exists on the site, or which could be accommodated on the existing site at a 65% plot ratio, whichever is greater. Where the 65% plot ratio is applied to the 2,200sqm of industrial land on site, it is noted that re-provision of 1,430sqm of industrial floor space is required. The alternative is that the council must ensure that the lost industrial capacity on the site can be re-provided elsewhere within the Opportunity Area in the first instance of elsewhere in the borough.
118. However on the 13 March 2020 the Secretary of State directed that this policy be deleted from the new London Plan, although he did note that local authorities would need to provide for workspace within their plans. Having directed this change the council will also need to consider its commitments within the NSP in order to ensure general conformity with the New London Plan.
119. Officers would like to highlight that there is capacity elsewhere and prior to the Secretary of State's direction this was confirmed to the GLA. The council had commissioned a feasibility study to assess the development potential of Bermondsey Trading Estate and the land around the new Bermondsey Dive Under. This 'South Bermondsey Dive Under' study demonstrate that the lost industrial capacity can be re-provided elsewhere in the Opportunity Area or the borough and 25,023sqm of additional space of which 18,273sqm is in Southwark.
120. The Bermondsey Trading Estate is adjacent to the dive-under land. The existing trading estate houses an extremely diverse range of Industrial B class uses. Construction of the Bermondsey Dive Under formed part of the ongoing Southwark and Lewisham's local plan. It comprises a series of new structures built along the line of operational railway viaducts, allowing the Thameslink lines to cross over the Kent lines on their approach into London Bridge station. There are opportunities for intensification via infill development both within the existing estate and on the newly available Bermondsey Dive Under land. Therefore, notwithstanding the removal of the 'no net loss' industrial requirement, Officers consider that this demonstrates that the lost capacity on the site can be re-provided elsewhere within the Opportunity Area.
121. As indicated in the table above, there will now be a total of 1,006sqm of B1 class floor space located partly on the ground floor and the majority of this on the first floor level. Prior to the Secretary of State's directions, the applicant had committed to agree that the internal B1(c) fit out of the proposed commercial units would be secured through condition and a clause in the s106 agreement.
122. Notwithstanding the above, in determining whether the principle of the proposed development would be acceptable in land use terms, specifically the introduction of housing in the SIL, 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.
123. Officers consider that the key benefits arising from the proposal would be as follows.

Regeneration of industrial areas

124. There is a need for the borough to balance the protection and enhancement of industrial sites with the delivery of other aspirations and requirements, including increasing housing provision. A workspace demand study on the Old Kent Road area was carried out by GVA in 2019 on behalf of the council. It concluded that there is significant potential for the OKR to grow its employment base, both in terms of its scale and range of uses. Based on the analysis in the future the economy is likely to be based on a range of productive, creative and service activities that are seeking a different nature of space and location – moving away from city-centre style offices towards spaces that mix office, studio, production and distribution space. This will present opportunities for (and require) development innovation to intensify employment activity through the delivery of space across multiple floors, the mixing of typologies and the integration of ‘industrial’ workspace into residential buildings to create new mixed use environments.

Employment floor space

125. As explained above, there would still be the provision of employment use (B1 class) on the ground and first floor levels. As the new floor space would provide a mix of retail and B1 uses this combines to reinforce the role of Old Kent Road as a town centre and significantly increases the intensity and number of employment opportunities available. This would have beneficial effect. It should also be noted that the existing lawful use on the site is A1 and Sui Generis not B class floor space. The submission advises that there were previously 25 employees working on the site. It is estimated that the development could accommodate 123 jobs on-site once operational, depending on how the flexible use is occupied. There would therefore potentially be a net gain of approximately 98 jobs and is a positive aspect of the proposal.
126. The LET have also set out further requirements in order to ensure that this development delivers employment and training for local people. All will be secured through the s106 and is set out in the s106 section of this report.

Business relocation and retention

127. The site currently has the one tenant which is the garage and car wash business. Their lease on the site had expired in October 2019, but been kept on a temporary rolling contract in the full knowledge that they can be asked to cease occupation of the site at any stage.
128. The garage (64sqm) occupies the land between the retail warehouse boundary and Hyndman Road. Following consultation with the council’s Local economy team (LET), it was recommended that there should be an appropriate relocation strategy for this garage, which is a small business. However, as the business is on a short term lease they are fully aware that their occupation of this site has only ever been on a short term basis and their relocation inevitable at some stage. Evidence of their end of lease has been supplied by the applicant and the LET are satisfied that an exit strategy is no longer required.

Affordable workspace

129. The applicant has agreed to provide an element of affordable workspace within the scheme comprising 10% of the commercial floor space. The applicant has agreed the rents to be at £8 per sqft (exclusive of service charge) over a 30 year period, which is considered appropriate and is comparable to those levels that have been agreed on other sites in the Old Kent Road area. 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

130. The employment space has been designed to be flexible so that it could accommodate a range of different unit sizes and shared workspaces. Details of a specialist workspace provider could be secured through a s106 planning obligation.

Provision of housing, including affordable housing

131. The scheme would provide 262 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. The adopted London Plan (2016) requires the provision of a range of housing and sets the borough a target of 27,362 new homes between 2015 and 2025. This is reinforced through Strategic Policy 5 of the Core Strategy 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 OKROA and the expectation of significant new housing provision.

Provision of a new park

132. The proposed development would deliver high quality public realm of 1,485sqm, including a new park of approximately 1,200 sqm. This is essentially an extension to the already approved Ruby Triangle lawn and is over 50% of that space. It was always envisaged that this current application would provide the remaining public park as desired in the AAP and masterplan. This public park would therefore be enlarged and 'complete', providing a triangular shaped space that could be used for a range of activities.
133. The proposal would increase park and open space provision in line with the strategic objectives of the council's Open Space Strategy (2013). The Strategy identifies the 'Bermondsey and Old Kent Road sub-area' as having the lowest level of local park provision in the Borough with a total of 0.17ha of park provision per 1,000 population. The provision of this new park is therefore considered a significant positive aspect of the scheme, which would be of benefit to the existing and new communities.

Re-Instatement of Retail Frontage to the Old Kent Road

134. Although it is outside the SIL, and therefore not a departure from the adopted plan, it is worth noting that the proposal to re-introduce active retail uses along the Old Kent Road is also considered a positive benefit of the proposed development. Not only would this contribute positively to the character of the area by reinstating the 'High Street' character

of the Old Kent Road and creating an active frontage, it would also contribute to the employment opportunities identified above.

Town centre uses

135. In order to provide a mixed use place, the proposals under consideration would incorporate a mix of residential, retail and commercial uses. The non-residential uses would be concentrated on the lower floors of the proposed buildings, where they would contribute to the creation of a vibrant, well animated street scene. In summary, the proposed development would provide 2,096sqm (GIA) of non-residential floor space, which are flexible between A1, A2, A3 and A4 retail uses and commercial B1 use. These are all considered to be town centre uses.
136. The revised NPPF (2019) identifies that local planning authorities should be promoting competitive town centres. In paragraph 86, the NPPF advises that “Local planning authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan”. Paragraph 89 of the NPPF states that local authorities should require a retail and leisure impact assessment if the proposed development is not in accordance with an up-to-date plan and where the quantum of retail and leisure uses proposed would be over a proportionate, locally set floor space threshold (if there is no locally set threshold, the default threshold is 2,500 sqm). Paragraph 90 goes on to state that where an application fails to satisfy the sequential test or is likely to have a significant adverse impact, it should be refused. The London Plan (2016) is consistent with the policy guidance of the NPPF. In this proposed development, the retail floor space would be under 2,500sqm.
137. Strategic Policy 3 of the Southwark Core Strategy relates specifically to shopping, leisure and entertainment and aims to maintain Southwark’s network of successful designated town centres. As part of this, the policy identifies a hierarchy of town and local centres, reflecting their size and role in the borough. In the adopted Core Strategy, the Old Kent Road is not identified as one of these designated town centres, despite the significant retail offer that it provides. The policy then goes on to identify the tests set out in national planning policy and the London Plan for new shopping and leisure space which are proposed outside designated town and local centres.
138. Southwark Plan Saved Policy 1.7 relates to development within town centres, and states that most new development for town centre uses should be accommodated within existing town centres and local centres. Policy 1.8 (Location of retail outside town centres) was not found to be in conformity with the NPPF and was accordingly not saved when the plan was revised in 2013.
139. The emerging Policy P35 of the NSP, Development Outside Town Centres state that development providing town centre uses outside town and local centres must comply with the sequential test. Large development proposals, over 1,000 sqm (gross) will require an impact assessment and demonstrate that they would not harm the vitality and viability of centres or planned investment in centres.
140. Notwithstanding the above, the emerging Policy P34, Town and Local Centres of the draft NSP proposes the Old Kent Road as a new Major Town Centre and that town centre uses will be permitted in town centres where:

141. The scale and nature is appropriate to the role and catchment of the centre; and
- A Use Classes are retained or replaced by an alternative use that provides a service to the general public, and would not harm the vitality and viability of the centre; and:
- The development would not harm the amenity of surrounding occupiers or result in a concentration of uses that harms the character of the area; and
- The development provides an active use at ground floor in locations with high footfall; and:
- Large schemes for town centre uses that are 1,000 sqm or more provide public toilets, public drinking fountains and public seating.
142. The Southwark Retail Study was published in 2015 (and updated in 2018) to provide a robust and credible evidence base to inform the council's work on the New Southwark Plan. This identified that Old Kent Road is the dominant destination for comparison shopping in the borough, and that as it is not currently a designated town centre it is vulnerable. It identifies that the area has been designated as an Opportunity Area and that there is a potential for a new town and/or local centres.
143. A previously noted, in terms of the allocation sites identified in the draft NSP, the application site is contained within the boundary of NSP 65: Sandgate Street and Verney Road. The NSP states that development here should provide a new part of the town centre and identifies that the site is appropriate for new homes (Class C3) retail (A1, A2, A3 and A4) on the Old Kent Road frontage, employment (Class B) and community (Class D) uses. It also supports the provision of new public open space and states that comprehensive mixed-use redevelopment of the site could include taller buildings subject to consideration of impacts on existing character, heritage and townscape.
144. Again, acknowledging its very limited weight, draft OKR AAP, Emerging Policy AAP7, 'Town Centres, Leisure and Entertainment', identifies the area as a major town centre and identifies the uses that would be appropriate, including retail, community, leisure, cultural and offices above shops. The site sits within OKR 13 and is identified as appropriate for new and re-provided homes, employment, retail and community uses.
145. The lawful use of the existing building is predominantly A1 and sui generis. As discussed above, the emerging policy and existing evidence base for the OKR Opportunity Area support mixed use development and the designation of the Old Kent Road as a high street and Major Town Centre. As the proposed development would essentially replace what exists on the site, the flexible retail A class uses would be acceptable in land use terms.
146. The main town centre uses are necessary to create an active and vibrant frontage to the Old Kent Road along the site's southern boundary. Furthermore, this continues the retail frontage that has been approved in the Ruby Triangle development and provides that high street function. Therefore, the proposals are considered to comply with the sequential approach to development as required in the Core Strategy and the NPPF.
147. The GLA concludes that given the scale of the proposed retail uses at the site it would not prejudice the vitality or viability of the borough's Town Centre locations and would

ensure future residents of the site have access to on-site retail provision. Whilst the site is not currently located in a town centre, in line with the aspirations set out in the London Plan and draft London Plan for Opportunity Areas the proposed retail uses are acceptable at this site.

Prematurity

148. 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:
- 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
 - the emerging plan is at an advanced stage but is not yet formally part of the development plan for the area.
149. Refusal of planning permission on grounds of prematurity would seldom be justified where a draft Local Plan has yet to be submitted for examination, or in the case of a Neighbourhood Plan, before the end of the local planning authority publicity period. Where planning permission is refused on grounds of prematurity, the local planning authority will need to indicate clearly how the grant of permission for the development concerned would prejudice the outcome of the plan-making process.”
150. 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 draft OKR AAP has been developed in response to this adopted plan and has also sought to address the emerging policy position of the draft New London Plan including the increased housing target for the opportunity area and the need to ensure that the 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 OKR AAPs and the 2018 draft New London Plan. It is not therefore considered to be premature.

Conclusion on land use

151. To conclude in relation to land uses, the proposed development would be contrary to strategic policy 10 of the Core Strategy and saved policy 1.2 of the Southwark Plan owing to the introduction of residential and retail into the SIL would represent a departure from the adopted development plan.
152. This must therefore be weighed against the benefits of the scheme which include the provision of housing, of which 39.8% would be:

affordable;
 re-provision of enhanced retail floor space;
 the provision of good quality, flexible commercial space including affordable workspace;
 job creation;
 repair and improved physical environment;
 active frontage and improved pedestrian access;
 provision of new open space and park; and
 Optimised use of the site.

153. 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 and in particular the adjoining Ruby Triangle development and its future uses, it is not felt that the introduction of housing would prejudice the operation of existing businesses in the area. For these reasons, officers consider that the principle of the proposed development in land use terms should be supported in this instance.

Environmental impact assessment

154. It is noted that the approved Ruby Triangle development was considered to be an Environmental Impact Assessment (EIA) development and an Environmental Statement (ES) was submitted. The ES concluded that, in most cases, the approved development would provide beneficial impacts to residents, businesses and the general public.
155. Prior to the submission of this application, the applicant had submitted a request for an EIA Screening opinion (ref 19/AP/1475) under Regulation 6(1) of the EIA Regulations. This was to ascertain whether the Local Planning Authority considered there would be significant environmental effects are likely to arise from the proposed development. Officers considered that the proposed development did not fall within the definition of Schedule 1 development.
156. The proposed development would be an 'Urban Development Project' and consequently it would constitute Schedule 2 development within the meaning of the EIA Regulations. It would also include more than 150 dwelling houses and therefore it was necessary to assess the potential impact of the proposal against Schedule 3 of regulations. A checklist used for screening Schedule 2 projects was assessed by Officers.
157. Based on the assessment, no significant likely effects have been identified and accordingly it was concluded that the proposed development would not be likely to have significant effects upon the environment virtue of factors such as its nature, size or location. The matters to be considered can be adequately assessed through the submission of technical reports submitted with the planning application. The proposed development is therefore not considered to constitute EIA development and an ES was not submitted with this current application.

Provision of housing and affordable housing

158. 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. 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.

159. The Southwark Plan saved policy 4.4 requires at least 35% of all new housing as affordable housing. Of that 35%, there is a requirement for 50% social housing and 50% intermediate housing in the Old Kent Road Action Area. The adopted London Plan 2016 sets a strategic requirement of 60% social housing and 40% intermediate housing. The emerging NSP Policy P1 sets a requirement for a minimum of 25% of all the housing to be provided as social rented and a minimum of 10% intermediate housing to be provided when calculated by habitable rooms, this equates to 71.5% social housing and 28.5% intermediate housing.
160. In total, 908 habitable rooms would be provided in the development. The development would provide a total of 362 affordable habitable rooms which would equate to an overall provision of 39.8%. The level of provision is therefore acceptable and policy compliant.
161. Southwark's Development Viability SPD requires a financial viability appraisal to be submitted for all planning applications which trigger a requirement to provide affordable housing. The financial viability appraisal should identify the maximum level of affordable housing that can be sustained and justify any proposed departures from planning policy requirements. This application is therefore accompanied by viability report, which was reviewed by independent consultants on behalf of the council. Following discussions over the assumptions, the applicant has submitted an updated viability appraisal. The conclusion of the consultant's review is that based on the updated appraisal the proposed scheme demonstrates that it cannot support any additional affordable housing above the minimum policy compliant level that is being offered. The scheme is effectively in a breakeven position and is considered marginally viable on this basis.
162. A standard policy compliant 35% habitable rooms offer would equate to 317.8 affordable habitable rooms, with 25% social rent at 227 habitable rooms, and 10% Intermediate at 90.8 habitable rooms.
163. The proposed 39.8% habitable rooms offered would have a split of 260 social rent habitable rooms (28.6%) and 102 Intermediate habitable rooms (11.2%) as seen in the table below. This meets the emerging NSP policy requirement.

Table: Affordable mix

Number of bedrooms	Affordable tenure (habitable rooms)		Number of habitable rooms	Percentage (%)
	Social	Intermediate		
Studio	0	0	0	0
One bedroom	24	10	34	9.4
Two bedrooms	120	92	212	58.5
Three bedrooms	80	0	80	22.1
Four bedrooms	36	0	36	10
Total	260	102	362	100

164. Overall, the proposal would provide a total of 92 affordable units in a mix of unit sizes. A s106 agreement is recommended to secure the delivery of these units, including a clause preventing the occupation of more than 50% of the private apartments until 50% of the affordable units are completed, and a clause to prevent more than 90% of the private sale apartments being occupied across the development until 100% of the affordable housing is complete. In line with the Mayor's Affordable Housing and Viability SPG, an early review mechanism would be secured by the s106 agreement, which would come into effect if the development does not substantially commence within 24 months. The review would determine whether the viability of the development has improved during that time, and accordingly whether it could deliver any more affordable housing.
165. A contribution of £12,176 (a charge of £132.35 per affordable unit) has been agreed towards affordable housing monitoring and maintained provision of these units, and would be secured by the s106 Agreement.
166. Due to the 'U' shaped footprint of the building and the length of the façade on Old Kent Road, there would be two main residential entrance and cores. The social rented units (total of 64 units) would be accessed from the north-western entrance, which is along the pedestrianised street located between Nos. 639 and 641 Old Kent Road and the proposed building. The intermediate and private units (total of 198 units) are accessed from the corner of Old Kent Road and Hyndman Street.
167. There is however, no distinction in design quality for the two entrances, both having double height entrances and along active frontages of the building. The affordable housing would be owned and managed by A2Dominion Housing Association.
168. As members are aware GLA are promoting a revised Mortgagee in Possession (MIP) clause in legal agreements and the council will shortly be consulting on how and in what circumstances that clause will be applied in a revised affordable housing SPD. In advance of the revised SPD and in advance of confirmation as to who the RP will be in this scheme the assumed default MIP clause will be the standard LBS one. This will be reviewed once new supplementary guidance been produced and adopted.

Housing mix

169. Core Strategy Strategic Policy 7, 'Family Homes', requires a housing mix of at least 60%

dwellings with two or more bedrooms, with 20% having at least three bedrooms. No more than 5% of the units should be studios, and these can only be for private housing. This is reiterated in emerging policy in the draft OKR AAP and the NSP.

170. For ease, the proposed housing mix for the whole scheme is summarised again in the table.

Table: Proposed Housing Mix

Unit type	Number of units	Percentage (%)
Studio	2	0.7
1 bedroom unit	82	31.3
2 bedroom unit	156	60
3 bedroom unit	16	6
4 bedroom unit	6	2
Total	262	100

Table: Proposed Housing Mix Across Affordable Tenures (by unit)

Unit type	Social Rented units	Intermediate units	Total units	Percentage (%)
Studio	0	0	0	0
1 bed	12	5	17	18.5
2 bed	30	23	53	57.6
3 bed	16	0	16	17.4
4 bed	6	0	6	6.5
Total	64	28	92	100

171. At 0.7%, the proposed proportion of studio units is well under the policy maximum of 5%. The proposal would also provide more than 60% of two or more bedrooms (at 68.5%). It is noted that there would be 8% of three bedrooms or more, falling short of the minimum 20%. For the affordable housing however, the mix is much improved to the policy position, with 81.5% having two or more bedrooms and 23.9% having three bedrooms. This affordable mix is welcomed despite the shortfall for the scheme overall.
172. Members must consider whether this overall shortfall of two and three bedroom units is of such concern that it would outweigh the other significant regeneration benefits of the scheme. Officers have identified these regeneration benefits elsewhere in this report.

Wheelchair accommodation

173. The London Plan Policy 3.8 requires 10% of new housing to be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users (Building Regulations requirement M4 (3) 'wheelchair user dwellings'). Saved Policy 4.3 of the Southwark Plan support this, requiring 10% of new dwellings to be suitable for wheelchair users, except where this is not possible due to the physical constraints of the site. London Plan Policy 3.8 also requires 90% of new housing meets Building Regulations requirement M4 (2) 'accessible and adaptable'. This is reiterated in emerging policy in the draft OKR AAP and the NSP.
174. The applicant has confirmed that a total of 31 units would be wheelchair accessible, which equates to 11.8%, exceeding the 10% requirement. This would be split into the following tenures:
- 8 x Social rented
5 x Intermediate
18 Private.
175. The wheelchair housing would be secured through the s106 Agreement. Level and safe access would also be provided throughout the proposed public realm and new park.

Density

176. 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, the design principles and public transport capacity to be taken into account. Strategic Policy 5 - Providing New Homes of the Core Strategy sets out the density ranges that residential and mixed use developments would be expected to meet and is in line with the London Plan.
177. As the site is located within the Urban Zone, a density range of 200 to 700 habitable rooms per hectare (HR/Ha) would be sought. Emerging Policy P9 of the New Southwark Plan seeks development within the OKROA Core to provide 650-1,100HR/Ha. The development would need to meet the criteria for exceptional design as set out in section 2.2 of the Residential Design Standards SPD 2015.
178. The development as a whole (not including the commercial floor space) would have a density of approximately 1,931HR/Ha. To include the commercial floor space would give a density figure of 2,085HR/Ha. It should also be noted that whilst this still represents higher density development above the typical ranges set out in policy, the draft New London Plan intends to delete reference to any density matrix and to replace it with reliance on improved design approaches focusing on design quality and urban greening. The sustainable location of the site means the proposed higher density is entirely appropriate and consistent with the surrounding urban grain. Officers however, have also assessed the scheme against the design criteria since the maximum upper limit of 700HR/Ha would be significantly exceeded. The development would need to demonstrate that it would be excellent in relation to housing and design quality. If it can be demonstrated that an excellent standard of accommodation would be provided, makes an exceptional contribution to the regeneration of the area, and the response to context and impact on amenity to existing occupiers is acceptable, then it is considered

that the high density in this Opportunity Area location would not raise any issues to warrant withholding permission. 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 2015 met. This is summarised in the table below with full assessment and commentary provided in other sections of the report.

Exemplary residential design criteria from Southwark Residential Design Standards SPD	Commentary
Provide for bulk storage	Each of the proposed units would provide for built in storage that would meet or exceed the standards set in the Residential Design SPD. In addition to this, bulk storage is proposed on the mezzanine level.
Exceed minimum privacy distances	Minimum privacy distances would be exceeded between habitable rooms.
Good sunlight and daylight standards	The majority of the units would have good sunlight and daylight standards achieved. This is further explained in this report.
Exceed minimum ceiling heights of 2.3m	All rooms within the proposed dwelling would exceed the minimum 2.3 metre floor-to- ceiling height.
Exceed amenity space standards (both private and communal)	The amenity space proposed is set out in the subsequent section on Outdoor amenity space, Children's Play Space and Public Open Space section of this report. Where the recommended 10 sqm private amenity space has not been met, the shortfall has been included as communal amenity space in line with the Residential Design Standards SPD.
Secure by Design certification	No objections raised. The scheme would have a positive impact upon the development from a safety and security perspective. This scheme would achieve Secured by Design Accreditation. Conditions to require this are recommended
No more than 5% studio flats	Only 2 studio flats are proposed, equating to 0.7% of the total scheme.
Maximise the potential of the site	The potential of this site would be maximised, delivering improved commercial and retail floor space, new dwellings, outdoor space and play

	space and a new park without compromising local visual or residential amenity.
Include a minimum 10% of units that are suitable for wheelchair users	11.8% of the proposed units would be suitable for wheelchair users.
Excellent accessibility within buildings	The accessibility within the buildings would be excellent.
Exceptional environmental performance	The development is capable of achieving BREEAM "excellent" upon fit out of the commercial units; a condition to this effect has been included. The development would need to make a carbon off set payment contribution as the residential element is not capable of delivering zero carbon homes. The applicant has agreed to make the payment which makes this aspect of the scheme fully policy compliant. The development would exceed the minimum policy requirement for the non-domestic part of the scheme.
Minimised of noise nuisance between flats through vertical stacking of similar room types	The plans submitted demonstrate that a very good level of stacking has been achieved where kitchens are stacked above kitchens and bedrooms over bedrooms. The noise impact assessment demonstrates that the internal noise levels could be achieved and as such is considered to be acceptable. This is explained in further detail in this report.
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, workspace and investment in local transport and public space.
Include a predominance of dual aspects units	51.5% of the total units (135 units) proposed would be dual aspect. 51% of the affordable units would be dual aspect with the private units offering 52%.
Have natural light and ventilation in all kitchens and bathrooms	All kitchens would benefit from natural light and ventilation due to their open plan configuration. Bathrooms on the other hand would not achieve this as all bathrooms would be internalised but will benefit from mechanical ventilation.
At least 60% of units contain two or more bedrooms	The proposed development proposes that 68.5% of the total number of units across all tenures

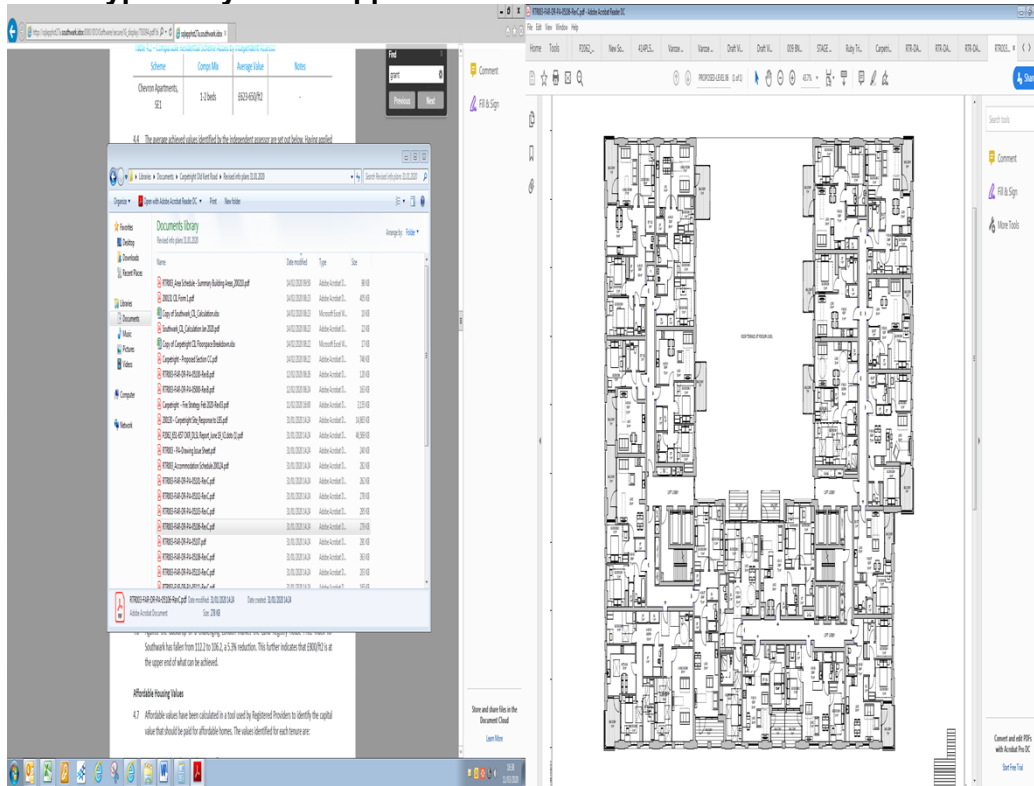
	would have two or more bedrooms.
Significantly exceed the minimum floor space standards	All units would meet the minimum space standards.
Minimise corridor lengths by having additional cores	No more than 8 flats per core is proposed, complying with the Mayor's Housing Design SPG which advises no more than 8 flats per core.

179. For the reasons detailed in the paragraphs below and table, the higher density proposed would not significantly 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.

Quality of accommodation

180. 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 2015 (the "SPD" in this report) and include guidance on overlooking standards as well as requiring the minimum size. The above table summarised some elements of the design and how it is considered to be of exemplary standard. The following paragraphs discuss the internal daylight and dual aspect within the proposed residential units, overlooking issues, amenity space, child play space and noise implications.

Plan: Typical layout on upper floors



Unit sizes

181. All proposed homes would meet or exceed the standards as set out in the SPD. The following table sets out the minimum flat size requirements as set out in the SPD, and also the flat sizes that would be achieved:

Table: Unit types and proposed size of units

Unit Type	SPD Requirement (sqm)	Size range proposed (sqm)*
1 Bed 1 Person (studio)	39	42
1 Bed 2 Person (flat)	50	51 – 58
2 Bed 3 Person (flat)	61	76
2 Bed 4 Person (flat)	70	70 – 92
3 Bed 5 Person (flat)	86	98
4 Bed 6 Person (Flat)	99	130-150

Internal daylight within the proposed residential units

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

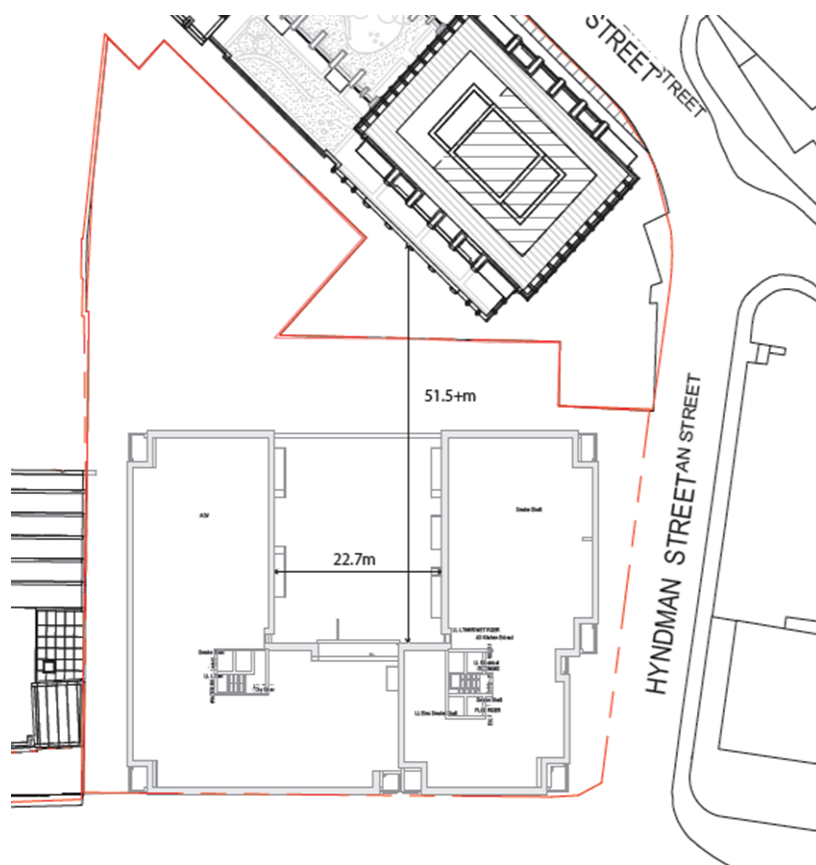
183. Every habitable room within the proposed development has been considered. The analysis shows that 621 out of 751 rooms tested (83%) will either meet or exceed the recommended ADF targets. Where there are rooms that do not meet the strict application of the BRE Guidelines, this is in many instances a product of providing private amenity in the form of balconies.
184. The main rooms affected are those that look into the courtyard and are due to the configuration of the building and its orientation. The outlook from those rooms that do not meet the BRE recommended levels are very good with views into the courtyard or the new public park. The requirement for private amenity space in the form of balconies have meant that these would overhang above those living room windows and it is considered that having private outdoor space would be a benefit of these higher density schemes. As such and on balance, the lower ADFs for some of the units are justified in this instance.

Overlooking

185. The Residential Design Standards SPD recommends a minimum of 21m between the backs of properties to prevent any overlooking, and 12m where properties would face each other across a highway or other public realm.
186. There would be at least 21m from the front elevation to the properties opposite on Old Kent Road, exceeding the council's SPD. Windows are proposed on the north-western elevation facing No. 641 Old Kent Road, but there are no habitable room windows on this building. The windows fronting Hyndman Street are at least 12m from the building at No. 671-679 Old Kent Road.

This building is currently occupied by KFC (an A3 class use restaurant) and therefore is not subject to the normal privacy distances as it is not a residential building. However, should this be developed in the future, there would be the minimum 12m from the proposed windows to this KFC site. There are windows proposed on the north-eastern façade which would be located close to the consented Block C of the Ruby Triangle development. However, as the proposed building and windows are positioned obliquely to the approved Block C windows, there would not be any direct overlooking.

Image: Overlooking and separation distances



187. The U shaped building is designed to avoid internal overlooking. There is at least 22.7m from the internal facades of the proposed block which is of sufficient distance to prevent direct overlooking. No residential units are proposed at ground floor directly adjacent to the public realm, so there is no concern about defensible space at this level. Where residential units overlook communal roof terraces, each would be provided with a defensible space in the form of private terrace to ensure privacy. Where balconies sit immediately adjacent to each other they would have privacy screens between them and it is recommended that a compliance condition is imposed to ensure that at least 1.7m high privacy screen is maintained.
188. It is considered that the proposed occupiers of the residential development would have good levels of privacy.

Units per core

189. Standard 12 of the Mayor's Housing Design SPG requires that each vertical circulation core should be accessible to generally no more than eight units on each floor. As stated in the Exemplary Design Standards table, none of the cores in the proposed scheme would have more than 8 flats per core. This is a positive aspect of the design of the scheme.

Aspect and outlook

190. The scheme would have 51.5% of the total units (135 units) be of dual aspect. Looking at this by tenures, 51% of the affordable units would be dual aspect with the private units offering 52.9%. Whilst there is a relatively high proportion of single aspect units, the outlook of these units are very good. The units have good views out onto the podium, the new public park and there are no physical obstructions immediately in front of the single aspect units.
191. Overall, it is considered that there is a low proportion of single aspect north facing units (none of which would be for social rent). All of the 3 or 4 bed family dwellings would have dual aspect. Mitigation is also proposed in the form of full height glazing, large opening windows and well laid out dwellings and exceeding minimum flat sizes.
192. Members must consider whether this proportion of single aspect units is of such concern that it would outweigh the other significant regeneration benefits of the scheme, which have been discussed earlier in this report. Officers consider that the wider benefits of the scheme would outweigh any harm caused by this proportion of single aspect units.

Amenity space and play space

193. All new residential development must provide an adequate amount of useable outdoor amenity space. The 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 adopted 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 policy AAP 10.
194. Four categories of open space are required in major planning applications in the Old Kent Road Opportunity Area:

Private amenity space;
Communal amenity space (usually courtyards, podium gardens or roof terraces);
Children's play space; and
Public open space

Private amenity space

195. The following amount of amenity space would need to be provided as clarified further in the council's SPD:

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.

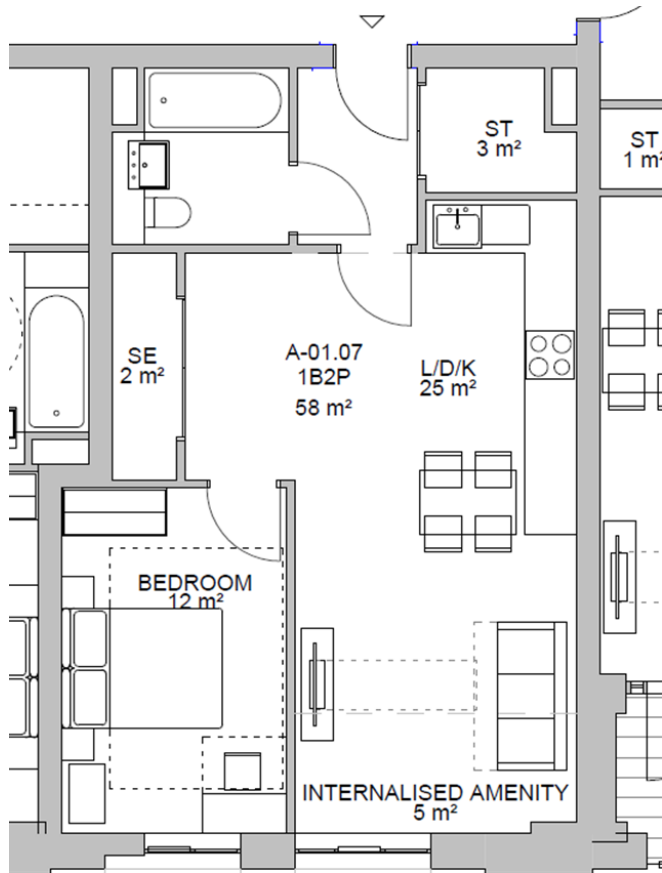
196. In the proposed development, private amenity would be provided for the majority of residential units in the form of balconies. Communal amenity spaces for residents would be provided in the form of roof terraces and podium level above the first floor.
197. In this case, a total of 2,620sqm of private amenity space would need to be provided between the 262 units in accordance with the SPD. In this instance 1,991sqm of private amenity space is proposed which is short of the required amount.
198. All of the 3 and 4 bedroom units have a minimum 10sqm balcony. There are three types of balconies in the proposed development:

Inset balconies

Internalised balconies

Bolt-on balconies

Image: Internalised balcony within a unit



199. Only 5 units out of the total 262 have internalised balconies and these are located in the smaller one bedroom/2 person flats in the social rented tenure. Like the approved Ruby Triangle development, it would be acceptable to have no private external balcony, but rather provide larger internal living spaces. Where no private balcony is proposed, all living spaces would exceed the minimum floor space required. This is proposed as 58sqm for the one bedroom flat (where the minimum standard should be 50sqm). As with the Ruby Triangle development, this approach has been design-led, and the omittance of a balcony was only agreed in exceptional circumstances. This would continue the design concept and this is agreed here for those 5 units.

In this instance:

The additional amenity space being included into the living areas of the flat creates a more spacious, better laid out flat and gives more options to future residents;

It allows for higher levels of natural light by not overhanging over windows below; there are other amenity space available within the development such as the podium and roof terraces.

200. It should be noted that this only occurs for 0.2 % of the whole scheme and are for the smaller one bedroom/2 person flats. All family sized dwellings in all tenures would have

access to private amenity space in the form of external balconies.

Communal amenity space

- 201. Where the full recommended provision of 10sqm per residential unit has not been provided, the shortfall has been added to the communal requirement. In this instance, there is a shortfall of 651sqm (not including those that exceed 10sqm). A provision of 651sqm of communal amenity space, plus the minimum of 50sqm would have been required (a total of 701sqm).
- 202. There is a diverse range of communal amenity space proposed and all amenity terraces would also provide water attenuation, as ‘green blue roofs’. Below is a summary of the communal amenity space proposed:
- 203. At level 1 (or podium level), there is a communal children play space that equates to 490sqm and is accessible to all tenures;

At level 10, a communal roof terrace at 851sqm is proposed characterised by richly planted with seating and play elements. This is accessible to all tenures; and

At level 19, a communal roof terrace at 470sqm is proposed.

- 204. The total communal amenity space at levels 10 and 19 at 1,321sqm therefore exceeds the minimum required when taking into account the shortfall of private amenity space.

Image: Amenity space strategy, Podium, Level 10 and Level 19

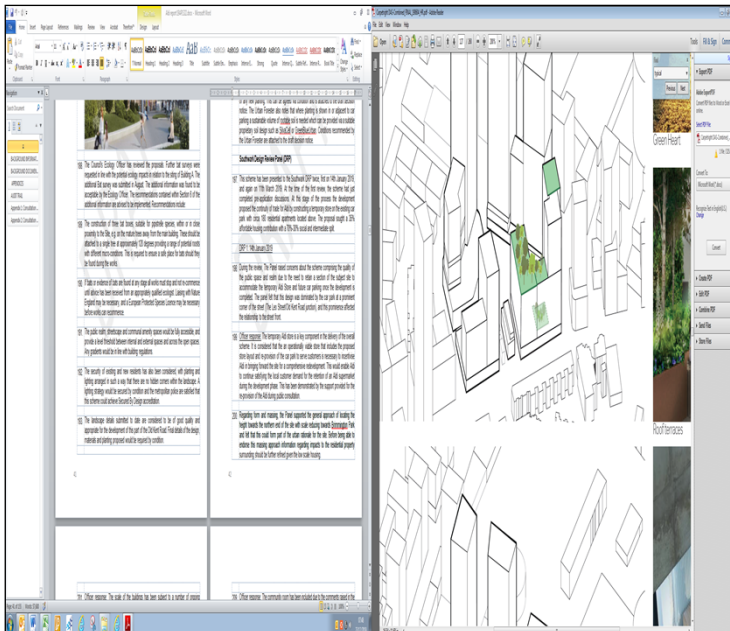


Image: Amenity space, public space strategy for the whole site



Children's play space

205. In line with the Mayor's Providing for Children and Young People's Play and Informal Recreation SPG (using the June 2019 calculator) the development would be required to provide 1,117sqm of children's play space.
206. The Mayor's SPG sets out the intended strategic approach to delivering new and enhanced play space both on and off-site in new developments. It explains that 'doorstep' play (Under 5s) should usually be provided on-site, unless there is existing provision within 100 metres. For 5-11 year olds and children over 12 years old, it recommends that off-site provision is acceptable, if there is existing provision within 100-400 metres and 400-800 metres respectively. This is summarised in Table 4.5 of the SPG, reproduced below.

Table 4.5 Provision of play space to meet the needs of new development

		Under 5s	5-11	12+
Existing provision	within 100 m	On site or off-site contribution	Off-site contribution	Off-site contribution
	within 100-400m	On-site	On site or off-site contribution	On site or off-site contribution
	within 400-800m	On-site	On-site	On-site or off-site contribution
No existing provision	within 100 m	On-site	Off-site provision	Off-site provision
	within 100-400m	On-site	On-site	On site or off-site provision
	within 400-800m	On-site	On-site	On-site

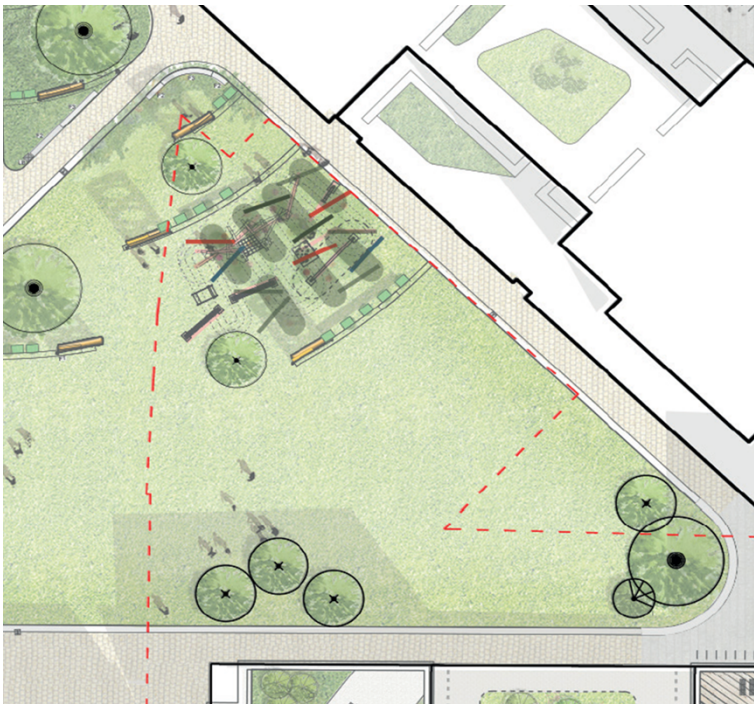
207. Revised plans have been submitted to show 1,117sqm of play space across the site within the communal amenity area and part of the proposed public park.
208. The location of the play space would be on the podium (Level 1) in the centre of the building and has an area of approximately 490sqm. The location of the play space within the U shaped layout would be shielded from Old Kent Road and have views of the new public park. This design would provide good shelter for the space. The submission material sets out the type of play provision, including formal play structures, incidental play features and informal play/playable landscape features is identified. The space would be welcoming for children and young people of all ages and abilities, but also for parents and carers as well as any resident of the development.
209. In order to achieve the required build-ups for trees planting, raised edges are proposed along the planters, which also have the potential to become seating edges. Additional seating is provided with timber top cube and long benches in the central area. It is envisaged that this podium space would be dedicated to the 0-5 age group of doorstep play. The proposed approach to dedicated play space provision has been to maximise 'doorstep' play for under 5's on-site, in line with the Mayor's SPG. However, it is possible that some areas could provide for older children on-site. The play area on this level has not yet been designed in detail and a condition requiring detailed design is recommended.

Image: Podium play space under 5's example

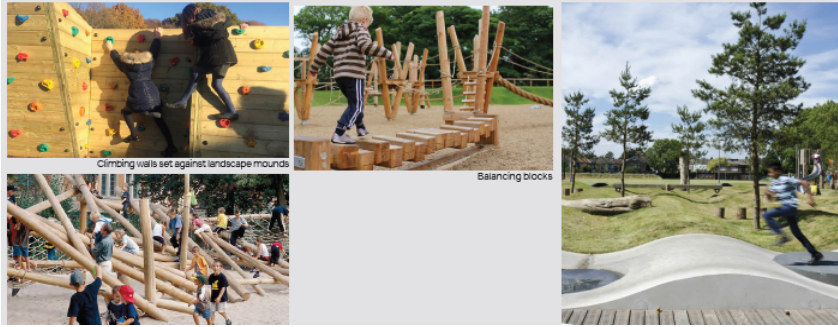


210. It is also proposed that approximately 627.1sqm of the new public park at ground level would provide the remaining play space. The large amenity grass space within this planning application boundary will enlarge the lawn area proposed within the consented Ruby Triangle. It will also host a generous area for play space and playable landscape primarily for older children (above 5 years), but will also provide an inclusive playable landscape for all. This area located to the northern part of the new park would also be publicly available and accessible, providing opportunities for 'doorstep' social encounters and contribute to a sense of community through shared amenity spaces.

Image: Opportunities for playable space in the northern part of the park



Images: Play space examples for above 5's



Public Open Space

211. In addition to the existing amenity space requirements set out above, emerging Policy AAP10 of the draft OKR AAP requires the provision of 5sqm of public open space per dwelling or a financial contribution in lieu. This would equate to 1,310sqm of public open space for the scheme.
212. The proposal would provide a total of 1,485sqm of public open space. A large part of this would be providing the remaining piece of the Ruby Triangle's 'Green Heart'. This large useable lawn space and play area would complement the proposed green space within the Ruby Triangle consented planning site, thus enhancing the green oasis highlighted in the AAP. The central lawn area outside of the playspace remains usable and offers a large space for additional events, markets, movie screening.
213. It is connected to the surrounding streets by open and legible links. The other public areas proposed as part of this current application include the pedestrianised routes into the site and into the park. New improved paving and links into and out of the site provide other kinds of public open space including seating, spill out space for the commercial uses and activity. The new 'Ruby link' (located between Nos. 639-641 and this proposed building), which connects the Green Heart to the Old Kent Road provides clear connections which have a more urban character of a pedestrianised street.
214. The applicant had paid towards the cost of saving a number of steel structural elements from Gas Holder 12 from the Old Kent Road Gas Works as part of the Ruby Triangle application. These steels would be re-used in the new park at the centre of the proposed development as sculptural wind baffles, providing an interesting sculptural feature.

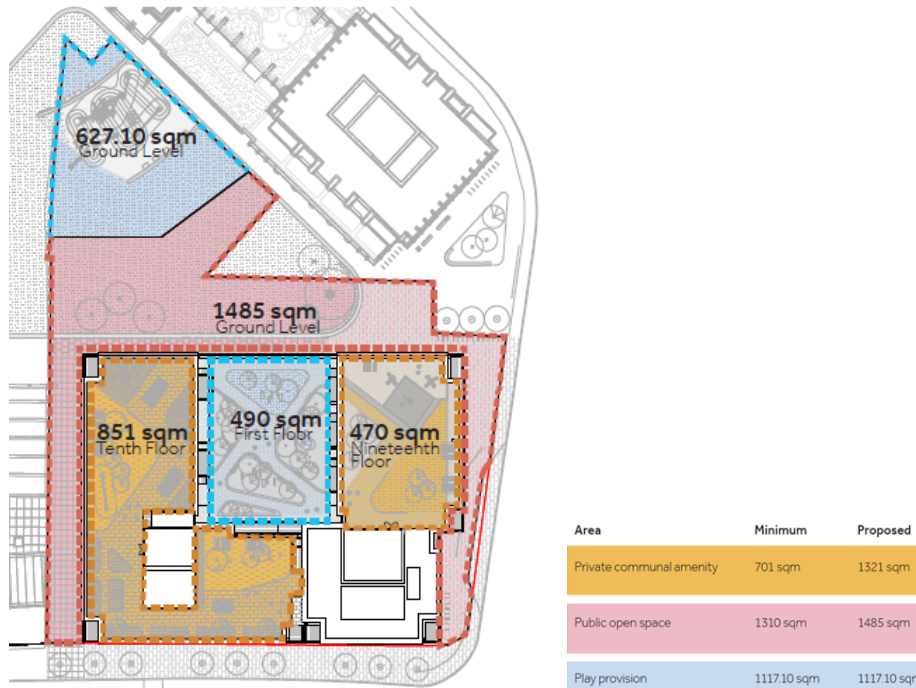
Image: View of public park with wind baffles



Table: Play space and amenity space proposed against policy requirement:

	Policy requirement	Proposal	Difference
Communal	50sqm + shortfall of 651	1,321sqm	+620sqm
Private	2,620sqm	2,046sqm	547sqm
Dedicated children's play space	1,117sqm required by the June 2019 GLA calculator	1,117sqm	0sqm

Image: Quantum and allocation of communal amenity space, play space and open space



Conclusions on outdoor amenity space, children's play space and public open space.

215. Sufficient outdoor space has been designated to meet the private amenity, communal amenity and children play space requirements of the Residential Design SPD and the Mayor's Providing for Children and Young People's Play and Informal Recreation SPG.
216. In respect of the public open space as required by the draft AAP, the scheme would provide the policy compliant areas, fully complimenting the wider Ruby Triangle development.
217. Service charge costs to social rent tenants would be capped within social rent cap levels and this would be secured by a s106 agreement.

Secure By Design

218. The Metropolitan Police design adviser was consulted and considered that the scheme would result in a positive impact upon the development from a safety and security perspective. Continued liaison with a designing out crime officer will enhance this.
219. The design of the development has considered opportunity for natural surveillance, incorporates excellent lines of site and the development should 'activate' this area and are all excellent crime prevention measures. Comments relating to residential visitor access, planting and landscape design and lighting have been made.

220. The police advised that with continued consultation with the designing out crime officer and the use of correctly accredited and third party certificated products that this development would be able to achieve a Secured by Design award. Details of secured by design measures can be secured by a condition.

Noise

221. Part of the site is located within the SIL with existing B class uses to the rear of the site. This includes a scrap metal yard and an industrial estate. The proposed residential units would adjoin existing retail and commercial units to the east and south.
222. In their Stage 1 report, the GLA made a comment that the draft London Plan Policy D12 requires the applicant to demonstrate that there would be sufficient mitigation measures in place to ensure that:

the proposed combination of future flexible commercial and residential uses at the site would successfully coexist as part of the proposed co-location; and, because of the close proximity to existing industrial uses it must be demonstrated that surrounding businesses/industrial areas would not be compromised by the proposed development in terms of their function, access, servicing and hours of operation.

223. Paragraph 182 of the NPPF defines the Agent of Change principle as follows: "Planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established."
224. It is considered that the proposed development would integrate well with existing businesses surrounding the site. The approved Ruby Triangle development would have a mix of uses including B1 commercial, D1, sports hall, residential and retail. The proposed development would be of similar mix of uses and would be compatible with the future uses of the surrounding site. A noise impact assessment was undertaken to assess whether the site would be suitable for residential development.
225. Current Government advice to Local Planning Authorities refers to British Standard BS 4142 as being the appropriate guidance for assessing commercial operations and fixed building services plant noise. This British Standard provides an objective method for rating the likelihood of complaint from industrial and commercial operations. BS 8233: 2014 provides guidance for control of noise in and around buildings, and suggests appropriate criteria and limits for different situations. The criteria and limits are primarily intended to guide the design of new or refurbished buildings undergoing a change of use. The applicant has based their assessment on these standards.
226. The report has been reviewed by 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 (notwithstanding that the surrounding context would change in the near future). Mitigation measures such as alternative ventilation for all habitable rooms and higher than standard specification glazing have been recommended by the applicants. EPT has also recommended a condition that limits

sound level from any plant to not exceed the background sound level.

Conclusion on quality of accommodation

227. In summary, the proposed development would provide good quality of residential accommodation and would justify the high density of the scheme. It is noted that approximately half of the residential units would be single aspect and some would have lower levels of internal daylight. However, the design would include measures to mitigate these concerns including:

Large unit sizes

Floor-to-ceiling height that exceed the minimum

Good outlook and views; having no more than 8 units per core.

228. The units would have access to private amenity and communal amenity space and where this is not achieved, the units are designed to have a larger floor area. Mitigation measures are proposed to ensure noise impacts from surrounding uses are limited.

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

229. London Plan (2016) Policy 7.6 states that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and micro-climate. London Plan (2016) Policy 7.7 notes that large buildings should not adversely affect their surroundings in terms of overshadowing and solar reflected glare. 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.

Impact of the proposed uses

230. For many years, the application site has operated as a retail warehouse. The uses to the rear comprise of industrial and storage and warehouse, but it should be noted that the approved Ruby Triangle development would change the context of the surrounding site. The proposed residential uses in this application would also be more fitting with the approved surrounding residential blocks and other non-residential floor space with the approved mix of uses (retail, commercial and sports and leisure).
231. To the south east of the site is the stand-alone building currently occupied by the KFC restaurant and on the opposite side of Old Kent Road are ground floor retail with residential above. Further to the south of the site is the Christ Church on Old Kent Road. It is not considered that the proposed development would impact on their operations.
232. The noise transmission would be controlled by planning conditions, as recommended by the council's EPT. Overall it is not considered that any of the uses proposed would result

in any significant loss of amenity to neighbouring residential occupiers, nor would they hinder the operation of the neighbouring industrial and warehousing units on Ruby Street or the rest of the Gasworks and Devon Street cluster.

Privacy and overlooking

233. As stated previously, in order to avoid harmful overlooking and ensure no harm to privacy, Southwark's Residential Design Standards SPD recommends a minimum of 21m between the backs of properties and 12m where properties would face each other across a highway.
234. The closest existing residential properties to the site are the row of properties on the opposite side of Old Kent Road (Nos. 644 - 672 Old Kent Road). These comprise of retail/commercial on the ground floor with residential above. There would be at least 12m between the proposed development and these neighbouring windows and would comply with the SPD.
235. In terms of privacy distances and impacts to the consented Ruby Triangle scheme, this was discussed earlier. It was demonstrated that there would be acceptable distance between the proposed development and the consented residential blocks.
236. The north-western elevation of the proposed building would front the retained 639-641 Old Kent Road building, but this would be in commercial use and would therefore not raise any significant privacy issues.

Daylight and sunlight impact to existing residential units

237. A daylight and sunlight impact assessment was submitted with the planning application to assess the impact on nearby existing residential properties. The assessment utilised the following methodologies.

25 degree line

238. To determine whether a neighbouring existing building may be adversely affected, the initial test provided by the BRE is to establish if any part of the proposal subtends an angle of more than 25° from the lowest window serving the existing building. If this is the case then there may be an adverse effect and a more detailed assessment involving the Vertical Sky Component of the affected window would need to be carried out.

Vertical Sky Component (VSC)

239. VSC is a measure of the direct skylight reaching a point from an overcast sky. It is the ratio of the illuminance at a point on a given vertical plane to the illuminance at a point on a horizontal plane due to an unobstructed sky. For existing buildings, the BRE guideline is based on the loss of VSC at a point at the centre of a window, on the outer plane of the wall. The BRE guidelines state that if the VSC at the centre of a window is less than 27%, and it is less than 0.8 times its former value (i.e. the proportional reduction is greater than 20%), then the reduction in skylight will be noticeable, and the existing building may be adversely affected.

No Sky Line (NSL)

240. The second method is the No Sky Line (NSL) or Daylight Distribution (DD) method which assesses the proportion of the room where the sky is visible, and plots the change in the No Sky Line between the existing and proposed situation. It advises that if there is a reduction of 20% in the area of sky visibility, daylight may be affected.

Annual Probable Sunlight Hours (APSH)

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

Overshadowing sunlight to amenity spaces

242. Open spaces should retain a reasonable amount of sunlight throughout the year. The BRE states that for an amenity space to “appear adequately sunlit throughout the year, at least half of the area should receive at least two hours of sunlight on 21 March”. Where this is not achieved, the difference between the area achieving two hours of sun on 21 March should be no less than 0.8 times its former value.
243. There are two tests for overshadowing, or the availability of sunlight; the ‘Sun on Ground’ test and the ‘Transient Overshadowing’ test. The first assesses the proportion on an area where the sun would reach the ground on March 21 each year. The BRE advises that at least half (50%) of the area tested should receive a minimum of two hours of sunlight on the 21 March each year. The second assesses the shadows cast over open spaces at the following key dates through the year:

21 March (Spring Equinox);
21 June (Summer Solstice); and
21 December (Winter Solstice)

244. In relation to daylight, sunlight and overshadowing, Members should note that the BRE Guidelines are based on a suburban environment, and as such a degree of flexibility needs to be applied when considering an urban environment such as the application site. It is also important to note that the existing scale of development on the application site is exceptionally low for an urban location. As a result, the baseline conditions tend to exceed normal expectations for an urban area, and reductions would be expected to result from any development here. Paragraph 123 of the NPPF (2019) also states that:

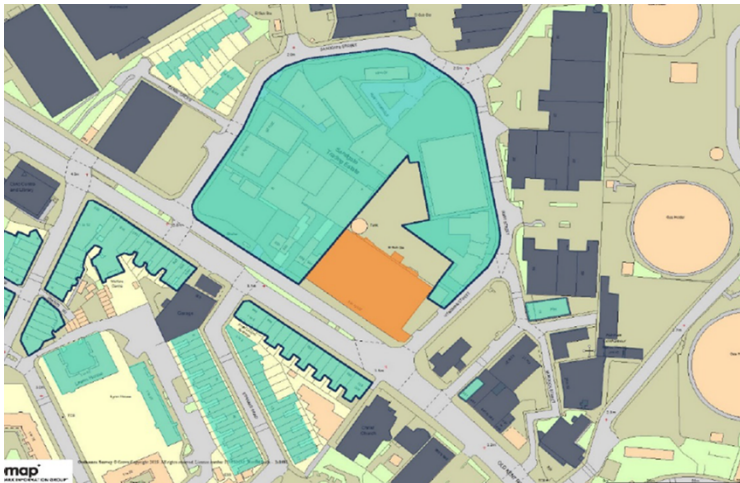
“Local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context,

when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).”

245. The BRE Guidelines also state that residential properties warrant detailed consideration in terms of daylight and sunlight effects, but that properties of a commercial nature have a lower requirement. As such, the submitted daylight and sunlight assessments relate to existing residential properties only.
246. The neighbouring residential units that have the potential to be impacted in terms of daylight and sunlight are located at:

17 Canal Grove
 14 Ruby Street
 2A Ruby Street
 681 Old Kent Road
 635 Old Kent Road
 Ruby Triangle, Block A
 Ruby Triangle, Block B
 Ruby Triangle, Block C
 670-672 Old Kent Road
 644-668 (even) Old Kent Road
 1-36 Ethnard Road
 1-30 Lynn House
 Lewes House
 610-636(even) Old Kent Road
 1-3 (odd) Peckham Park Road
 399 Rotherhithe New Road

Plan showing residential (aqua) and commercial (dark blue) properties



247. An addendum daylight and sunlight assessment (August 2019) has also been submitted. It is acknowledged that the local context is developing rapidly with a number of schemes coming forward within the vicinity of the application site and therefore there needs to be

an assessment of cumulative impacts to neighbouring residential properties. The extent of the following schemes forms the cumulative baseline against which any potential changes in light are considered:

- i) Ruby Triangle Site (planning ref: 18/AP/0897)
- ii) Nyes Wharf, Frensham Street, SE15 6TH (planning ref: 17/AP/4596)
- iii) 2-10 Verney Road, SE16 3DH (planning ref: 17/AP/4508)
- iv) Malt Street Regeneration Site, SE1 (planning ref: 17/AP/2773)
- v) Land at Cantium Retail Park, SE1 5BA (planning ref: 18/AP/3246)
- vi) 596-608 Old Kent Road, London, SE15 1JB (planning ref: 18/AP/3284)

Image: Surrounding developments setting cumulative baseline (existing building retained in blue and future developments in purple)

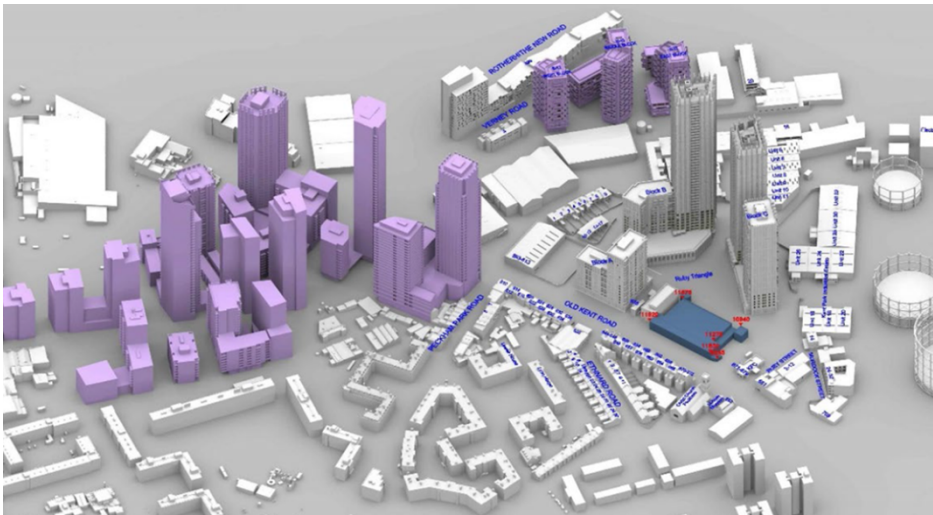


Image: Surrounding developments setting cumulative baseline (proposed development in place)



248. Professional judgement has been used to determine whether the impact would result in adverse or beneficial daylight and sunlight effects. The numerical criteria for determining

the scale of effect is based on percentage alterations, as follows:

- 0-19.9% alteration = negligible
- 20-29.9% alteration = minor
- 30-39.9% alteration = moderate; and
- 40% alteration = major

Assessment

249. There are therefore two scenarios provided whereby the first main BRE report looks at the impacts of the scheme with just the development of the Ruby Triangle site ('True Existing Baseline'). The second scenario (as shown in the addendum report) includes the cumulative baseline as a result of the emerging schemes in the surrounding area. It is considered appropriate to consider both scenarios. The BRE guidelines state that different targets may be used based on the special requirements of the proposed development or its location.
250. Officers will first consider the impacts against the True Existing Baseline and will summarise the cumulative impacts in the latter part of this section of the report.

Summary of VSC impacts against existing baseline

A total of 1,140 windows serving habitable rooms in the neighbouring buildings have been assessed for daylight. The VSC results show that 931 out of 1,140 windows (82%) meet the recommendations of the BRE Guidelines. Their impact will be discussed in detail in the following paragraphs.

Summary of NSL impacts against existing baseline

The NSL effects were also carried out and 549 rooms were tested. The NSL results show that 508 out of 549 windows (93%) meet the recommendations of the BRE Guidelines. Their impact will be discussed in detail in the following paragraphs.

251. The proposed development would result in BRE compliant VSC and NSL reductions (i.e. not less than 0.8 times their former value) to the windows and rooms of the following properties:
- 1 - 13 Canal Grove
 - 1 - 36 Ethnard Road
 - Lewes House
 - 610-636 Old Kent Road
 - 1 - 3 Peckham Park Road
 - 399 Rotherhithe New Road
252. The remaining properties listed below would experience a degree of harm in excess of the BRE guidelines. It is recognised that there would be a degree of harm to the daylight amenity of residents, but this harm would be minor and acceptable in an urban location. Although the amount of skylight reaching the windows would be reduced, given the urban context of the site and the low level of existing development on the application site, these results are indicative of a relatively good retained level of daylight

14-17 Canal Grove

253. All the windows tested would pass the VSC test. In terms of the NSL impacts, there would be a loss of between 21.2% and 29.7%. This range is considered broadly acceptable for an urban location. The effect to daylight within this residential building is considered to be minor.
254. 8 out of 8 windows tested would fall below the guidelines for VSC. It is considered that the loss of between 21.37% and 24.88%, which is within 5% of the suggested 20% reduction from former value is minor and acceptable.

2A Ruby Street

255. This two storey dwelling is to the east of the site and has an oblique view of the proposed development over the existing KFC restaurant. Whilst all of the 4 windows would fail the VSC test and having losses over 29%, the retained VSC values are between 18-20%, which is considered good for an urban environment.

644-672 Old Kent Road

256. 157 out of the 299 windows tested would fall below the guidelines for VSC. The alteration would be between 0-33.5%. It is noted however that many of the windows tested are of a bay window configuration where several windows serve the same room. The NSL test show that 28 out of the 68 rooms tested would fall below the guidelines, but this is a maximum of 33.5%, which is considered moderate.

681 Old Kent Road

257. A total of 13 windows were tested and 11 of these would fall below the guidelines. However, the losses are between 0-28.1% which is considered to be a minor effect. The retained VSC values would range from 18-26% which is considered to be very good for an urban environment. The NSL test shows that out of the 10 rooms assessed, 7 of these would fall below the BRE criteria. The loss ranges from 9-42.8%, but given the good levels of retained VSCs, the overall effect on daylight is considered moderate.

1-30 Lynn House

258. Lynn House is located south of the site, to the rear of Ethnard Road. Out of the 178 windows tested, 29 would fall below the VSC guidelines. There would be a maximum loss of 42.11%, but it should be noted that the majority of the windows record low existing VSC values in the existing condition mainly by the presence of overhanging features (such as the deck access walkways) which already limit their view of the sky. Furthermore, it should be noted that the NSL tests show there would be good retained levels of daylight to Lynn House. Only 1 room fail the BRE criteria and the loss is 20.1%, which is only 0.1% short of the suggested target.

Conclusion on daylight impacts

259. The results of the daylight assessment do reveal that there would be a number of rooms that would not meet the relevant daylighting standards of the BRE. In these instances it is

recognised that there would be a degree of harm to the daylight amenity of residents, but this harm is considered on balance to be acceptable in this urban location. Given the context of the site, these results are indicative of a relatively good retained level of daylight.

Sunlight

260. The BRE guide states that if a window can receive 25% of summer sunlight, including at least 5% of winter sunlight between the hours of 21 September and 21 March, then the room would be adequately sunlit.
261. A total of 580 predominantly south-facing rooms have been tested for sunlight amenity using the Annual Probable Sunlight Hours (APSH) methodology including those in the consented Ruby Triangle development.
262. The sunlight conditions in the baseline scenario show that 513 (88%) out of the 580 rooms assessed within the surrounding sensitive receptors meet the BRE criteria for both total and winter APSH. This level of compliance is considered very good.
263. Those properties that fail the BRE Guidelines are mainly to the consented Ruby Triangle development, 652 Old Kent Road and 658 Old Kent Road. The rooms tested on the two abovementioned Old Kent Road properties would not fail the BRE guidelines significantly.
264. In terms of the consented Ruby Triangle scheme, 291 were tested and 227 of those rooms would meet the BRE criteria. The majority of the alterations are to the winter sunlight amenity, which is largely a product of the low positioning of the sun during these months. It is noted that there will be minor instances where the living rooms of the lower floors of the Ruby Triangle blocks would have large losses to the annual APSH, but this is a result of the configuration of the blocks needing to look into the site. Overall, it is considered that the sunlight effects to the consented Ruby Triangle would be moderate by virtue of the retained annual APSH values.

Overshadowing

265. The BRE guidelines state that for an amenity area to appear adequately sunlit throughout the year, at least 50% of the area should receive at least two hours of sunlight on 21st March.
266. The submitted assessment looked at 6 amenity spaces outside of the site boundary, which mainly comprise the consented Ruby Triangle scheme. The results show that there would be little change to the sun reaching the ground surface for the majority of the amenity areas surrounding the site. 4 out of the 6 amenity areas will continue to receive at least 2 hours of sunlight to over 50% of their areas on March 21 and achieving full BRE compliance.

The remaining two amenity areas that fail are:

The proposed podium communal amenity space on consented Block A
The new public park in the centre of the site

267. Whilst the loss of sunlight would be noticeable, it should be noted that the amenity space

on the roof of block A is not the only garden available for the future residents. The applicant has also carried out a test on the sunlight potential for these amenity areas in the summer period (21st June), which is likely to be the time that would be used more frequently. This is acknowledged in the BRE guidance. The results of the 21st June ground assessment show that the amenity areas would achieve a minimum of 2 hours for at least 79.3% of the area, which is very good.

Transient overshadowing

268. Transient Overshadowing study mapping the extent of the shadow on the amenity spaces comprising the consented Ruby Triangle development was carried out.
269. The results demonstrate that the Ruby Triangle amenity space will receive sunlight throughout the morning (08:00 to 12:00) on 21 June (Summer Solstice). There will be some minor shadow effects between 12:00 to 17:00.
270. With regards to 21 March (Spring Equinox), the Ruby Triangle amenity space will receive direct sunlight throughout the day with some minor shadow effects between 10:00 to 15:00.
271. When considering 21 December (Winter Solstice), the results demonstrate that there will be little change to the sunlight availability when compared to the existing condition, but the effects would be most prominent between 10:00 to 13:00.

Cumulative Impacts on daylight, sunlight and overshadowing

272. As discussed above, the applicant has submitted an addendum daylight and sunlight report which assesses the cumulative impacts of the development plus the emerging developments in the surrounding area.
273. The table below summarises the VSC, NSL and APSH results from the cumulative assessment. The results against the true existing baseline (as presented in the main daylight and sunlight assessment report) are also shown for comparative purposes.

Table: Comparison of results between true existing baseline and cumulative baseline

Percentage (%) meet BRE Recommended daylight and sunlight amenity levels			
	VSC	NSL	APSH
True Existing Baseline	82%	93%	88%
Cumulative Baseline	81%	88%	90%

274. It can be seen that there is no significant difference when this comparison is made. The proposed development will continue to achieve a relatively high level of compliance with the emerging scheme proposals in place. The emerging schemes considered within the cumulative assessment are not located in close proximity to the proposed development and will therefore not lead to a material impact to neighbouring amenity when compared to the findings based on the true existing baseline scenario.

Conclusion on daylight, sunlight and overshadowing

275. Overall, the impacts on daylight and sunlight to neighbouring buildings and amenity space are acceptable in this urban location.

Transport issues

276. Core Strategy Strategic Policy 2 encourages walking, cycling and the use of public transport rather than travel by car. Saved policy 5.2 of the Southwark Plan seeks to ensure that developments do not result in adverse highway conditions; 5.3 require that the needs of pedestrians and cyclists to be considered and 5.6 establish maximum parking standards.
277. Southwark have recently adopted the Movement Plan, a people, place and experience approach to transport planning. This application has been assessed on how we will contribute to the delivery of the Movement Plan.
278. The Mayors Transport Strategy (MTS) includes three strategic challenges that are of significant importance to assessing this application:

Vision Zero
Healthy Streets
Air Quality

279. A Transport Assessment (TA) has been submitted with this application and complies with TfL guidance. The submitted TA is considered to provide an adequate appraisal of the relevant transport and highway related matters including an assessment of the potential for journeys to be made by sustainable modes of transport as well as detailed estimates of vehicular trips resulting from the development. The submission also considers the wider Ruby Triangle development, ensuring that both schemes would be delivered comprehensively and ensuring cumulative transport impacts are considered and minimised.
280. Existing condition

The rear of the site is currently occupied by a hardstanding car park accommodating approximately 60 car parking spaces, along with a small car wash and garage. The vehicular access to the Carpetright car park and four additional crossovers associated with the smaller commercial units are located on Hyndman Street.

Accessibility and trip generation

281. The site has an official PTAL (public transport accessibility level) of 4, which is moderate to good access to public transport. The Old Kent Road is managed by TfL as part of the Transport for London Road Network (TLRN). Sandgate, Ruby and Hyndman Streets are all Council roads. The application site is approximately 0.8km south west of South Bermondsey Station, 3.2km south east of London Bridge Station and 4.8km south east of the City of London.

282. Members should note that the council is developing plans for changing the traffic management on Sandgate, Hyndman and Ruby Streets. The proposed development would not prevent those changes from being actioned, but would work satisfactorily within the existing arrangements.
283. To accommodate the proposed access requirements, Southwark's Highways are looking at changes to the traffic management in the area and will be detailed up as part of the Section 278 agreement (s278). Hyndman Street is being considered as a possible location for future bus stands and is situated adjacent to the site. The possibility of a one-way system has been considered as part of the design process to ensure the proposed development will work with the existing and future highway arrangement. Officers are happy that this application will not prevent the council's future healthy street vision being delivered.
284. Works on the public realm include improving footway quality along the Old Kent Road and Hyndman Street adjacent to the site. The proposals have been designed with the 10 Healthy Streets design considerations in mind. New improved footways and landscaping will be provided as part of the s278 works associated with the proposals and a clause in the s106 will secure this. As identified above, a minimum footway width of 2.4m will be provided on Hyndman Street while the footway on the Old Kent Road would be retained as part of the proposals. All works within the extent of the s278 agreement for Southwark will be done in accordance with Southwark Street Design Manual SSDM and TfL's Healthy Streets design guidance.
285. The proposed access arrangements from Hyndman Street are considered to be acceptable, and would enable all delivery vehicles to enter and exit the site in a forward gear, including fire engines and rigid HGVs of up to 12m length.
286. The current use records a daily average motorised vehicular trip rate of 241 movements per day. Site access surveys were carried out over two weeks commencing 04 December 2017. Once occupied the estimated two way motorised vehicle trip generation from the site would be 52 per 07:00 – 19:00 day this includes retail and commercial servicing as well as residential.
287. The consented Ruby Triangle development predicted vehicular trips per day were estimated to be 221 daily (07:00 – 19:00). The cumulative impact with this scheme is acceptable at this location. (273 per 12 hour period equates to 22 per hour).
288. With only one of the churches returning and the site's change of uses from a MOT centre and vehicle hire company the site as a whole would have significantly reduce the proportion of vehicle trips.
289. These vehicle movements would not generate any significant adverse impact on the existing movements on the adjoining roads. It is not considered that the proposed development would impact on the local highway network in terms of trip generation.

Car parking

290. The proposed development would essentially be car free, bar the disabled parking bays for the residential element of the scheme. The ground floor car park is accessed from

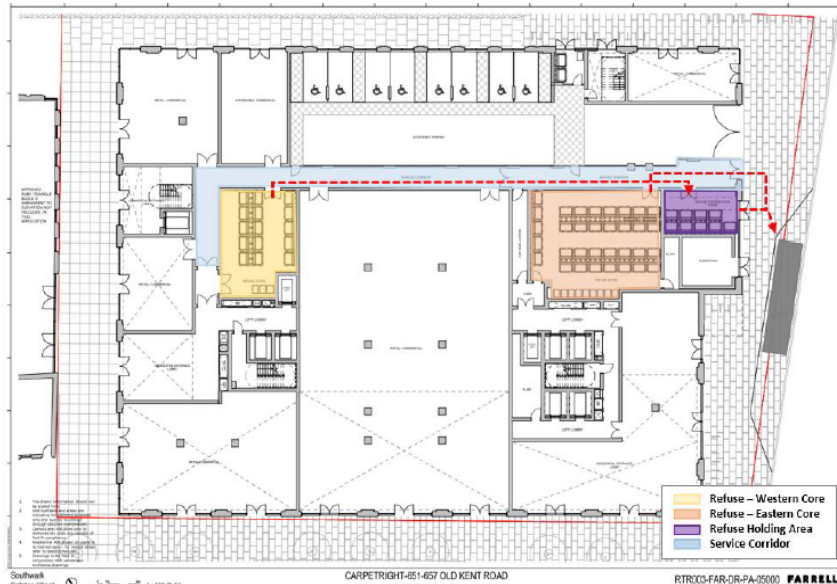
Hyndman Street. This is approximately 30% of the 10% wheelchair adaptable units and reflects average car ownership levels in the area. All proposals for off-street arrangements have been tracked and will enter and exit safely from the building. It should be noted that in the approved Ruby Triangle scheme, the existing Enterprise car hire business would be re-provided. Two of the spaces would be used for a car club. It is expected that future residents of this proposed development would be offered 3 years membership.

291. The site is not located in a designated Controlled Parking Zone (CPZ) and there are sections of unrestricted on-street parking available on Ruby Street and Hyndman Street in the immediate vicinity of the site.
292. A condition would also ensure that no future residents or occupiers of the proposed development could obtain resident parking permits for any future CPZ. It is also recommended that a condition to ensure all marketing of the development promotes car-free living, to ensure the occupants are well aware they will not be entitled to permits. 20% of the proposed car parking spaces would have electric vehicle charging points. This too would be secured through the s106.

Servicing

293. The inset loading bay would accommodate refuse and servicing vehicles while maintaining the existing carriageway width to accommodate through traffic in the existing arrangement and one-way traffic with bus stands in the future scenario. Furthermore, the loading pad would be at grade and accessible for pedestrians to use in the absence of service vehicles.
294. Recycling and refuse generated by the commercial and retail units will be undertaken by a private contractor and individual tenants will be required to procure such services themselves.
295. The bin stores are located adjacent to each of the cores at ground floor and can be accessed via an internal service corridor; residents will carry their own refuse and recyclables to their local bin store. Owing to the location of the loading pad on Hyndman Street and the two internal cores, refuse from the western core will be transferred by on-site management to the on-site internal holding area adjacent to the private units bin store. Refuse will then be collected from the private bin store and holding area by the appointed LBS operator. As with the approved Ruby Triangle development it is considered reasonable that an obligation in an s106 requiring a comprehensive and robust servicing and management plan be secured.

Image: Waste strategy



296. In order to ensure that on-street servicing and deliveries do not negatively impact on the highway network, the council is recommending that applicants in the OKR OA enter into Delivery Service Plan Bonds against their baseline figures for all daily servicing and delivery trips. These bonds would be calculated at £100 per residential unit and £100 per 500 sqm of non-residential floor-space. 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:

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.

297. The proposal is for the management of the new development to monitor the daily vehicular activity of the site both commercial and residential, quarterly for a period of 2 years from 75% occupancy. If the site meets or betters its own baseline target the bond will be returned within 6 months of the end of the monitoring period. If the site fails to meet its own baseline the bonded sum will be made available for the council to utilise for sustainable transport projects in the ward of the development. The council will retain £1,600.00 for assessing the quarterly monitoring. The bond in this instance would be £26,600.00 based on the 262 residential units and 2,096sqm of non-residential floor space. The applicant has agreed to the contribution which can be collected via the legal agreement.

Table: Delivery Service Bond

Type	Quantum	Bond Amount
Residential	262	£26,200.00
Non Residential	2,096 sqm	£400.00
Daily Trips	Approximately 20	£26,600.00

The baseline will be established considering the Ruby Triangle DSP as part of the s106 negotiations.

Public Transport

298. The site has convenient access to public bus services. The main bus routes running along the Old Kent Road connect the area to New Cross, Elephant and Castle, London Bridge, Waterloo and Kings Cross. It has convenient access to the P12 bus route a single decker linking Canada Water to Peckham via the Old Kent Road, which calls at the stops on both Ilderton Road and Old Kent Road which are understood to provide capacity for approximately 60 passengers (including standing capacity) during morning and evening peak (information from the TA acquired summer 2018).
299. As a borough the council agree with TfL that bus services will need to be increased in the area ahead of the Bakerloo Line extension (BLE) to accommodate the demand generated by additional homes and jobs generally in the Old Kent Road area in advance of the opening of the planned BLE which, subject to the granting of powers and availability of funding, would be 2029/2030 at the earliest. The requirement for TfL to provide evidence to prove both previous contributions has been spent appropriately and the evidence for the further draw is the fairest way this could be managed. The proposal is that there is a maximum cap for TfL to call on which is £2,700 per unit. This will be able to be requested in stages between 3 - 5 years.
300. Within the next ten years the area is likely to benefit from the BLE, this site will be in walking distance of both proposed new stations. Highways and transport infrastructure requirements are covered under CIL and the public highway improvements in the OKR Action Area would be delivered from a combination of land gain, s278 and CIL.

Walking and public realm

301. The TA included a Pedestrian Environment Review System (PERS) audit undertaken in January 2018 which encompassed the streets surrounding the site including; routes from Old Kent Road to Queen's Road Peckham, South Bermondsey Station and to local schools and bus stops. It indicated that pedestrian environment within the vicinity of the site benefitted from a 'green score' which is overall positive.
302. The site will be in close walking distance of the proposed new linear park, and the proposed Livesey Park. The site fronts onto the Old Kent Road will be set back to match the Ruby Triangle consented Block A and will provide active frontages.
303. The central open space would be car free (with the exception of emergency vehicles). It is noted that automatic bollards were proposed in the Ruby Triangle development and it

is considered appropriate to ensure that this would also be provided for this development to prevent vehicular access whilst allowing emergency access to the heart of the site. Again, this could be secured by the s106.

304. The improvements to the pedestrian environment as part of the development are anticipated to encourage active travel and the close proximity of a variety of new parks and public realm, supported by the application will offer good quality walking options in the area.

Cycle parking

305. The bicycle is going to be of critical importance in the movement of people throughout central London therefore the provision of cycle parking and other cycle enabling opportunities plays a significant part in the OKR OA. A balance is sort between the London plan cycle parking standards, quality of infrastructure and other cycle opportunities.

306. London Plan standards require the following cycle parking provision:

Long stay:

1 No. space for studio or one bedroom residential units

2 No. spaces for all other residential units

Short stay:

1 No. space per 40 residential units

307. The proposed non-residential use will be flexible mix of uses, but the worse-case scenario would be for A2-A4 uses. The standard is from a threshold of 100sqm and requires 1 long stay cycle parking space per 175sqm. Based on a GIA of 2,096sqm, this would equate to a requirement of 12 spaces.

308. This application provides the following number of cycle parking spaces for the different uses:

Residential: 262 long stay spaces and 7 short stay spaces

Non-residential: 18 long stay spaces and 67 short stay spaces

309. This gives a total of 280 long stay spaces and the cycle parking is segregated in different rooms between the different uses. Some Sheffield stands will also be provided such that at least 5% of all spaces are accessible. The short stay cycle parking will all be provided in the form of Sheffield stands located within the public realm adjacent to the green space to the rear of the site and would be convenient and easily accessible.

310. This level of provision does not meet the London Plan standards. However, it is also noted that there would be a cycle hub in the Ruby Triangle scheme which would provide a multi functional space, including a workshop for cycle repairs, a cycle shop and showroom, cycle training services, a bike fitting studio and a food and coffee bar. It is anticipated that there would be equal access to this facility once completed.

311. The s106 Agreement will include a contribution towards the delivery of the first phase of extension of the Santander Cycle Hire Docking station of £50 per residential unit and is

considered a benefit.

Construction management

312. A draft Construction Environmental Management Plan (CEMP) has been submitted. It has been developed to provide the management framework required for the planning and implementation of construction activities on site. This plan has to be viewed in conjunction with the concurrent construction of the adjacent Ruby Triangle site. Both highways and environment officers have reviewed this and do not raise any objections. However, it is considered reasonable and necessary to require a final version of the CEMP through the s106.
313. Due to the cumulative impact of construction in the Old Kent Road AAP area, a Contribution of £40 per residential unit will be required to enable the highway authority and EPT to manage this. This equates to £10,480 for this application and will be secured through the s106.

Conclusion on Transport and Highways

314. The development is supported because it provides good quality pedestrian and cycle permeability and will contribute to delivering some of the Movement Plans 9 missions, Vision Zero and Healthy Streets. It would have appropriate management to reduce the impact of servicing and delivery, subject to the s106 obligations and conditions.
315. The development of this site would provide the necessary pedestrian connections through the Ruby Triangle site and would deliver the aspirations of the AAP for opening up routes through the Ruby Triangle, the creation of the green links and park.

Design issues

316. Strategic Policy 12 of the Core Strategy 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 Soutwark Plan asserts that developments should achieve a high quality of both architectural and urban design, enhancing the quality of the built environment in order to create attractive, high amenity environments people will choose to live in, work in and visit. Saved Policy 3.13 of the Soutwark 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. With specific reference to tall buildings, Policy 7.7 of the London Plan (2016), 'Location and Design of Tall and Large Buildings' and Saved Policy 3.20 of the Soutwark Plan sets out design requirements for tall buildings, both of which are discussed in further detail in the following paragraphs.
317. The emerging design policy in the NSP includes P13, Design Quality and P16 Tall Buildings. P13 states that development must provide, amongst other things, high standards of design with appropriate fabric, function and composition. P16 sets out a series of tests for tall buildings (defined as significantly taller than surrounding buildings or their context). It also states that the highest tall buildings will be located in areas where there is the greatest opportunity for regeneration, including Opportunity Areas, such as

the Old Kent Road.

318. 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.

Site layout

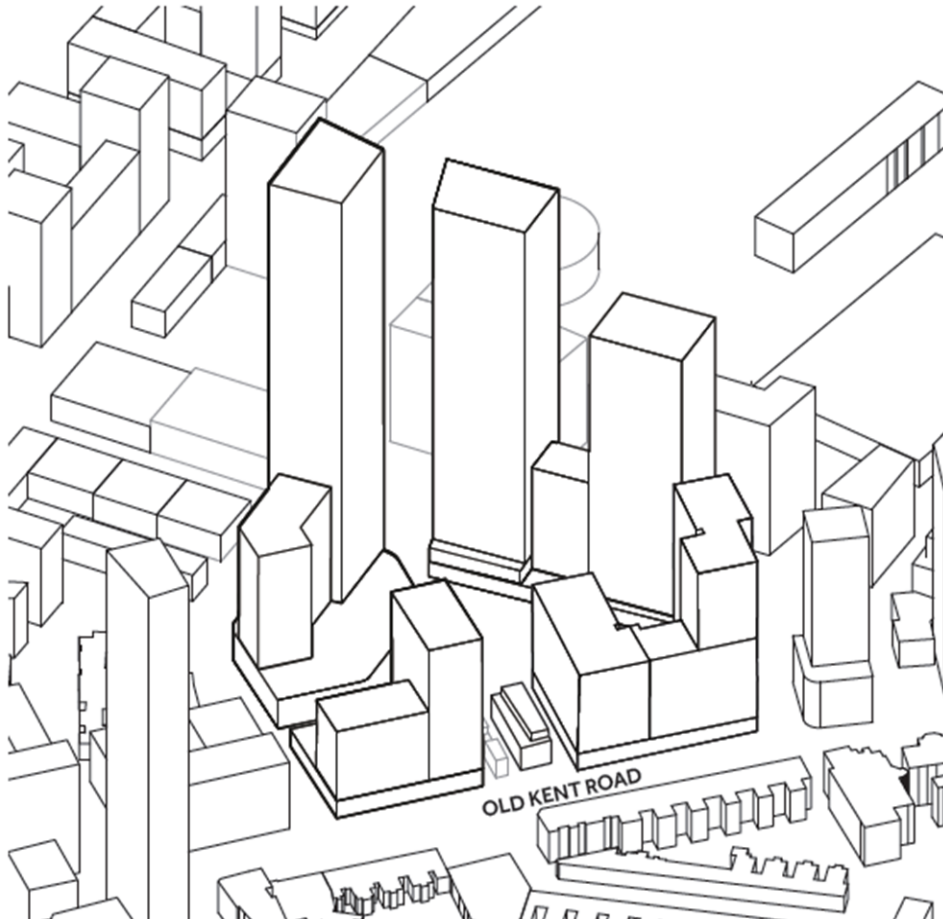
319. The proposed site layout would sit fronting Old Kent Road, completing the 'triangle' of the three other blocks already approved at the Ruby Triangle development. These approved blocks are referred to as A, B and C around a new park space. The current proposal has been purposefully designed to fit in with these blocks, ensuring that all frontages are active and providing the necessary pedestrian links through the site. The new park space would be for pedestrians and cyclists only, although there would be thoughtfully designed access for emergency vehicles.
320. The ground floor layout would be outward-looking, with active frontages along Old Kent Road, Hyndman Street as well as fronting the new park space. The Old Kent Road would be activated by new retail units of double height ground floor. The shop front design would contribute to the reinstatement of a high street character along the Old Kent Road. A third of the Old Kent Road frontage will also comprise the residential lobby, but this would align with the double height retail units and would contribute to that active frontage.
321. The 'lane' between the proposed building and the existing building No. 639- 641 Old Kent Road will provide additional link through the site into the new park. This is designed with adequate pedestrian comfort levels, and high quality hard landscaping and public realm. Again, this elevation is proposed with smaller retail and commercial units along with a residential entrance lobby that would make this lane active and function well with the retained building at 639-641 Old Kent Road.
322. The elevation facing the new park would be made up of commercial units and the ground floor residential parking. Whilst this may be less active, this is mitigated to a degree with a well articulated brick detailing. It would also only be one third of this ground floor elevation.

Height, Scale and Massing and consideration of tall buildings

323. The proposed building would be 11 storeys to the north-western part of the site, stepping up to 20 storeys on the corner of Old Kent Road and Hyndman Street.
324. The building would measure up to 38.900m AOD on the lower side and rises up to 71.500m AOD. From the finished ground level, the building would measure a maximum height of 68.2m (to the lift overrun).
325. It should be noted that the scheme has been designed with the Ruby Triangle development and the OKRAAP in mind so that the height and scale are cohesive for the wider site. The consented Block A, fronting onto the Old Kent Road, would be part 8 and part 15 residential storeys on top of the ground and mezzanine floors. Block B, fronting Sandgate Street, would be part 12 and part 45 residential storeys on top of the ground and first floor podium and second floor commercial uses. Block C, fronting onto Ruby Street would be part 38, part 28 and part 10 residential storeys on top of ground and

mezzanine floors.

Image: Indicative massing with approved Ruby Triangle scheme



326. It was considered under the application 18/AP/0897 for the Ruby Triangle development that the heights proposed would result in a well articulated composition of a three stepping buildings defining the new park. They would step away from the Old Kent Road in response to the existing lower context. It was considered that essentially they would be of high architectural quality thanks to strong vertical emphasis, well defined bases, middles and tops and well considered fenestration and detailing that would lengthen the buildings as they get higher to both reduce the perception of scale and ensure the buildings lighten towards the top.

Image: View of the existing site with the approved Ruby Triangle completed in the background.



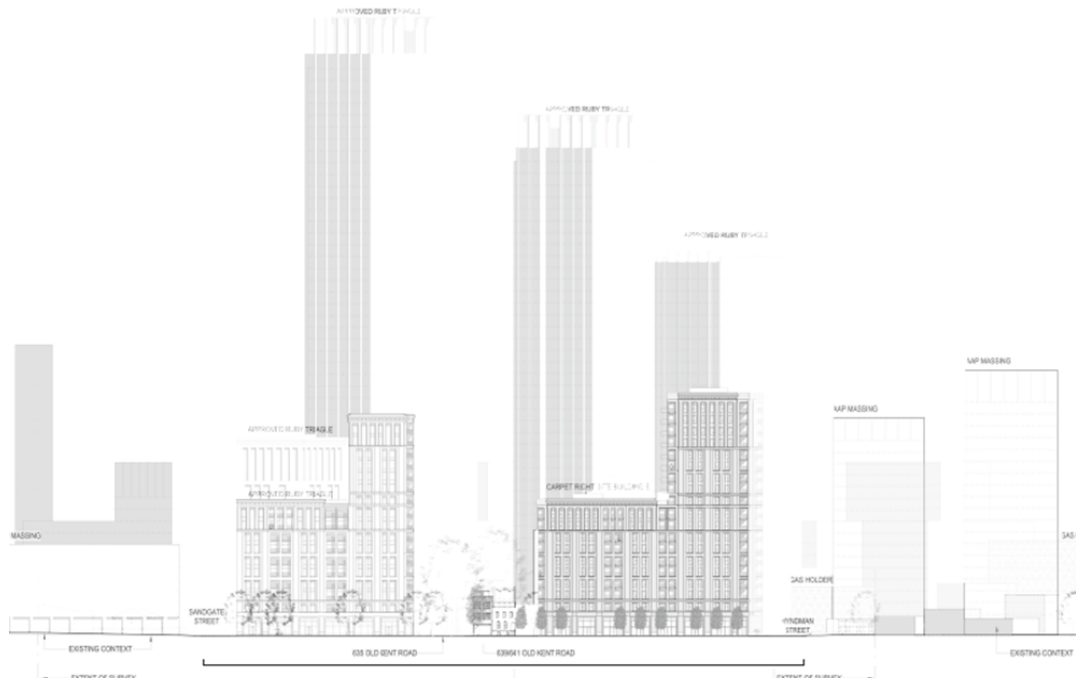
327. Policy 8 of the draft OKR AAP sets out a tall building strategy, the OKR 'Stations and Crossings' that should be adhered to in order to maximise the potential of the Old Kent Road. 'Tier One' buildings represent developments that exceed 30 storeys in height. These developments are proposed to be sited in the vicinity of the proposed BLE stations, to mark their city wide significance and optimise the use of land in the most accessible locations. A 'Tier Two' development proposes building heights within the range of 16 to 25 storeys. The strategic locations of Tier Two buildings located along important crossings and junctions of the Old Kent Road, and near to the boundary between Ilderton Road, New Bermondsey and the Old Kent Road. Tier Three buildings are those that are up to 16 storeys and will act as markers within the street scene and at appropriate corners and junctions.

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



328. The draft AAP proposed a Tier 3 tall building (up to 16 storeys) in the location of this application site. At its tallest proposed (20 storeys), the building would now in this location exceed this definition. However, it is important to look at this scheme not only in isolation, but how this fits in with the wider Ruby Triangle scheme. It is acknowledged that the height of the buildings proposed marks a step change in the scale of development in the area. The massing strategy for the approved Ruby Triangle development is however in line with the emerging policy set out in the draft AAP (acknowledging the very limited weight of that document).
329. The proposed development under this current application would sit well with the approved Block A fronting Old Kent Road providing a good sense of continuity. It acts as a pair or partner announcing the Ruby Triangle development and is logically spaced to give a coherent break to the two buildings. Together they create a strong street frontage with related character and rhythms in form, detail and material. It should also be noted that the AAP envisages a tall building on the KFC restaurant site (No. 671-679 Old Kent Road) (as seen in the image below) and then stepping up further south on Old Kent Road and Ruby Street. The current proposal would sit comfortably and provide an appropriate scale and transition for this part of Old Kent Road.

330. Image: Elevation showing future context and AAP aspirations



331. The building is designed to be fairly consistent in height with the OKRAAP aspirations as discussed above, particularly in terms of the application site, the future surroundings, the anticipated street scene and the wider Old Kent Road context. Essentially, the scheme would follow a similar massing to the consented Block A, with a lower height to the north-west and stepping up towards the south. It should be acknowledged that the tallest building approved by the Ruby Triangle development is at 47 storeys (Block B) and this current scheme would not be taller than this.

Image: Approved Block A and the proposed development on Old Kent Road



332. As the development would be substantially taller than its existing surroundings (not including the approved Ruby Triangle buildings) and would be over 30m in height, it would be defined as a tall building in the adopted London Plan (2016). Policy 7.7 of the 2016 London Plan, 'Location and Design of Tall and Large Buildings', states that tall buildings should be limited to sites in the Central Activity Zone (CAZ), 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. As with the approved Ruby Triangle development, the proposed scheme is considered to achieve both, whilst also meeting the other requirements of Policy 7.7. Southwark's own saved policy on tall building requires any building over 30 metres tall to ensure that it:

Makes a positive contribution to the landscape; and
 Is located at a point of landmark significance; and
 Is of the highest architectural standard; and
 Relates well to its surroundings, particularly at street level; and
 Contributes positively to the London skyline as a whole consolidating a cluster within that skyline or providing key focus within views

333. It is considered that the 'big box retail shed' nature of the existing townscape character is not worthy of protection with dead frontages, and its replacement with a scheme of this high quality architectural and urban design is considered a significant public benefit of the proposals.
334. In line with the draft OKR AAP, the design of the tall building would be exemplary, with careful consideration of their impact on the skyline. The separation distance between the other consented blocks A, B and C above the ground floor successfully enables the development to provide amenity and play space on the podium and roof levels, with the distances between the buildings permitting daylight to penetrate in between the blocks to proposed residential properties and the new park.
335. London Plan policy also states that the impact of tall buildings proposed in sensitive locations, including the settings of conservation areas and listed buildings should be given particular consideration. This site is not considered to be within the direct setting of a conservation area. The terrace of Grade II listed buildings (the Canal Grove Cottages), is located further north and would be situated behind what is the consented Block B building of the Ruby Triangle scheme and the proposed development would not impact on their setting.
336. It is however important to note that, given the heights of the buildings proposed, they would be visible from a number of sensitive locations. This is discussed in more detail below, where the submitted Townscape and Visual Impact Analysis (TVIA) is considered. The following paragraphs take each of the other requirements of London Plan Policy 7.7 in turn.
337. The proposed tall buildings would relate well to their surroundings, particularly at street level. The new urban block would create active frontages, increased connectivity and permeability and contribute to the creation of a new public open space, and an improved public park at the rear of the site. The retail and flexible unit uses proposed on the ground floor along the Old Kent Road itself would contribute to the 'high street' character envisaged in the draft AAP. The urban grain of the surrounding area would be enhanced as the site would be better presented on the Old Kent Road and provides new open spaces.
338. It was noted under the Ruby Triangle application, that as a group, the proposed tall buildings would mark the presence of the new park and public sports hall within the development and the potential secondary school to the north. As a result of this cluster of community spaces and the repair of this site on the Old Kent Road frontage, it is likely that the proposed development would become a focus of activity for both existing and new communities and, as a result become a point of civic significance. It is considered appropriate, and in line with the requirements of London Plan Policy 7.7 therefore, for this site and uses to be marked on the skyline in order to improve the legibility of the area. The design proposed together with the consented scheme would enhance the skyline and image of London with the three tallest buildings forming a well considered composition of varying heights, each with a strong vertical articulation and characterful top creating a visually interesting silhouette.
339. It is considered that the proposals demonstrate the highest standards of architectural design and incorporate the highest quality materials. In order to secure this design

quality, planning condition requiring detailed drawings, material samples and full scale mock ups are recommended.

340. The proposed development would not incorporate any publicly accessible areas on the upper floors. The access to the upper floors to the general public may raise Secure by Design issues and therefore not appropriate in this instance. It is noted however, that the London Plan (2016) only requires this “where appropriate”. A number of communal terraces for the new residents would be introduced, giving a soft, green layer of articulation to the appearance of the buildings.
341. The contribution that the scheme would make to local regeneration would be very significant as has already been identified throughout this report. The impact of the proposed development on microclimate, wind turbulence, overshadowing, noise, reflected glare, aviation, navigation and telecommunication interference are assessed and presented elsewhere in this report. In each case it is concluded that there would be no significant adverse impacts.
342. Finally, it is also considered that there would be no unjustifiably harmful impact on local or strategic views, although as identified in the following paragraphs, there would be a small number of sensitive locations from which this needs a carefully balanced view.

Image: New public park against the proposed development



Architectural design and materiality

343. The proposed buildings would be of masonry character, referencing the solidity and robustness of the existing architecture found in the area. The concept is for strong street buildings derived from the local context of Old Kent Road in its well detailed red brick frontages, defined ground level shop fronts and entrances as well as articulated roof edges and tops. In keeping with the principles of the AAP for taller buildings in this area a strong vertical emphasis is adopted throughout.

344. The building follows the architectural design principles of consented Block A of the Ruby Triangle development. It follows that these two buildings appearing as ‘partners’ would front Old Kent Road and would therefore have a solid appearance. It would be clad in brick with punched windows and varied reveal depths. A base, middle and top is defined through a combination of string courses, variations in bay width and the form and treatment of windows, including their vertical grouping. The vertical emphasis of façade elements is defined with the building coming strongly to ground. There is a mixture of inset and projecting balconies in these buildings. Windows and balconies stack as elements to reinforce the vertical reading.
345. Being part of the lowest buildings on the redevelopment site it would be of the most traditional appearance. Along the Old Kent Road frontage, although the proposed shop fronts would be taller than the older shop fronts elsewhere in the Opportunity Area, their rhythm, proportion and detailing would respond well to the existing high street character. They are organised and ordered between the brick pilasters. They would be defined by strong brick pilasters coming to ground and deep, lighter, contrasting terracotta or stone reveals. Modern interpretations of traditional cornices and corbel details would be incorporated in the detailing.
346. The buildings have threaded horizontal datums at key points, sitting back from the primary vertical elements, to define the base, middle and top as well as grouped windows that lengthen as the buildings get higher to both reduce the scale reading of the forms and lighten to the top.

Image: Design and material: Building middle



347. The tops of these buildings would be articulated through elongated window groupings, a finer grained grouping of pilasters and a strong horizontal cornice line, with subtle dentil detailing.

Image: Design and material: building top

348. A very high quality material palette is proposed across the development and compliments the Ruby Triangle development. Whilst each building would differ in the ways described above, there would also be a strong sense of commonality between them, largely derived from the materials proposed:

Brick cladding and detailing;
 Metal framed windows;
 Metal balustrades and balcony framing;
 Glass balustrades and glazed screens to balconies;
 Metal panelling and ventilation louvres;
 Terracotta / reconstituted stone facings;
 Glazed shop fronts;
 Corten steel facing panels;
 Terracotta / PC metal / GRC facings; and
 Metal / opaque glass plant screens.

349. The brick colour will differ slightly from the adjacent Ruby Triangle building A, but sit within a complementary tonal range.
350. The predominantly masonry texture proposed would respond well to the rest of the existing buildings in the area and the adjacent approved buildings. The quality of these materials, including brick colour, would be assured by planning conditions requiring detailed design drawings and samples of all facing materials. The s106 Agreement for the approved Ruby Triangle development included a clause requiring the current architect (Farrell's) to be retained to complete the detailed design and construction phases of the project. It is considered necessary and reasonable that this is also imposed with this application to ensure high quality and a coherent architectural approach.

Landscaping design

351. The amenity spaces, play spaces and the new public park was discussed earlier in this report. It highlighted that a large part of this would be providing the remaining piece of the Ruby Triangle's 'Green Heart'. This large useable lawn space and play area would complement the proposed green space within the Ruby Triangle consented planning site, thus enhancing the green oasis highlighted in the AAP.
352. The public realm would respond well to the activities planned for the ground floor of the proposed development. As noted previously, the industrial heritage of the area would be incorporated through the re-use of retained elements of one of the recently demolished Gas Holders from the neighbouring gas works site. The exact location and arrangement of these components will be developed further at the detailed design stages of the project.
353. The public realm and streetscape would be fully accessible, and would provide level thresholds between internal and external spaces and across the public realm. There would be no steps or ramps within the new park, and any gradients would be no steeper than 1:25 (in line with building regulations).
354. There is a strong framework of green spaces which are envisaged adjacent to Ruby Triangle which builds upon a context of mature trees and the listed gas holder to the east. The public realm and landscape proposals for the Carpetright site will build upon this framework but must also respond to the Ruby Triangle landscape principles.
355. The streets surrounding the whole site would be widened to provide an improved street scape and an appropriate setting for increased numbers of people using the area. The current application follows the same principle.
356. Old Kent Road is designed in line with the TFL Healthy Streets proposals and will provide a clear pedestrian route within the activated street, offering high street activities, whilst providing a new green, healthy street for both residents and visitors in line with the AAP streetscape principles. The entrance plaza on Hyndman Street would provide links into the site and new public park and would be a spacious spot for resting thus connecting to the wider Ruby Triangle.
357. The submission provides an indication of the hard landscape materials, but it is considered that to ensure a comprehensive and coherent material palette across the whole of the Ruby Triangle site, this would be conditioned to ensure it compliments the approved scheme.
358. The landscape proposals would also accommodate measures to mitigate harmful wind speeds in order to ensure pedestrian comfort. There would be:
- 1 No. medium sized mature tree proposed within the green heart,
 - 6 No. trees of 5.5-7m in height are proposed in the park and;
 - 1 No. multi stem tree at 4-5.5m in height.
359. These would also contribute to the character of the proposed development, provide natural structure that will develop over time and support natural habitats and biodiversity.

A substantial number of new street trees are proposed and will be secured through the Section 278 Legal Agreements with TfL and the council.

360. As mentioned above the details of the landscape proposals would be secured by planning conditions. As with the approved Ruby Triangle development, a separate tree planting condition is also necessary to ensure street trees are provided as proposed.

Design Review Panel

361. The Applicant presented a relatively early version of their proposals to the Southwark Design Review Panel (DRP) on 9th April 2019. The Panel were generally supportive of this proposal. They recognised the important role that this site plays in completing the comprehensive development of the Ruby Triangle site and they supported the involvement of the same design team across the site as a whole. Nevertheless, they raised a number of comments on the matter of public realm, quality of design and sustainability strategy. The comments the Panel made, and the changes proposed to the scheme in response are summarised below. Members should however note that the scheme has changed since the pre-application discussions.
362. The Panel noted that the proposal relied on the quality of design achieved in the consented Ruby Triangle scheme and the suggestion that the proposal would have a 'familial' relationship with the Ruby Triangle proposal. More architectural details and drawings to demonstrate the quality of design achieved as well as how the proposal on this site will distinguish itself from the consented scheme was requested.

Officer response:

As discussed in the earlier paragraphs, the proposed building would partner the approved Block A on Old Kent Road. However, there are subtle differences including a slight different tone of brick, the position of balconies and the way the 'pairing' of windows work on the front elevation. It is considered appropriate to have a familiar design relationship with Block A, with the slight differences so that it is a coherent development, announcing the gateway into the new public park. The buildings are not identical and the design itself is of high quality.

363. The Panel noted that the shared communal gardens are north-facing and flanked to the south, east and west by 10-storey blocks. They needed more information to assess the quality of the courtyard including BRE assessment and landscape proposals. The Panel also raised how the roof top communal gardens would be designed and landscaped and how these would be accessed by all residents of all tenures.

Officer response:

364. The applicant has since submitted landscaping details and a BRE assessment to show the overshadowing of sun on the ground in these podium communal gardens.
365. The landscape proposals indicate a high quality space that uses much of natural materials to provide interactive play areas. The space has a woodland character, proposed with trees and planting. Additional details of the podium play space would be secured by condition. It should also be acknowledged that the residents have access to the level 10 and 19 roof terraces as well as the play area located in the green heart of the

new public park. The BRE assessment also demonstrates that there would be acceptable levels of sunlight potential for these amenity areas in the summer period (21st June), which is likely to be the time that would be used more frequently.

366. The Panel highlighted the existing retained building Nos. 639 and 641 Old Kent Road which the consented Ruby Triangle proposal seeks to retain and extend and its relationship with the proposed development. The Panel questioned the stepped design of this important frontage and suggested the applicant refer more closely to the architectural proportions and urban grain of the existing buildings.

Officer response

The applicant separated the retained buildings and the new building and created a pedestrian route through to the new park. This is a welcomed approach, improving the permeability of the development and creating a new piece of public realm.

367. The Panel recognised that the sustainability strategy was at the very early stages of its development. However, they felt more could be done to develop a comprehensive strategy for the site as a whole.

Officer response:

The sustainability and energy assessment is discussed in the energy section of this report and is considered satisfactory.

368. The Panel welcomed the high level of dual aspect units, but also questioned the outlook and aspect of certain flats. They encouraged the designers to review these and make localised adjustments to improve the outlook of these compromised units.

Officer response:

The design has evolved since then that would improve the outlook and aspect to these units (as discussed under the amenity section of this report).

Heritage and townscape considerations

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

369. London Plan (2016) Policy 7.4, Local Character, states that development proposals should respond to their context, including buildings, open spaces, street patterns and the historic environment and Policy 7.8, Heritage Assets and Archaeology, seeks to record, maintain and protect London's heritage assets in order to utilise their potential within the community. It states that development should conserve the significance of any heritage asset it affects. Southwark Core Strategy Strategic Policy 12, Design and Conservation, states that development should ensure that the significance of built heritage assets should be conserved. Saved Policy 3.15, Conservation of the Historic Environment of the Southwark Plan states that development should preserve or enhance the special interest or historic character or appearance of buildings or areas of historical or architectural significance and Saved Policy 3.18, Setting of Listed Buildings, Conservation Areas and World Heritage Sites states that the immediate or wider settings of designated heritage assets must be preserved. This is reiterated in the draft NSP and

OKR AAP.

370. The NPPF requires Local Authorities to consider the impact of a proposed development on the significance of a designated heritage asset. Any harm to, or loss of, the significance of a designated heritage asset (including from development within its setting) should be categorised as either substantial or less than substantial. Substantial harm should only be permitted in exceptional circumstances. Less than substantial harm should be weighed against the public benefits of the proposal.
371. The application site does not sit in a conservation area and it contains no listed buildings. The nearest designated heritage assets are the Grade II Listed Camberwell Public Library and Livesey Museum and Gasholder No. 13. The existing buildings and structures on the application site share no historical relationship with these listed buildings and are not considered to contribute positively to their setting.
372. Also within the area surrounding the application site are the following Grade II listed buildings and structures:
- Statue of George Livesey;
Mural at the Civic Centre;
The Kentish Drovers Public House;
Canal Grove Cottages
12-14 Asylum Road, Licensed Victuallers' Almshouses; and
Numbers 1-50 Clifton Crescent.
Eveline Lowe School;
108-124 (evens) Peckham Park Road,
Doddington Cottages, Doddington Place, and 302 and 304 Commercial Way,
Church of Our Lady of Seven
Church of Our Lady of Seven Dolours,
121 and 123, 127-151 Friary Road,
218 Commercial Way
373. There are no conservation areas in the immediate vicinity of the site, but Caroline Gardens Conservation Area is nearby and could therefore be impacted upon.
374. Although of very limited weight, the draft OKR AAP also identifies buildings and features of townscape merit and buildings of architectural or historic interest. The following buildings, within the vicinity of the application site, are identified as such.

Table: Building or features identified in the OKR AAP

Property	Description
639 and 641 Old Kent Road	Building of Townscape Merit
Christ Church, Old Kent Road	Building of architectural or historical interest
644-672 (evens) Old Kent Road	Building of Townscape Merit
610-636 (evens) Old Kent Road	Buildings of Townscape Merit
Chimney, Builders' Merchants, Frensham Street	Building of architectural or historical interest

The houses on both sides of northern part of Ethnard Road and those on the west side of the southern part of Ethnard Road	Buildings of Townscape Merit
720A-726 (evens), 719-733 (Odds) Old Kent Road	Buildings of Townscape Merit
Livesey Place	Building of Townscape Merit
1-21 (odds) Peckham Park Road	Buildings of Townscape Merit
328 St James's Road	Buildings of Townscape Merit

375. The applicant has submitted a Heritage statement to assess the impact on heritage assets.
376. In terms of the closest statutory heritage assets, the redevelopment of the Carpetright site will alter the setting of the listed Gasholder and the former Library and Christ Church. However the proposals will not affect the legibility of the gasholder structure, nor its technological or historical values and association with related structures. Important elements of its setting, such as group value and historic relationship with the nearby buildings will also not be affected, resulting in a neutral impact to its significance.
377. The approved Ruby Triangle scheme is set to see a marked change in the built form in the area, including the introduction of tall buildings within approximately 120m of the Gasholder, which is currently the tallest structure in its immediate surroundings. However, it was considered this would have a negligible impact on the significance of this listed building. The introduction of the additional building by redeveloping the application site along with the approved Ruby Triangle scheme, would not have any further impacts to the significance of this heritage asset.
378. On balance, Officers consider that the replacement of the poor quality townscape that currently occupies the application site would enhance the settings of the surrounding heritage assets through the high quality detailed design and material palette proposed and the introduction of new routes and public spaces within the site. The wider settings of many of the assets do, however, already include varied built form, including tall buildings, and so the proposed development will not appear wholly incongruous in this densely developed urban area. The impact of this is discussed in greater detail in response to the submitted Townscape and Visual Impact Analysis (TVIA).

Townscape and Visual Impact Analysis (TVIA)

379. The submitted TVIA reports on the impact of the proposed development on 20 views from the surrounding area. They represent a sub-set of the views considered for the consented Ruby Triangle planning application. The numbering of the views as presented in the Ruby Triangle application has been maintained for this application. In addition, an appendix to the TVIA contains versions of the rendered 'as proposed' views which show the proposed development together with other proposed schemes in the local area around the site and indicative massing for other sites identified within the AAP, providing an analysis of the overall effect of this potential 'cumulative' developments.
380. Officers have reviewed the TVIA and the views presented and will provide an analysis

and comment on those views that are most sensitive, have high heritage and townscape significance or prominence in this report.

View 5 - Burgess Park, looking over lake

This view is from the edge of the lake in Burgess Park, looking into the Cobourg Road Conservation Area, including some listed buildings, from some distance. It is therefore of some heritage and townscape importance.

381. The proposed development would be visible in the background of this view. As previously noted in the assessment of the consented Ruby Triangle development application, it would form a new distinct layer of townscape and skyline; clearly separate from the park in the foreground and other lower scale buildings (including those within the Cobourg Conservation Area) in the middle distance.
382. It is considered that the proposed composition would be visually interesting and the proposed elevations would ensure a sense of commonality with the approved scheme. The vertical emphasis of the taller buildings would result in elegant proportions, and a strong landmark presence. Considered cumulatively, the Malt Street scheme would also be visible in the middle distance of this view, adding to the new distinctive townscape layer and skyline.

Image: View 5



Views 6 and 7 – Burgess Park (Multi-route crossing and along line of canal park path)

383. These views are from Burgess Park, on important routes through the open space. The proposed development would appear in the middle distance, at the end of the routes through the park, forming a focal point on the skyline. As above, it would form a new, distinct layer of townscape and skyline. The proposed development would appear at a similar apparent height to the Old Kent Road block A within that scheme, and with a similar form and architecture, such that it would form a coherent addition to a wider area of redevelopment. In both views the Malt Street scheme would be visible in front of the proposed development, thus heightening the impacts described above. As the proposed

development would improve the legibility of the skyline at these key routes through the park, it could be considered beneficial.

Image: View 7 Burgess Park, along line of canal park path



View 12 - Caroline Gardens

384. This view is from Caroline Gardens, off Asylum Road. It is within the Caroline Gardens Conservation Area. The focus of the view is the Grade II listed Almshouses, central courtyard and mature trees. This specific viewpoint was chosen as it takes in both the central portico and the wider Almshouse complex.
385. The proposed development would be seen in the middle distance, and would appear close to the existing Ledbury Estate towers on the skyline, and in front of the consented Ruby Triangle scheme. The proposed development would appear well to one side of the central portico of the complex's central range from this viewpoint.
386. It would be partially screened by tree branches in winter, and largely obscured from sight by foliage in summer. It is however important to note that there would be other points around the square, particularly to the west (left), from where the proposed development would be less hidden by trees.
387. The proposed development would be read as the same background layer of townscape as the Ledbury Estate buildings. This layer is clearly distinct from the heritage assets in the foreground of the view. The addition to this layer of townscape would be of very high architectural quality, and therefore has the potential to improve the view. Considered cumulatively, the Malt Street scheme would appear to the left, directly behind the listed former Almshouses. Given the high architectural quality anticipated for the Malt Street scheme, it is considered that the cumulative impact would not be harmful.

Image: View 12 Caroline Gardens, proposed viewView 13 - Asylum Road

388. This view is from Asylum Road, opposite the junction with Studholme Street. Amongst the mix of building styles in this view are the Grade II listed Nos. 12 and 14 Asylum Road. The Grade II listed Office to the Licensed Victuallers Almshouses and Grade II listed South Lodge to Licensed Victuallers Benevolent Institution are also visible to the north. As a result, this view is of some heritage sensitivity.
389. The proposed development would be seen in the middle distance, screened by tree branches to a significant extent in the winter and would be almost completely obscured by foliage in summer. It would not be seen in direct relation to the listed buildings described above (from this viewing position). It is therefore not considered to result in any harm.

View 15 - Old Kent Road, opposite Sylvan Grove

390. This view is from Old Kent Road, opposite the junction with Sylvan Grove. It is of low heritage and townscape sensitivity.
391. The proposed development would appear in the middle distance, to the north of Old Kent Road and would appear in front of buildings within the consented Ruby Triangle scheme. It would contribute to the coherent development of a wider urban block together with that adjacent scheme, and a visually interesting composition in which buildings step up in height to the north. The impact is therefore considered beneficial.

Image: View 15 Old Kent Road, opposite Sylvan Grove



View 16 - Hunsdon Road

392. This view is from Hunsdon Road in the Hatcham Conservation Area in the London Borough of Lewisham. The Grade II listed Gasholder No. 13 near the site appears in the distance. The view is of relatively high heritage sensitivity.
393. The proposed development would appear adjacent to the Ruby Triangle scheme. It would complement this consented proposal, appearing at a similar scale and with a similar architectural approach to that of the Old Kent Road buildings within that scheme. As such, it would form a high quality focal point within this view.

View 19 – Roundabout adjacent to recycling facility

394. This view is taken next to the IWFM recycling facility to the east of the application site, looking directly towards the listed gasholder. It is therefore of some heritage sensitivity. The proposed development would appear in the middle distance, directly behind the listed gasholder.. As it would sit within the extent of the listed structure, and be perceived as being of lower height, it is not considered to detract from its appearance. Considered cumulatively, the Malt Street scheme would also appear in the middle distance, to the left of the listed gas holder and perceived as being of significantly lower height. Cumulatively, harm to the setting of the listed structure would therefore be avoided.

Image: View 19 Roundabout adjacent to recycling facilityView 26 - Canal Grove

395. This view is from the pedestrian footpath leading towards the site from Canal Grove. Although the Canal Grove Cottages are Grade II listed, only the gable is visible in this view to the left of the image. The cottages are understood in the context of a variety of types of development, primarily modern and post-war warehouse and retail units. The existing buildings on the site which are seen at the end of Canal Grove are a poor quality focus for the view. As a result, this view is of medium sensitivity.
396. The proposed building would be partially obscured by the consented Ruby Triangle scheme. The proposed development would define an east-west route from Ruby Street/Hyndman Street, and public space would be visible to its north; both the route and the location of the public space would align with those proposed for the Ruby Triangle site.
397. It has already been acknowledged in the application for the main Ruby Triangle scheme that the proposed development would be visually prominent on the other side of Sandgate Street. The route into the site from Sandgate Street would be aligned with Canal Grove and readily apparent in this view, inviting pedestrians into the proposed central open space.
398. The arrangement of the proposed building along with the wider Ruby Triangle buildings and their different heights would result in a visually interesting composition, with a general stepping up in height towards the north. The architecture would be of a high quality and the elevational strategy would ensure that visual coalescence is avoided, whilst creating visual interest. There would be no cumulative schemes visible in this view.
399. It was also acknowledged that the scale of the approved Ruby Triangle development would be substantially greater than that of the existing buildings on the site and would represent a considerable change to the local context and the setting of the listed Canal

Grove cottages, but it was noted that the cottages are a fragment of historic development, currently surrounded by other modern development. Officers are of the view that the harm caused by the proposed development under this current application and cumulatively with the approved scheme would be less than substantial and are satisfied that this harm would not undermine the heritage significance of the listed properties and that it would be outweighed by the wider regeneration benefits of the proposals.

Image: View 26 Canal Grove



Views 27 - Old Kent Road, Opposite St. James's Road

400. This view is from the southern side of Old Kent Road, looking south east towards the proposed development. The southern side of the road is occupied by the Civic Centre building, which has a grade II listed mural at ground floor level. The grade II listed Gasholder No. 13 appears in the middle distance, although it is partially obscured from this point. This view is therefore of some heritage significance, but as the surrounding townscape is of low quality it is not considered to contribute well to the settings of the heritage assets. The proposed development along with the consented Ruby Triangle development would be visually prominent, but given the low quality of the existing townscape and the high quality of the architecture proposed, it is not considered that this view would be harmed. Indeed, the impact could be considered beneficial with the ground floor uses animating Old Kent Road. Together with consented Block A, it would define this part of Old Kent Road in a coherent manner. There would be no cumulative schemes visible in this view.

Image: View 27 Old Kent Road, Opposite St. James's Road



View 28 - Old Kent Road Opposite Murdock Street

401. This view is from the southern side of Old Kent Road looking north-west. View 28 from the junction with Murdock Street, is in the vicinity of the Grade II listed Camberwell Public Library and Livesey Museum and other buildings of architectural or historic interest as identified in the draft OKR AAP. This view is therefore of some heritage significance. Again, as with View 27 above, the proposed development would help to define Old Kent Road with buildings of a scale commensurate with the road's importance, and its ground floor uses would animate it.
402. Being of similar height and scale to the consented Block A, it would help to provide a coherent frontage to Old Kent Road in combination with those buildings.

Image: View 28 (Proposed) Old Kent Road opposite Murdock Street



View 29 – Green Hundred Road, looking along Ethnard Road

403. This view is from western side of Green Hundred Road, looking north-east along Ethnard Road. The northern side of the road is lined by two storey Victorian terraced housing of coherent quality. These houses, and those visible at the end of the road, are identified as buildings of townscape merit in the OKR AAP. The view is therefore of some limited heritage and townscape sensitivity.
404. The proposed development under this application would be visible in the background of the view, in front of the consented Ruby Triangle scheme. When viewed cumulatively, the buildings would progressively increase in height towards the north within the site's urban block. The tops of the tallest buildings beyond this proposed development would still be distinctive on the skyline. It is not considered that they would result in any harm.

Borough views

405. Although of limited weight, the draft NSP, Policy P21, 'Borough Views', states that development must preserved or where possible positively enhance the borough views which have been identified. The Borough Views potentially impacted on by the proposed development are the London Panorama of St Paul's Cathedral from One Tree Hill and the linear view of St Paul's Cathedral from Nunhead Cemetery. The draft policy states in both cases that development must "maintain the view of St. Paul's Cathedral from the viewpoint place", "not exceed the threshold height of the view's Landmark Viewing Corridor", and "not compromise the sensitive Wider Assessment Area that is located either side of the Landmark Viewing Corridor to ensure the viewer's ability to recognise and appreciate St. Paul's Cathedral and its setting". It also states that a canyon effect of the view of St. Paul's Cathedral must be avoided.

Nunhead Cemetery

406. The assessment of this view under the approved Ruby Triangle development concluded that it would be located well to the side of St. Paul's Cathedral in this view, and obscured by tree branches to such an extent that it would be virtually indiscernible, even in winter. It is considered that there would be no harm to this view.

View 32 - One Tree Hill

407. This Borough View is from on One Tree Hill in Honor Oak Park, looking towards central London. The view towards central London is framed by trees. St. Paul's Cathedral is visible to the east of the Shard. The view is of high sensitivity.
408. As with the consented scheme, the proposed development would be visible in the distance, towards the centre of the view, some distance from St. Paul's Cathedral and the cluster of towers in central London. It would only be partial and limited. It would be read as part of an extensive panorama and would contribute to a layered townscape. In combination with the Ruby Triangle scheme, it would appear as a visually interesting grouping of buildings, comprising elements of different heights and with different elevational finishes. It is considered that there would be no harm to this view.

London View Management Framework (LVMF) Views

409. London Plan (2016) Policy 7.11, London View Management Framework, and Policy 7.12, Implementing the London View Management Framework relates to the identified strategic views in London. They state that development should not harm, and where possible should make a positive contribution to the characteristics and composition of strategic views. The LVMF views likely to be impacted upon by the proposed development are 2A.1 from Parliament Hill, 3A.1 from Kenwood and 6A.1 from Blackheath Point.

Blackheath Point (LVMF 6A.1)

410. This view is from LVMF viewing location 6A.1, at Blackheath Point. The view is a panorama towards the City of London. The view is of high sensitivity in respect of the visibility of St Paul's Cathedral.
411. The proposed development along with the consented Ruby Triangle scheme (which would be adjacent to) would be visible on the skyline at a significant distance from St Paul's Cathedral. It would appear consistent in form and scale with the Old Kent Road block within that scheme and appear as part of the layered townscape in this extensive panorama, composed as a visually interesting grouping of buildings, with distinctive tops read against the skyline. The Malt Street scheme would be visible to the west (left) of the proposed development, also contributing to this coherent layer of townscape within the view and together the schemes would help to mark the area of major regeneration around Old Kent Road. It is considered that there would be no harm to this strategic view. It should be noted that under the application for the consented Ruby Triangle, the GLA consider that the proposed development would create an additional point of interest in this viewpoint.

Parliament Hill (LVMF 2A.1)

412. This view is from LVMF viewing location 2A.1 at the summit of Parliament Hill. The view crosses a wide span of London. The tall buildings of central London appear in the distance, including the City of London cluster. The vista to St Paul's Cathedral in the centre of the view is protected. The view is of high sensitivity.
413. The proposed development would be visible in the background of the view to the right of Guys Hospital and would be of a lower apparent height. There would be no effect on the silhouette of St. Paul's Cathedral or the ability to appreciate St. Paul's in this view. It is not considered that the proposed development would result in any harm to this view. The GLA agrees that the scheme would not harm the composition of the view.

Kenwood (LVMF 3A.1)

414. This view is from LVMF viewing location 3A.1, at the viewing gazebo at Kenwood House, set within an estate bordering Hampstead Heath. Central London, and particularly the tall buildings of the City, is visible beyond, St Paul's Cathedral is visible and the vista towards St Paul's is protected. The view is of high sensitivity.
415. It was noted in the application 18/AP/0897 that the buildings would be barely noticeable. In practice, at this distance, it would be barely discernible without the aid of binoculars, and would have no effect on the viewer's ability to appreciate St. Paul's. It is therefore considered that there would be no harm to this view and this is also agreed by the GLA.

Conclusion on the Setting of Listed Buildings, Conservation Areas and Townscape

416. In conclusion in relation to the TVIA, it is clear from the assessment that the proposed development would have a impacts on many of the sensitive views assessed. However, in the majority of cases, the impact is not considered to be harmful. Indeed in some views it is considered beneficial. The quality of design would be high, with a good composition of buildings strong vertical emphasis and characterful tops creating new interest on the skyline.
417. While the scale and appearance of the proposed development (together with the consented scheme) would form a contrast with lower scale historic development in the local area, these historic buildings and structures are fragmentary in nature and seen in a varied urban context. It is considered that the provision by the proposed development of high quality architecture and urban design benefits would enhance the townscape context in which these buildings are experienced.

Impact on trees

418. Saved Policy 3.13 of the Southwark Plan requires high quality and appropriately designed streetscape and landscape proposals. The site comprises bare ground (tarmac), multiple buildings, and scattered scrub. The arboricultural impact assessment indicates the presence of 3 individual trees and one tree group. None of these trees are of category A grade.
419. The council's Urban Forester has reviewed the proposals and considers that the proposed landscaping more than adequately mitigates any loss of amenity or canopy

cover. The overall design adheres to the outline landscape masterplan and condition to ensure the number and quality of planting is provided is recommended.

Planning obligations (S.106 undertaking or agreement)

420. Saved Policy 2.5 'Planning obligations' of the Southwark Plan and policy 8.2 of the London Plan advise that Local Planning Authorities should seek to enter into planning obligations to avoid or mitigate the adverse impacts of developments which cannot otherwise be adequately addressed through conditions, to secure or contribute towards the infrastructure, environment or site management necessary to support the development, or to secure an appropriate mix of uses within the development. Further information is contained within the council's adopted Planning Obligations and Community Infrastructure Levy SPD. A s106 Legal Agreement is currently being drafted which should include clauses to secure the following:

Archaeology: £11,171;

Affordable Housing Monitoring: £132.35 per affordable property, 92 x 132.35 = £12,176.20;

Carbon offset – green fund: £203,910 (unless the scheme connect to SELCHP District Heating prior to first occupation and a revised contribution will be made).

Contributions to the bus network: £707,400

DSP Bond: £26,600

Santander bicycle hire scheme: £13,100

Construction management plan review and monitoring: £10,480

Greenfield runoff rates: £0 (£366 per cubic metre shortfall against greenfield run off rates)

Section 106 admin charge at 2% of total (excluding the DSP and those contributions that are either separate monitoring contributions or a monitoring contribution is already being collected for this particular obligation)

421. In addition, the following non-financial contributions would be secured within the s106 Legal Agreement:

- Affordable housing provisions, including provision for an early stage review;
- Not more than 25% of the private apartments would be occupied until 50% of the affordable units are complete.
- At least 10% of dwellings to be fully wheelchair accessible (Marketing, allocation and fit out);
- Jobs, skills and training during construction period (including fall-back financial contribution if targets not met);

- Jobs, skills and training once the proposed development is operational (including fall-back financial contribution if targets not met);
- An employment, skills and business support plan;
- 101 sqm Affordable work space (see terms below);
- Appointment of workspace co-ordinator;
- Practical Completion of the commercial space to be at the same time, or before, Practical Completion of the residential units above. All commercial spaces to be completed with mechanical and electrical services fitted out, including heating and cooling / ventilation;
- 3 years car club membership for all eligible adult residents of the proposed development;
- Future SELCHP connection;
- Early stage Affordable Housing review;
- Demolition Environment Management Plan;
- Final Construction and Environment Management Plan;
- Social rent service charges within the rent cap;
- Service management plan;
- Public access to open space.

S278 Works Outline

422. The council's Highway Officers have indicated that works required through a S278 Agreement would include:
- The section of footway on Hyndman Street fronting the development site should be repaved with 600mm x 600mm x 72mm thick precast concrete slabs including replacing existing kerbs with new 150mm wide silver granite kerbs.
 - The footway width on Hyndman Street fronting the development should have a continuous clear passing width of 2.4 metres provided throughout.
 - The proposed loading bay should not be at the same grade as the footway; a kerb upstand of at least 60mm should be provided for pedestrian protection.
 - A dropped kerb at the rear of the loading bay should be provided for access.
 - Utility covers within the highway should be changed to recessed frame covers.

- The existing tree within the highway area must have a tree pit edging installed flush with the surrounding pavement.
- Promote a TRO to regulate loading bay.
- The loading bay design should include a kerb upstand to protect pedestrians and should have a dropped kerb for access.
- The proposed public realm trees should have tree pit edgings complying to SSDM standards.
- The applicant is to note that surface water from private areas is not permitted to flow onto public highway in accordance with Section 163 of the Highways Act 1980. Detailed drawings should be submitted as part of the s278 application confirming this requirement.

Affordable Workspace Terms

423. The final details of the affordable workspace offer are subject to negotiations of the s106 Agreement, but 101sqm GIA, would be secured subject to the following terms:

- £8 per sqft;
- The rental figure is based on Q1 2020 and would increase each year by RPI;
- Flexible Leases up to 5 years;
- The unit will only be available for a single premises business;
- Applicants must either have an existing business in LB Southwark or be a resident of LB Southwark;
- During the construction period, a database of interested parties will be compiled and maintained;
- On completion, the unit will be marketed using a website, newspapers, agencies, managing agent, database, and external signage;
- The order of eligibility will be as follows: Based in the OKR AAP for 9 months
- LB Southwark for 9 months;
- Following this process should any unit be unoccupied for more than 18 months, then it can be let on normal commercial terms (outside the 1954 Act) to any interested party for up to 5 years after which the process will start again. During this time the existing tenant can remain until an "Affordable Category" tenant is found;
- The day to day management of the space will be carried out by a suitably competent management company;

- The unit will remain as affordable units for a period of 30 years;
 - The specification of the unit would comprise screed floors, painted blockwork walls, exposed ceiling and partly glazed frontages. The services provided would include individually metered water, electricity, telecoms/data and heating/cooling/ventilation; and would have an accessible WC and kitchenette including a sink and cupboard space.
424. These terms would be secured through the s106 Legal Agreement and the provision of this space is considered to be a significant positive aspect of the proposal, adding to the vibrancy and mix of uses.
425. In the event that a satisfactory legal agreement has not been entered into by 1 July 2020 it is recommended that the director of planning refuses planning permission, if appropriate, for the following reason:

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

Mayoral and Southwark Community Infrastructure Levy (CIL)

426. 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.
427. In this instance a Mayoral CIL payment of £1,500,912.50 and a Southwark CIL payment of £6,284,001.68 would be required. These are pre-social housing relief figures and accordingly would be reduced when the CIL Social Housing Relief claim is submitted after the grant of planning permission.

Sustainable development implications

428. 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. Of note is that residential buildings must now be carbon zero, and non-domestic buildings must comply with the Building Regulations in terms of their carbon dioxide emissions (35% reduction against part L of the Building Regulations 2013). The applicant has carried out two versions of the energy strategy. The first statement was based on the scheme connecting to the off-site district heating network (DHN) South East London CHP (SELCHP). Investigation into the potential has been determined that a

connection to the SELCHP, which is operated and managed by Veolia, is technically feasible. The energy strategy addendum is a statement demonstrating the carbon savings without the connection. It is considered appropriate to consider both scenarios as these show different carbon savings and hence different carbon off-set payments.

429. It is predicted that when the scheme is connected to SELCHP in the future, the domestic part of the development would be almost carbon zero (100% savings over the baseline). In the same scenario, in terms of non-domestic element, the reduction in CO₂ emissions would be approximately 39% and would be policy compliant. In this scenario, there would be no requirement for any carbon off-set payments. The scheme would need to be designed to be future-proofed for connection to a future district heating system which would be secured through the s106 agreement.
430. The following paragraphs will look at the energy strategy without SELCHP in place.

Be lean (use less energy)

Energy efficiency measures include a range of passive and active measures including:

High-performance façade optimising levels of insulation and shading;
 Windows to balance daylight, heat loss and heat gain;
 Solar control measures;
 Efficient space heating and cooling;
 Efficient mechanical ventilation systems with heat recovering;
 Low energy lighting throughout.

The regulated carbon saving achieved in this step of the Energy Hierarchy is 9% for domestic element and 25% for non-domestic element.

Be clean (supply energy efficiently)

431. It is noted that the approved Ruby Triangle scheme had proposed a gas-fired CHP within the site wide energy centre. The site wide energy centre will be future proofed to allow connectivity to the SELCHP DHN when it becomes available in the future and would be secured through the s106 Agreement. It is expected that this will also be available for this proposed building.
432. Nevertheless, should this not become available, there will be no on-site Be Clean measures adopted in this scheme. The carbon savings at this stage would be 0%.

Be Green (low or carbon zero energy)

433. For the Be Green stage a number of renewable technologies have been appraised in terms of their technical, physical and financial feasibility, as potential renewable systems for use on the project. The technology which best suited is Photovoltaic (PV) panels and air source heat pump (ASPH) on-site. After the incorporation of the ASHP, the saving for the domestic element would be 57%. For the non-domestic elements, both the PVs and the ASPH would be utilised, which would be a 13% reduction over the site wide baseline level.
434. The overall predicted reduction in CO₂ emissions from the baseline development model (which is Part L 2013 compliant) is approximately 57% for the domestic element, which

represents an annual saving of approximately 150 tonnes of CO₂. For the non-domestic element there would be a reduction of 37%, representing an annual saving of 16 tonnes of CO₂.

435. To enable the domestic element to meet zero carbon target, a one-off carbon offset payment of approximately £203,910 will be required in line with Southwark's Core Strategy and London Plan Policy. This figure is based on a shortfall of 1 tonne CO₂ per year for a period of 30 years at a rate of £60/ tonne of CO₂. The Applicant has agreed to make this contribution, which would be secured through the s106 Agreement and would therefore make this aspect of the scheme fully policy compliant.

Overheating and Cooling

436. Policy 5.9 of the London Plan "Overheating and Cooling" states that major development proposals should reduce potential overheating and reliance on air conditioning systems and demonstrate this in accordance with the cooling hierarchy. This policy seeks to reduce the impact of the urban heat island effect.

437. The proposals to demonstrate compliance are as follows:

Minimise internal heat generation through energy efficient design;

Energy efficient enhanced ventilation systems, thermal insulation on pipework and low energy lighting;

Energy efficient facades with appropriate proportions of glazing;

Manage the heat within the building through exposed internal thermal mass and high ceilings;

Glazing shading to minimise solar gain in the summer, but also to maximise solar gain in winter;

Mechanical Ventilation with Heat Recovery (MVHR) units for background ventilation.

438. The building design and building services design have maximised all available measures to minimise heat generation within the dwellings, to reduce the amount of heat entering the building, and to passively and mechanically ventilate the dwellings in line with the cooling hierarchy in Policy 5.9 of the London Plan.

BREEAM

439. Strategic Policy 13 of the Core Strategy requires commercial units to achieve BREEAM "excellent". A BREEAM Pre-assessment report has been undertaken which demonstrates that a "Very Good" standard can be achieved. This does not meet the required "Excellent" standard that is required for the commercial element.
440. As with the consented Ruby Triangle development, the commercial spaces would not achieve "Excellent" because the applicant only assessed it on the basis that only the shell would be delivered. As set out above, heating and cooling systems would also be provided, which should address this. It is considered appropriate to follow the condition

imposed on the consented scheme, which would secure an independently verified BREAAAM report demonstrating that the 'Excellent' rating would be achieved prior to the fit out of any of the commercial premises as it is possible that commercial spaces could achieve a BREEAM "Excellent" following fit-out by future tenants.

Ecology

441. A Preliminary Ecological Assessment has been submitted in support of this application. The site in its current condition is of little or no ecological value and therefore its redevelopment offers the opportunity to enhance biodiversity opportunities.
442. The council's Ecology Officer has reviewed the proposals and concludes that there are no further surveys required. Conditions have been recommended to secure nest boxes and bat tubes. It was also recommended that insect homes would be a further enhancement for the biodiversity of the site. It is also considered reasonable to condition that there be the soft landscaping ecological enhancements and roofs recommended in the appraisal.

Flood risk and water resources

443. The application site is located within Flood Zone 3, which is considered to be 'High Risk' but does benefit from the Thames tidal defences.
444. The proposed development has been designed to ensure that the buildings would be protected from surface water flooding by raising ground levels and placing residential units at levels above the proposed podiums. The Environment Agency (EA) has not responded to the consultation. However, it is noted that they did not raise objections to the consented Ruby Triangle development. Conditions were recommended by the EA and it is considered prudent to impose these in this instance.
445. The report identifies that the site currently has a notable surface runoff rate at 64.4 l/s, to which the proposed development shall significantly reduce to a comparative greenfield runoff rate of 3.1 l/s.
446. Sustainable Drainage Systems (SuDS) in the form of Green/brown/blue roofs and permeable paving are also proposed in addition to the large area of lawn in the new park. There would be the incorporation of blue roofs at first floor level and a geocellular tank beneath the ground floor car parking area. A greenfield runoff rate offset of £366 per cubic metre will be secured in the event that there is a shortfall in attenuation required to limit surface water run off, which is required by the draft AAP 11.
447. The council's Flood Risk and Drainage team have also reviewed the submitted material and Drainage Strategy. They raise no objections to the application however the scheme is currently submitted in outline form and therefore the final strategy will need to be confirmed at detailed design stage. A condition is therefore recommended for the submission of a final drainage strategy for review and consideration if any changes are made at that stage.

Fire safety strategy

448. A high level fire safety strategy has been submitted and the recommendations noted that all apartments and corridors should be sprinklered and alarms installed. Residential ancillary areas would also be provided with alarm and detection system. This would operate the automatic smoke ventilation stem and to provide warning to the roof terrace areas. Each residential core is served by a single escape stair which will form part of a fire-fighting shaft. To permit the single stair approach in tall residential buildings enhancements may be required above the provisions set out in the British Safety standards. As the buildings are over 18m in height as measured from the Fire Service access level, each stair core that serves the residential accommodation should be designed as a fire-fighting shaft. The strategy also highlighted the minimum fire resistance requirements for the structural elements and minimum time for compartmentation.

It is considered reasonable to secure further details by condition.

Archaeology

449. This large site lies within two borough designated Archaeological Priority Zones (APZs): 'Bermondsey Lake' and 'Old Kent Road'. The 'Bermondsey Lake' APZ is designed to protect the palaeoecological environment and prehistoric archaeology recovered from the shoreline and relict fills of the large Late Glacial Bermondsey Lake and the associated riverine geology and topology. The 'Old Kent Road' APZ has the potential to contain features associated with the former route of 'Watling Street', the major Roman road between London and Canterbury. Significant archaeological remains predominately of prehistoric and Roman date have been discovered along the Old Kent Road from a number of sites. These works have identified multi-period archaeological deposits including in situ prehistoric flint-work and Roman settlement features, as well as medieval and post-medieval archaeological deposits. When the NSP is adopted the site will lie within the newly extended 'North Southwark and Roman Roads ' Archaeological Priority Area (APA).
450. The application site has the potential to contain significant archaeological remains which should be appropriately managed.
451. The applicants have submitted an archaeological Desk Based Assessment (DBA) by CgMs (June 2017). The applicants then submitted a revised version and the results of a programme of geoarchaeological monitoring and the results of an evaluation of an adjacent site.
452. The council's Archaeology Officer has reviewed the assessment and concludes that there is now sufficient information to establish that the development is not likely to cause such harm as to justify refusal of planning permission on the grounds of archaeological interest provided that robust archaeological conditions are applied to any grant of consent. However, the Applicant must be mindful that for any archaeological remains that are encountered - if these cannot be preserved in situ under a foundation design condition - they must be prepared to pay for and manage the excavation of these remains entirely and/or potentially lift and preserve off-site or in the new development any previously unknown but important remains.
453. As with the approved Ruby Triangle development, other requirements will also be to

carry out full archaeological post-excavation mitigation. The required conditions are included with this recommendation and relate to:

Archaeological Evaluation
 Archaeological Mitigation
 Archaeological Foundation Design
 Archaeology Reporting Site Work

Environmental considerations

Contaminated land

454. The applicant has submitted a Phase 1 preliminary risk assessment given the past industrial and commercial uses on the site. The assessment confirms that on account of the site's previous industrial use, there are numerous sources of contamination recorded both on the site and in its vicinity. The site itself is considered to represent a moderate risk to all identified receptors, and accordingly further targeted ground investigation is required to quantify and assess plausible risks and contaminant deposits.
455. The submitted material has been reviewed by EPT. A condition has been recommended to deal with contaminated land which has been included with this recommendation. It includes an intrusive site investigation and associated risk assessment to fully characterise the nature and extent of any contamination of soils and ground water on the site.

Hazardous Sites

456. Paragraph 45 of the NPPF states that local planning authorities should consult the appropriate bodies when planning, or determining applications, for development around major hazards. The site was located within the designated Consultation Distance of a Major Hazard Site (Old Kent Road Gasholder Station, 709 Old Kent Road) and as such the Health and Safety Executive (HSE) was a statutory consultee for this application. However, subsequent to HSE's comments, the council as the Hazardous Substances Authority made an order to the Secretary of State for Housing, Communities and Government to revoke the Hazardous Substances Consent on 5th February 2020.
457. HSE then confirmed in writing that the hazardous substances consent has been formally revoked and HSE has removed the consultation distance and has withdrawn their initial comments.

Air Quality

458. The site lies within an Air Quality Management Area (AQMA). This means the air quality is poor, with high levels of pollutants including particulate matter (PM10) and nitrogen dioxide (NO2). Southwark Plan Policy 3.6, Air Quality, states that planning permission will not be granted for development that would "lead to a reduction in air quality." London Plan (2016) Policy 7.14 states that development proposals should minimise increased exposure to existing poor air quality and make provision to address local problems of air quality.
459. The applicant has submitted an air quality assessment, reporting on the potential impacts

of the proposed development on local air quality.

460. This identified that there is a medium risk of both dust soiling impacts and increases in particulate matter concentrations due to construction activities. However, through good site practice and the implementation of suitable mitigation measures, the effect of dust and particulate matter releases would be significantly. These will be secured through the CEMP required by the s106 Agreement.
461. An assessment of the potential for future residents of the proposed development to be exposed to poor air quality showed that the proposed development would cause little or no discernible change in pollutant concentrations. It was therefore recommended that consideration be given to the provision of an alternative source of clean air (i.e. mechanical ventilation) at these locations facing Old Kent Road.
462. An air quality neutral assessment was also carried out and showed that the proposed development would be 'air quality neutral' and off-site mitigation will not be required. The council's EPT has reviewed the assessment and raised no concerns or objections relating to air quality.

Wind and Microclimate

463. The applicant has submitted a Wind Microclimate Assessment, which looks at the likely impacts of the proposed development on wind and microclimate in terms of pedestrian safety and comfort using a computer model.
464. Three scenarios have been analysed:
- Baseline: the existing wind environment at the site
Proposed: the proposed development within the context of existing surrounds
Cumulative: the proposed development within the context of future/consented surrounds
465. It concludes that in the different scenarios, the development would likely modify the local wind environment and create both improvements and some localised wind acceleration at pedestrian level potentially exceeding the recommended criteria. Generally, the majority of the areas within and adjacent to the site are safe and suitable for the intended uses, but there would be some areas that require mitigation to bring the comfort to the suitable level.
466. Therefore, whilst they establish the principle that the windiness could be reduced to a safe and comfortable level, the results of the submitted analysis do still show some very localised areas of windiness which will require further mitigation and additional testing. This will be carried out during detailed design, and evidence of the results will be required by a planning condition (included with landscape detailed design condition). This detailed testing will include assessing in detail the proposal to re-use some steel structural elements from Gas Holder 12 as wind baffles, whilst also ensuring a landscape design.

Aviation

467. National Air Traffic Services (NATS) were consulted and raises no objection to the scheme.

Telecommunications and Electronic Interference

468. Arqiva (who own and operate the UK Terrestrial Television Broadcast network and supply the Freeview platform) was consulted and raised no objections to the proposed development as this particular site is sufficiently north of their line of sight. It is noted that a condition was imposed on the approved Ruby Triangle scheme to require details of any impact on television radio and other telecommunications services. However, given that the proposed development would be lower in height compared to the consented scheme and no objections raised there is no requirement for such a condition for this application.

Conclusion on planning issues

469. The proposed development would result in the introduction of residential uses into the SIL and would therefore represent a departure from the adopted development plan. However, the adopted London Plan (the most up to date adopted development plan for the area) clearly identifies the Old Kent Road as an opportunity area which will undergo significant transformation with substantial growth including new housing. In advance of emerging policy being adopted, and SIL being formally released, this proposal must be weighed against the wider regeneration benefits of the scheme.
470. The proposed development would potentially increase the numbers of jobs on the site and deliver new housing, including circa 40% affordable housing in terms of habitable rooms. Affordable workspace has also been proposed. Recognising the changing character and uses carried out in the immediate area and the adjoining Ruby Triangle development, it is not felt that any harm to existing businesses would arise by the introduction of housing. In light of this it is considered that the principle of the proposed development should be supported in this instance.
471. In advance of adopted town/district centres in the Old Kent Road, the quantum of town centre uses including retail and flexible unit accords with the sequential approach to development and therefore can be supported. The retail frontage provides the active high street frontage envisaged in the OKRAAP.
472. The proposal would deliver a good standard of accommodation and would address the majority of standards as set out in the residential design standards.
473. A new publicly accessible park and associated public realm would improve permeability across the site allowing for the Ruby Triangle to achieve its full connectivity including pedestrians and cyclists.
474. The potential impacts identified are not considered to be significant to adversely impact on neighbouring residents. The existing nearby residents would have adequate outlook, privacy and access to daylight and sunlight.
475. The building height proposed would represent a step change in the existing scale of the area, but as an Opportunity Area site, it is considered that the height proposed would be in accordance with the objectives of the London Plan (2016), in that it would optimise the development potential of the site. Furthermore, it would sit well with the approved Ruby Triangle development and would not harm any nearby heritage assets. The protected views would not be harmed. The design and materiality is considered to respond well and

complimentary to the schemes that have been approved. The ground floor pedestrian experience would be vibrant and well animated with characterful ground floor frontages enhancing the surrounding area.

476. In order 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 (DSP) Bond with the council. Cycle and car parking levels are acceptable, and innovative proposals to encourage people to use alternative transport measures, such as contribution to the Santander cycle hire docking station are welcomed.
477. It is therefore recommended that planning permission be granted subject to conditions, referral to the Mayor of London, referral to the Secretary of State, referral to the Health and Safety executive and the completion of a s106 Legal Agreement under the terms as set out above.

Consultations

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

Consultation replies

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

Statement of community involvement

480. Consultation was carried out by the applicant prior to the submission of the planning application. The applicant has submitted a Statement of Community Involvement and the Engagement Summary (required by the Development Consultation Charter). The consultation was carried out with the local community and key stakeholders from the area and included the following forms of activity:

- 3,841 local residents and businesses received a residents' newsletter dated 25th April 2019 inviting them to the applicant's public consultation events;
- Half page advert on Southwark News advertising the public exhibition sessions on 2nd May 2019;
- The applicant has to date held two separate public exhibition viewings on Thursday 9th May and Saturday 11th May 2019 which in total were attended by 5 residents;
- The applicant offered briefing sessions to all three local Ward Councillors and local residents from Canal Grove Cottages;
- The applicant has committed to further interactive public exhibition dates following the submission of the planning application at 231 Old Kent Road to display the evolved proposals;
- The applicant established a dedicated consultation website – www.651OKR.com – to both display the proposals and receive feedback from residents;

481. To summarise, the points raised from the consultation exercise were:

- Vehicle access to the site, There needs to be sufficient vehicle access for deliveries/tradespeople/hire cars;
- Design to be in keeping with local historical context (more Victorian, Regency detailing);
- Publicly accessible space and support introduction of the green the heart.

Community impact statement / Equalities Assessment

482. 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:

483. 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.
484. The protected characteristics are: race, age, gender reassignment, pregnancy and maternity, disability, sexual orientation, religion or belief, sex, marriage and civil partnership.
485. The council must not act in a way which is incompatible with rights contained within the European Convention of Human Rights.
486. The council has given due regard to the above needs and rights where relevant or engaged throughout the course of determining this application. This is addressed in detail in the relevant section of this report.
487. Officers are of the view that the development would not cause disadvantage to those with protected characteristics. This is further discussed below.

Access and equality measures

488. The Design and Access Statement contains a section on 'Inclusive Access' which sets out measures which would be incorporated into the development to assist people with mobility impairments, visual impairments, deaf people, older people and small children. Measures which would be incorporated include level access to buildings and communal amenity areas, the entrance of the building and the public park; access to at least two lifts for all the proposed dwellings; wheelchair accessible and adaptable residential units and wheelchair accessible parking spaces. Pedestrian access routes are defined as the most direct and convenient pedestrian routes linking key parts of a development. They are designed to be inclusive and have access features such as gentle gradients, suitable surfaces, rest points and good lighting. All routes meet or exceed the Building regulations of Approved Document Part M 2015.

Positive equality impacts

Provision of new housing including affordable housing

489. The Strategic Housing Market Assessment (SHMA) prepared on behalf of a number of South East London boroughs states that Southwark, together with Lewisham, has the most ethnically mixed population in the South East London sub-region. Compared to the population at large a very high proportion of Black households (70%) are housed in the social/affordable rented sector. These groups could therefore stand to benefit from the proposed affordable housing, which would include social rented units.

Improved and more accessible public realm

490. Physical measures such as the level surfaces, resting places and high quality lighting proposed could particularly benefit disabled people. There would be improved connections to the wider area which would benefit older people, disabled people, young

people, women and children.

Affordable Work Space

491. The proposed development would include 101sqm new affordable work space. These units would be marketed to businesses based in the Old Kent Road Opportunity Area for nine months before being marketed to businesses in the rest of Southwark.
492. 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.
493. This application has the legitimate aim of providing new residential, retail, office development and destination 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.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

494. None.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Site history file: TP/2168-647 Application file: 19/AP/1710 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: 0207 525 7194 Council website: www.southwark.gov.uk

APPENDICES

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

AUDIT TRAIL

Lead Officer	Simon Bevan, Director of Planning
Report Author	Wing Lau, Team Leader

Version	Final	
Dated	11 May 2020	
Key Decision	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director of Finance and Governance	No	No
Strategic Director, Environment and Leisure	No	No
Strategic Director of Housing and Modernisation	No	No
Director of Regeneration	No	No
Date final report sent to Constitutional Team		14 May 2020

APPENDIX 1**Consultation undertaken****Site notice date:****Press notice date:****Case officer site visit date:****Neighbour consultation letters sent:** 19/07/2019**Internal services consulted:**

Archaeology Officer

Ecology Officer

Economic Development Team

Environmental Protection Team

Flood and Drainage team

Highway Licensing

Highway Development Management

Housing Regeneration Initiatives

Parks & Open Spaces

Planning Policy

Property Division

Public Health Team

Transport Planning Team

Urban Forester

Waste Management

Statutory and non-statutory organisations consulted:

Arqiva - digital communications

Civil Aviation Authority

Council for British Archaeology

National Planning Casework Unit

EDF Energy

Environment Agency

Greater London Authority

Health & Safety Executive

Historic England

London Fire & Emergency Planning Authority

London Borough of Lewisham, Building Services South

London Underground Limited

Metropolitan Police Service (Designing out Crime)

National Air Traffic Safeguarding Office

National Grid Transmission, National Grid House

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)

UK Power Networks

Neighbour and local groups consulted:

Flat 90 Northfield House Friary Estate SE15 6TN	26 Ethnard Road London SE15 1RU
Flat 91 Northfield House Friary Estate SE15 6TN	28 Ethnard Road London SE15 1RU
Flat 88 Northfield House Friary Estate SE15 6TN	4 Ethnard Road London SE15 1RU
Flat 89 Northfield House Friary Estate SE15 6TN	44 Ethnard Road London SE15 1RU
Flat 94 Northfield House Friary Estate SE15 6TN	34 Ethnard Road London SE15 1RU
Flat 95 Northfield House Friary Estate SE15 6TN	36a Ethnard Road London SE15 1RU
Flat 92 Northfield House Friary Estate SE15 6TN	24 Ethnard Road London SE15 1RU
Flat 93 Northfield House Friary Estate SE15 6TN	12 Ethnard Road London SE15 1RU
Flat 87 Northfield House Friary Estate SE15 6TN	14 Ethnard Road London SE15 1RU
Flat 81 Northfield House Friary Estate SE15 6TN	9 Canal Grove London SE15 1LB
Flat 82 Northfield House Friary Estate SE15 6TN	40-64 Sandgate Street London SE15
1LE	
Flat 79 Northfield House Friary Estate SE15 6TN	22 Ethnard Road London SE15 1RU
Flat 80 Northfield House Friary Estate SE15 6TN	18 Ethnard Road London SE15 1RU
Flat 85 Northfield House Friary Estate SE15 6TN	2 Ethnard Road London SE15 1RU

Flat 86 Northfield House Friary Estate SE15 6TN 66 Ethnard Road London SE15 1RU
 Flat 83 Northfield House Friary Estate SE15 6TN 68 Ethnard Road London SE15 1RU
 Flat 84 Northfield House Friary Estate SE15 6TN 62 Ethnard Road London SE15 1RU
 16 Cardiff House Friary Estate Peckham Park Road SE15 6TS
 64 Ethnard Road London SE15 1RU
 17 Cardiff House Friary Estate Peckham Park Road SE15 6TS
 11 Ethnard Road London SE15 1RY
 14 Cardiff House Friary Estate Peckham Park Road SE15 6TS
 13 Ethnard Road London SE15 1RY
 15 Cardiff House Friary Estate Peckham Park Road SE15 6TS
 1 Ethnard Road London SE15 1RY
 2 Cardiff House Friary Estate Peckham Park Road SE15 6TS
 60 Ethnard Road London SE15 1RU
 20 Cardiff House Friary Estate Peckham Park Road SE15 6TS
 50 Ethnard Road London SE15 1RU
 18 Cardiff House Friary Estate Peckham Park Road SE15 6TS
 52 Ethnard Road London SE15 1RU
 19 Cardiff House Friary Estate Peckham Park Road SE15 6TS
 46 Ethnard Road London SE15 1RU
 13 Cardiff House Friary Estate Peckham Park Road SE15 6TS
 48 Ethnard Road London SE15 1RU
 Flat 98 Northfield House Friary Estate SE15 6TN 58 Ethnard Road London SE15 1RU
 Flat 99 Northfield House Friary Estate SE15 6TN 6 Ethnard Road London SE15 1RU
 Flat 96 Northfield House Friary Estate SE15 6TN 54 Ethnard Road London SE15 1RU
 Flat 97 Northfield House Friary Estate SE15 6TN 56 Ethnard Road London SE15 1RU
 11 Cardiff House Friary Estate Peckham Park Road SE15 6TS
 8 Canal Grove London SE15 1LB
 12 Cardiff House Friary Estate Peckham Park Road SE15 6TS
 Luxford Bar 610 Old Kent Road SE15 1JB
 1 Cardiff House Friary Estate Peckham Park Road SE15 6TS
 9d Peckham Park Road London SE15 6TR
 10 Cardiff House Friary Estate Peckham Park Road SE15 6TS
 Flat A 614 Old Kent Road SE15 1JB
 Flat 78 Northfield House Friary Estate SE15 6TN
 2 Rana Apartments 6 Peckham Park Road SE15 6TR
 Flat 55 Northfield House Friary Estate SE15 6TN
 3 Rana Apartments 6 Peckham Park Road SE15 6TR
 Flat 56 Northfield House Friary Estate SE15 6TN
 1 Rana Apartments 6 Peckham Park Road SE15 6TR
 Flat 53 Northfield House Friary Estate SE15 6TN
 9c Peckham Park Road London SE15 6TR
 Flat 54 Northfield House Friary Estate SE15 6TN Flat 2 721 Old Kent Road SE15 1JL
 Flat 59 Northfield House Friary Estate SE15 6TN Flat 3 721 Old Kent Road SE15 1JL
 Flat 60 Northfield House Friary Estate SE15 6TN
 Flat 9c Royal London Buildings SE15 1RX
 Flat 57 Northfield House Friary Estate SE15 6TN Flat 1 721 Old Kent Road SE15 1JL
 Flat 58 Northfield House Friary Estate SE15 6TN Flat 4 721 Old Kent Road SE15 1JL
 Flat 103 Northfield House Friary Estate SE15 6TN Land At 2-20 Devon Street SE15 1JR
 Flat 7 Northfield House Friary Estate SE15 6TL 2 Canal Grove London SE15 1LB
 Flat 8 Northfield House Friary Estate SE15 6TL 3 Canal Grove London SE15 1LB
 Flat 52 Northfield House Friary Estate SE15 6TL
 Camelot Primary School Bird In Bush Road SE15 1QP
 Flat 6 Northfield House Friary Estate SE15 6TL 6 Canal Grove London SE15 1LB
 Flat 101 Northfield House Friary Estate SE15 6TN 7 Canal Grove London SE15 1LB
 Flat 102 Northfield House Friary Estate SE15 6TN 4 Canal Grove London SE15 1LB

Flat 9 Northfield House Friary Estate SE15 6TL 5 Canal Grove London SE15 1LB
 Flat 100 Northfield House Friary Estate SE15 6TN 40b Ethnard Road London SE15 1RU
 Flat 72 Northfield House Friary Estate SE15 6TN Flat 1 630a Old Kent Road SE15 1JB
 Flat 73 Northfield House Friary Estate SE15 6TN Flat 2 630a Old Kent Road SE15 1JB
 Flat 70 Northfield House Friary Estate SE15 6TN
 4 Rana Apartments 6 Peckham Park Road SE15 6TR
 Flat 71 Northfield House Friary Estate SE15 6TN 8 Sandgate Street London SE15 1LE
 Flat 76 Northfield House Friary Estate SE15 6TN 40a Ethnard Road London SE15 1RU
 Flat 77 Northfield House Friary Estate SE15 6TN Flat 3 630a Old Kent Road SE15 1JB
 Flat 74 Northfield House Friary Estate SE15 6TN
 The Everlasting Arms Ministry 600-608 Old Kent Road SE15 1JB
 Flat 75 Northfield House Friary Estate SE15 6TN 15 Ethnard Road London SE15 1RY
 Flat 69 Northfield House Friary Estate SE15 6TN 22 Windspoint Drive London SE15 1SD
 Flat 63 Northfield House Friary Estate SE15 6TN 23 Windspoint Drive London SE15 1SD
 Flat 64 Northfield House Friary Estate SE15 6TN 20 Windspoint Drive London SE15 1SD
 Flat 61 Northfield House Friary Estate SE15 6TN 21 Windspoint Drive London SE15 1SD
 Flat 62 Northfield House Friary Estate SE15 6TN 26 Windspoint Drive London SE15 1SD
 Flat 67 Northfield House Friary Estate SE15 6TN 27 Windspoint Drive London SE15 1SD
 Flat 68 Northfield House Friary Estate SE15 6TN 24 Windspoint Drive London SE15 1SD
 Flat 65 Northfield House Friary Estate SE15 6TN 25 Windspoint Drive London SE15 1SD
 Flat 66 Northfield House Friary Estate SE15 6TN 2 Windspoint Drive London SE15 1SD
 21 Cardiff House Friary Estate Peckham Park Road SE15 6TS
 14 Windspoint Drive London SE15 1SD
 61 Cardiff House Friary Estate Peckham Park Road SE15 6TT
 15 Windspoint Drive London SE15 1SD
 62 Cardiff House Friary Estate Peckham Park Road SE15 6TT
 12 Windspoint Drive London SE15 1SD
 59 Cardiff House Friary Estate Peckham Park Road SE15 6TT
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 63 Cardiff House Friary Estate Peckham Park Road SE15 6TT
 17 Windspoint Drive London SE15 1SD
 64 Cardiff House Friary Estate Peckham Park Road SE15 6TT
 10 Pencraig Way London SE15 1SH
 58 Cardiff House Friary Estate Peckham Park Road SE15 6TT
 11 Pencraig Way London SE15 1SH
 52 Cardiff House Friary Estate Peckham Park Road SE15 6TT
 9 Windspoint Drive London SE15 1SD
 53 Cardiff House Friary Estate Peckham Park Road SE15 6TT
 1 Pencraig Way London SE15 1SH
 50 Cardiff House Friary Estate Peckham Park Road SE15 6TT
 14 Pencraig Way London SE15 1SH
 51 Cardiff House Friary Estate Peckham Park Road SE15 6TT
 15 Pencraig Way London SE15 1SH
 56 Cardiff House Friary Estate Peckham Park Road SE15 6TT
 12 Pencraig Way London SE15 1SH
 57 Cardiff House Friary Estate Peckham Park Road SE15 6TT
 13 Pencraig Way London SE15 1SH
 54 Cardiff House Friary Estate Peckham Park Road SE15 6TT
 8 Windspoint Drive London SE15 1SD

55 Cardiff House Friary Estate Peckham Park Road SE15 6TT
 3 Windspoint Drive London SE15 1SD
 3 Peckham Park Road London SE15 6TR 30 Windspoint Drive London SE15 1SD
 9 Peckham Park Road London SE15 6TR 28 Windspoint Drive London SE15 1SD
 1a Peckham Park Road London SE15 6TR 29 Windspoint Drive London SE15 1SD
 41 Peckham Park Road London SE15 6TU 6 Windspoint Drive London SE15 1SD
 24 Peckham Park Road London SE15 6TW 7 Windspoint Drive London SE15 1SD
 4 Verney Road London SE16 3DH 4 Windspoint Drive London SE15 1SD
 2 Livesey Place London SE15 6SL 5 Windspoint Drive London SE15 1SD
 75 Cardiff House Friary Estate Peckham Park Road SE15 6TT
 11 Windspoint Drive London SE15 1SD
 69 Cardiff House Friary Estate Peckham Park Road SE15 6TT
 35 Ethnard Road London SE15 1SB
 70 Cardiff House Friary Estate Peckham Park Road SE15 6TT
 37 Ethnard Road London SE15 1SB
 67 Cardiff House Friary Estate Peckham Park Road SE15 6TT
 31 Ethnard Road London SE15 1SB
 68 Cardiff House Friary Estate Peckham Park Road SE15 6TT
 33 Ethnard Road London SE15 1SB
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 74 Cardiff House Friary Estate Peckham Park Road SE15 6TT
 45 Ethnard Road London SE15 1SB
 71 Cardiff House Friary Estate Peckham Park Road SE15 6TT
 39 Ethnard Road London SE15 1SB
 72 Cardiff House Friary Estate Peckham Park Road SE15 6TT
 41 Ethnard Road London SE15 1SB
 49 Cardiff House Friary Estate Peckham Park Road SE15 6TT
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 37 Cardiff House Friary Estate Peckham Park Road SE15 6TS
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 35 Cardiff House Friary Estate Peckham Park Road SE15 6TS
 5 Ethnard Road London SE15 1RY
 3 Cardiff House Friary Estate Peckham Park Road SE15 6TS
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 71 Ethnard Road London SE15 1SB
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28 Cardiff House Friary Estate Peckham Park Road SE15 6TS
 10 Windspoint Drive London SE15 1SD
 29 Cardiff House Friary Estate Peckham Park Road SE15 6TS
 73 Ethnard Road London SE15 1SB
 26 Cardiff House Friary Estate Peckham Park Road SE15 6TS
 75 Ethnard Road London SE15 1SB
 27 Cardiff House Friary Estate Peckham Park Road SE15 6TS
 63 Ethnard Road London SE15 1SB
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 61 Ethnard Road London SE15 1SB
 45 Cardiff House Friary Estate Peckham Park Road SE15 6TT
 55 Ethnard Road London SE15 1SB
 46 Cardiff House Friary Estate Peckham Park Road SE15 6TT
 57 Ethnard Road London SE15 1SB
 9 Cardiff House Friary Estate Peckham Park Road SE15 6TS
 Flat 9b Royal London Buildings SE15 1RX
 4 Cardiff House Friary Estate Peckham Park Road SE15 6TS
 Flat 1 681a Old Kent Road SE15 1JS
 40 Cardiff House Friary Estate Peckham Park Road SE15 6TS
 Ground Floor Flat 3 Ethnard Road SE15 1RY
 38 Cardiff House Friary Estate Peckham Park Road SE15 6TS
 First Floor Flat 660 Old Kent Road SE15 1JF
 39 Cardiff House Friary Estate Peckham Park Road SE15 6TS
 First Floor Flat 668 Old Kent Road SE15 1JF
 7 Cardiff House Friary Estate Peckham Park Road SE15 6TS
 Rear Flat 724 Old Kent Road SE15 1NG
 8 Cardiff House Friary Estate Peckham Park Road SE15 6TS
 World Harvest Christian Centre 25-27 Ruby Street SE15 1LL
 5 Cardiff House Friary Estate Peckham Park Road SE15 6TS
 Flat A 669 Old Kent Road SE15 1JU
 6 Cardiff House Friary Estate Peckham Park Road SE15 6TS
 Flat B 669 Old Kent Road SE15 1JU
 Flat 51 Northfield House Friary Estate SE15 6TL
 16-18 Kent Park Industrial Estate Ruby Street SE15 1LR
 641 Old Kent Road London SE15 1JU
 Unit 3 25-39 Devon Street SE15 1JR
 1 Ruby Triangle London SE15 1LG
 19a Peckham Park Road London SE15 6TR
 648 Old Kent Road London SE15 1JF
 Unit 4 Sandgate Trading Estate SE15 1LE
 722b Old Kent Road London SE15 1NG
 Flat A 691-695 Old Kent Road SE15 1JS
 Unit 11 57 Sandgate Street SE15 1LE
 Flat B 691-695 Old Kent Road SE15 1JS
 20-26 Sandgate Street London SE15 1LE
 First Floor Front 635 Old Kent Road SE15 1JU
 Unit 16 To 18 Kent Park Industrial Estate SE15 1LR
 First Floor Rear 635 Old Kent Road SE15 1JU
 Unit 1 57 Sandgate Street SE15 1LE7a
 Peckham Park Road London SE15 6TR
 Flat 1 729 Old Kent Road SE15 1JL
 21b Peckham Park Road London SE15 6TR
 654 Old Kent Road London SE15 1JF
 41a Ruby Triangle London SE15 1LG

Unit 1 Sandgate Trading Estate SE15 1LE 9a Peckham Park Road London SE15 6TR
 10-18 Sandgate Street London SE15 1LE 658 Old Kent Road London SE15 1JF
 Unit 9 57 Sandgate Street SE15 1LE
 Ground Floor And First Floor 685-689 Old Kent Road SE15 1JS
 Unit 4 57 Sandgate Street SE15 1LE Room 1 720 Old Kent Road SE15 1NG
 Unit 1 709 Old Kent Road SE15 1JZ Room 2 720 Old Kent Road SE15 1NG
 676-680 Old Kent Road London SE15 1JF Unit 7a 709 Old Kent Road SE15 1JZ
 Unit 5 To 6 57 Sandgate Street SE15 1LE Room 5 720 Old Kent Road SE15 1NG
 Unit 7 57 Sandgate Street SE15 1LE Room 6 720 Old Kent Road SE15 1NG
 Unit 8 57 Sandgate Street SE15 1LE Room 3 720 Old Kent Road SE15 1NG
 Unit 9 709 Old Kent Road SE15 1JZ Room 4 720 Old Kent Road SE15 1NG
 2a Ruby Street London SE15 1LL
 Ledbury Estate Tenants Hall Old Kent Road SE15 1JF
 720 Old Kent Road London SE15 1NG First Floor 636 Old Kent Road SE15 1JB
 626 Old Kent Road London SE15 1JB Front Of 636 Old Kent Road SE15 1JB
 Unit 28 To 32 Kent Park Industrial Estate SE15 1LR
 School Keepers Flat 123 Bird In Bush Road SE15 1QP
 634 Old Kent Road London SE15 1JB 631-633 Old Kent Road London SE15 1JU
 724 Old Kent Road London SE15 1NG Land 669 Old Kent Road SE15 1JU
 589 Old Kent Road London SE15 1LA Workshop 669 Old Kent Road SE15 1JU
 36b Ethnard Road London SE15 1RU 666b Old Kent Road London SE15 1JF
 Unit 26 Kent Park Industrial Estate SE15 1LR Flat 3 666 Old Kent Road SE15 1JF
 Unit 4 709 Old Kent Road SE15 1JZ Room 9 720 Old Kent Road SE15 1NG
 591 Old Kent Road London SE15 1LA First Floor Flat 720a Old Kent Road SE15 1NG
 616 Old Kent Road London SE15 1JB Room 7 720 Old Kent Road SE15 1NG
 622 Old Kent Road London SE15 1JB Room 8 720 Old Kent Road SE15 1NG
 Unit 6 Sandgate Trading Estate SE15 1LE Units 1 To 3 Wevco Wharf SE15 1LE
 614 Old Kent Road London SE15 1JB Unit 2 To 3 57 Sandgate Street SE15 1LE
 632 Old Kent Road London SE15 1JB Second Floor Flat 720a Old Kent Road SE15
 1NG
 652 Old Kent Road London SE15 1JF The Lodge Sandgate Trading Estate SE15 1LE
 624 Old Kent Road London SE15 1JB Land At 709 Old Kent Road SE15 1JL
 628 Old Kent Road London SE15 1JB Flat 1 719-721 Old Kent Road SE15 1JL
 Unit 5 Sandgate Trading Estate SE15 1LE Action House 53 Sandgate Street SE15 1LE
 Flat 4a Royal London Buildings SE15 1RX Flat 4 719-721 Old Kent Road SE15 1JL
 Flat 4b Royal London Buildings SE15 1RX Southwark Free School Ledbury Hall Pencraig
 Way SE15 1SH
 17 Canal Grove London SE15 1LB Flat 2 719-721 Old Kent Road SE15 1JL
 1 Canal Grove London SE15 1LB Flat 3 719-721 Old Kent Road SE15 1JL
 682 Old Kent Road London SE15 1JF Warehouse 2 14-16 Verney Road SE16 3DZ
 The Prince Of Wales 14 Ruby Street SE15 1LL
 Maisonette First Floor To Third Floor Flat 654 Old Kent Road SE15 1JF
 Flat 13a Bridgnorth House Friary Estate SE15 1RJ 1c Livesey Place London SE15 6SL
 Outside 1 Murdock Street SE15 1LW 1d Livesey Place London SE15 6SL
 681 Old Kent Road London SE15 1JS Offices 14-16 Verney Road SE16 3DZ
 683 Old Kent Road London SE15 1JS Warehouse 1 14-16 Verney Road SE16 3DZ
 691-695 Old Kent Road London SE15 1JS 7b Peckham Park Road London SE15 6TR
 671-679 Old Kent Road London SE15 1JS 7c Peckham Park Road London SE15 6TR
 651-653 Old Kent Road London SE15 1JU Flat 3 Lyons Court SE15 1RT
 639 Old Kent Road London SE15 1JU Flat 4 Lyons Court SE15 1RT
 615-629 Old Kent Road London SE15 1JU Flat 1 Lyons Court SE15 1RT
 670 Old Kent Road London SE15 1JF Flat 2 Lyons Court SE15 1RT
 First Floor And Second Floor Flat 634 Old Kent Road SE15 1JB
 626b Old Kent Road London SE15 1JB
 Unit 7 Sandgate Trading Estate SE15 1LE Flat 9a Royal London Buildings SE15 1RX

666 Old Kent Road London SE15 1JF
 711-713 Old Kent Road London SE15 1JL
 727 Old Kent Road London SE15 1JL
 684 Old Kent Road London SE15 1JF
 674 Old Kent Road London SE15 1JF
 1 Peckham Park Road London SE15 6TR
 Verney Road SE16 3DZ
 Flat 30 Northfield House Friary Estate SE15 6TL
 Flat 31 Northfield House Friary Estate SE15 6TL
 Flat 29 Northfield House Friary Estate SE15 6TL
 Flat 3 Northfield House Friary Estate SE15 6TL
 Flat 34 Northfield House Friary Estate SE15 6TL
 Flat 35 Northfield House Friary Estate SE15 6TL
 Flat 32 Northfield House Friary Estate SE15 6TL
 Flat 33 Northfield House Friary Estate SE15 6TL
 Flat 28 Northfield House Friary Estate SE15 6TL
 Flat 22 Northfield House Friary Estate SE15 6TL
 Flat 23 Northfield House Friary Estate SE15 6TL
 Flat 20 Northfield House Friary Estate SE15 6TL
 Flat 21 Northfield House Friary Estate SE15 6TL
 Flat 26 Northfield House Friary Estate SE15 6TL
 Flat 27 Northfield House Friary Estate SE15 6TL
 Flat 24 Northfield House Friary Estate SE15 6TL
 Flat 25 Northfield House Friary Estate SE15 6TL
 Flat 46 Northfield House Friary Estate SE15 6TL
 Flat 47 Northfield House Friary Estate SE15 6TL
 Flat 44 Northfield House Friary Estate SE15 6TL
 Flat 45 Northfield House Friary Estate SE15 6TL
 Flat 5 Northfield House Friary Estate SE15 6TL
 SE15 1LL
 Flat 50 Northfield House Friary Estate SE15 6TL
 Flat 48 Northfield House Friary Estate SE15 6TL
 Flat 49 Northfield House Friary Estate SE15 6TL
 1JF
 Flat 43 Northfield House Friary Estate SE15 6TL
 Road SE15 6TW
 Flat 38 Northfield House Friary Estate SE15 6TL
 Flat 39 Northfield House Friary Estate SE15 6TL
 Flat 36 Northfield House Friary Estate SE15 6TL
 Road SE15 6TW
 Flat 37 Northfield House Friary Estate SE15 6TL
 Flat 41 Northfield House Friary Estate SE15 6TL
 Flat 42 Northfield House Friary Estate SE15 6TL
 Flat 4 Northfield House Friary Estate SE15 6TL
 Flat 40 Northfield House Friary Estate SE15 6TL
 6TR
 Flat 2 Northfield House Friary Estate SE15 6TL
 49-51 Peckham Park Road London SE15 6TU
 53 Peckham Park Road London SE15 6TU
 Storage Land Part Unit 9 709 Old Kent Road SE15 1JZ
 47 Peckham Park Road London SE15 6TU
 10 Peckham Park Road London SE15 6TW
 Flat 47 Peterchurch House Ledbury Estate SE15 1NF
 12 Peckham Park Road London SE15 6TW
 Flat 48 Peterchurch House Ledbury Estate SE15 1NF
 Flat 5 Lyons Court SE15 1RT
 Flat 6 Lyons Court SE15 1RT
 Flat 1 670 Old Kent Road SE15 1JF
 Flat 2 670 Old Kent Road SE15 1JF
 720c Old Kent Road London SE15 1NG
 Thamesmead Business Services Ltd 14-16
 Flat 5 670 Old Kent Road SE15 1JF
 672 Old Kent Road London SE15 1JF
 Flat 3 670 Old Kent Road SE15 1JF
 Flat 4 670 Old Kent Road SE15 1JF
 1b Livesey Place London SE15 6SL
 Flat 2 610 Old Kent Road SE15 1JB
 Flat 3 610 Old Kent Road SE15 1JB
 Flat 1 610 Old Kent Road SE15 1JB
 Flat 6 610 Old Kent Road SE15 1JB
 Flat 7 610 Old Kent Road SE15 1JB
 Flat 4 610 Old Kent Road SE15 1JB
 Flat 5 610 Old Kent Road SE15 1JB
 Flat C 668 Old Kent Road SE15 1JF
 Flat 1 683 Old Kent Road SE15 1JS
 Flat 2 683 Old Kent Road SE15 1JS
 Flat 2 8 Ethnard Road SE15 1RU
 Flat 1 8 Ethnard Road SE15 1RU
 Flat C 616 Old Kent Road SE15 1JB
 Flat B 668 Old Kent Road SE15 1JF
 Flat A 616 Old Kent Road SE15 1JB
 Flat B 616 Old Kent Road SE15 1JB
 Living Accommodation 14 Ruby Street
 Flat 723 Old Kent Road SE15 1JL
 723 Old Kent Road London SE15 1JL
 644-646 Old Kent Road London SE15
 1JF
 Ground Floor Rear 16 Peckham Park
 1a Livesey Place London SE15 6SL
 Flat 2 666 Old Kent Road SE15 1JF
 Ground Floor Front 16 Peckham Park
 Flat 10 610 Old Kent Road SE15 1JB
 Flat 11 610 Old Kent Road SE15 1JB
 Flat 8 610 Old Kent Road SE15 1JB
 Flat 9 610 Old Kent Road SE15 1JB
 19b Peckham Park Road London SE15
 724a Old Kent Road London SE15 1NG
 Flat 12 610 Old Kent Road SE15 1JB
 16 Pencraig Way London SE15 1SH

55 Peckham Park Road London SE15 6TU
 Flat 45 Peterchurch House Ledbury Estate SE15 1NF
 57 Peckham Park Road London SE15 6TU
 Flat 46 Peterchurch House Ledbury Estate SE15 1NF
 43 Peckham Park Road London SE15 6TU
 Flat 50 Peterchurch House Ledbury Estate SE15 1NF
 15 Peckham Park Road London SE15 6TR
 Flat 51 Peterchurch House Ledbury Estate SE15 1NF
 17 Peckham Park Road London SE15 6TR
 Flat 49 Peterchurch House Ledbury Estate SE15 1NF
 11 Peckham Park Road London SE15 6TR
 Flat 5 Peterchurch House Ledbury Estate SE15 1NF
 13 Peckham Park Road London SE15 6TR
 Flat 44 Peterchurch House Ledbury Estate SE15 1NF
 5 Peckham Park Road London SE15 6TR
 Flat 39 Peterchurch House Ledbury Estate SE15 1NF
 7 Peckham Park Road London SE15 6TR
 Flat 4 Peterchurch House Ledbury Estate SE15 1NF
 21 Peckham Park Road London SE15 6TR
 Flat 37 Peterchurch House Ledbury Estate SE15 1NF
 Flat 14 Northfield House Friary Estate SE15 6TL
 Flat 38 Peterchurch House Ledbury Estate SE15 1NF
 Flat 15 Northfield House Friary Estate SE15 6TL
 Flat 42 Peterchurch House Ledbury Estate SE15 1NF
 Flat 12 Northfield House Friary Estate SE15 6TL
 Flat 43 Peterchurch House Ledbury Estate SE15 1NF
 Flat 13 Northfield House Friary Estate SE15 6TL
 Flat 40 Peterchurch House Ledbury Estate SE15 1NF
 Flat 18 Northfield House Friary Estate SE15 6TL
 Flat 41 Peterchurch House Ledbury Estate SE15 1NF
 Flat 19 Northfield House Friary Estate SE15 6TL 722a Old Kent Road London SE15 1NG
 Flat 16 Northfield House Friary Estate SE15 6TL 726 Old Kent Road London SE15 1NG
 Flat 17 Northfield House Friary Estate SE15 6TL 720a Old Kent Road London SE15 1NG
 Flat 11 Northfield House Friary Estate SE15 6TL 720b Old Kent Road London SE15 1NG
 18 Peckham Park Road London SE15 6TW 16a Ethnard Road London SE15 1RU
 20 Peckham Park Road London SE15 6TW 16b Ethnard Road London SE15 1RU
 14 Peckham Park Road London SE15 6TW 10a Ethnard Road London SE15 1RU
 16 Peckham Park Road London SE15 6TW 10b Ethnard Road London SE15 1RU
 Flat 1 Northfield House Friary Estate SE15 6TL
 Flat 9 Peterchurch House Ledbury Estate SE15 1NF
 Flat 10 Northfield House Friary Estate SE15 6TL
 Flat 54 Peterchurch House Ledbury Estate SE15 1NF
 22 Peckham Park Road London SE15 6TW
 Flat 55 Peterchurch House Ledbury Estate SE15 1NF
 8 Peckham Park Road London SE15 6TW
 Flat 52 Peterchurch House Ledbury Estate SE15 1NF
 14-16 Verney Road London SE16 3DZ
 Flat 53 Peterchurch House Ledbury Estate SE15 1NF
 44 Grantham House Friary Estate Green Hundred Road SE15 1RN
 Flat 7 Peterchurch House Ledbury Estate SE15 1NF
 45 Grantham House Friary Estate Green Hundred Road SE15 1RN
 Flat 8 Peterchurch House Ledbury Estate SE15 1NF
 42 Grantham House Friary Estate Green Hundred Road SE15 1RN
 Flat 56 Peterchurch House Ledbury Estate SE15 1NF
 43 Grantham House Friary Estate Green Hundred Road SE15 1RN

Flat 6 Peterchurch House Ledbury Estate SE15 1NF
7 Grantham House Friary Estate Green Hundred Road SE15 1RN
Flat 36 Peterchurch House Ledbury Estate SE15 1NF
8 Grantham House Friary Estate Green Hundred Road SE15 1RN
Flat 15 Peterchurch House Ledbury Estate SE15 1NF
5 Grantham House Friary Estate Green Hundred Road SE15 1RN
Flat 16 Peterchurch House Ledbury Estate SE15 1NF
6 Grantham House Friary Estate Green Hundred Road SE15 1RN
Flat 13 Peterchurch House Ledbury Estate SE15 1NF
41 Grantham House Friary Estate Green Hundred Road SE15 1RN
Flat 14 Peterchurch House Ledbury Estate SE15 1NF
36 Grantham House Friary Estate Green Hundred Road SE15 1RN
Flat 19 Peterchurch House Ledbury Estate SE15 1NF
37 Grantham House Friary Estate Green Hundred Road SE15 1RN
Flat 2 Peterchurch House Ledbury Estate SE15 1NF
34 Grantham House Friary Estate Green Hundred Road SE15 1RN
Flat 17 Peterchurch House Ledbury Estate SE15 1NF
35 Grantham House Friary Estate Green Hundred Road SE15 1RN
Flat 18 Peterchurch House Ledbury Estate SE15 1NF
4 Grantham House Friary Estate Green Hundred Road SE15 1RN
Flat 12 Peterchurch House Ledbury Estate SE15 1NF
40 Grantham House Friary Estate Green Hundred Road SE15 1RN
Flat 7 Skenfrith House Ledbury Estate SE15 1NE
38 Grantham House Friary Estate Green Hundred Road SE15 1RN
Flat 8 Skenfrith House Ledbury Estate SE15 1NE
39 Grantham House Friary Estate Green Hundred Road SE15 1RN
Flat 56 Skenfrith House Ledbury Estate SE15 1NE
19 Lewes House Friary Estate Green Hundred Road SE15 1RP
Flat 6 Skenfrith House Ledbury Estate SE15 1NE
2 Lewes House Friary Estate Green Hundred Road SE15 1RP
Flat 10 Peterchurch House Ledbury Estate SE15 1NF
17 Lewes House Friary Estate Green Hundred Road SE15 1RP
Flat 11 Peterchurch House Ledbury Estate SE15 1NF
18 Lewes House Friary Estate Green Hundred Road SE15 1RP
Flat 9 Skenfrith House Ledbury Estate SE15 1NE
22 Lewes House Friary Estate Green Hundred Road SE15 1RP
Flat 1 Peterchurch House Ledbury Estate SE15 1NF
23 Lewes House Friary Estate Green Hundred Road SE15 1RP
Flat 30 Peterchurch House Ledbury Estate SE15 1NF
20 Lewes House Friary Estate Green Hundred Road SE15 1RP
Flat 31 Peterchurch House Ledbury Estate SE15 1NF
21 Lewes House Friary Estate Green Hundred Road SE15 1RP
Flat 29 Peterchurch House Ledbury Estate SE15 1NF
16 Lewes House Friary Estate Green Hundred Road SE15 1RP
Flat 3 Peterchurch House Ledbury Estate SE15 1NF
10 Lewes House Friary Estate Green Hundred Road SE15 1RP
Flat 34 Peterchurch House Ledbury Estate SE15 1NF
11 Lewes House Friary Estate Green Hundred Road SE15 1RP
Flat 35 Peterchurch House Ledbury Estate SE15 1NF
9 Grantham House Friary Estate Green Hundred Road SE15 1RN
Flat 32 Peterchurch House Ledbury Estate SE15 1NF
1 Lewes House Friary Estate Green Hundred Road SE15 1RP
Flat 33 Peterchurch House Ledbury Estate SE15 1NF
14 Lewes House Friary Estate Green Hundred Road SE15 1RP
Flat 28 Peterchurch House Ledbury Estate SE15 1NF

15 Lewes House Friary Estate Green Hundred Road SE15 1RP
Flat 22 Peterchurch House Ledbury Estate SE15 1NF
12 Lewes House Friary Estate Green Hundred Road SE15 1RP
Flat 23 Peterchurch House Ledbury Estate SE15 1NF
13 Lewes House Friary Estate Green Hundred Road SE15 1RP
Flat 20 Peterchurch House Ledbury Estate SE15 1NF
33 Grantham House Friary Estate Green Hundred Road SE15 1RN
Flat 21 Peterchurch House Ledbury Estate SE15 1NF
12 Grantham House Friary Estate Green Hundred Road SE15 1RN
Flat 26 Peterchurch House Ledbury Estate SE15 1NF
13 Grantham House Friary Estate Green Hundred Road SE15 1RN
Flat 27 Peterchurch House Ledbury Estate SE15 1NF
10 Grantham House Friary Estate Green Hundred Road SE15 1RN
Flat 24 Peterchurch House Ledbury Estate SE15 1NF
11 Grantham House Friary Estate Green Hundred Road SE15 1RN
Flat 25 Peterchurch House Ledbury Estate SE15 1NF
16 Grantham House Friary Estate Green Hundred Road SE15 1RN
Flat A 27 Ethnard Road SE15 1RY
17 Grantham House Friary Estate Green Hundred Road SE15 1RN
Flat 6 Lynn House Friary Estate SE15 1RR
14 Grantham House Friary Estate Green Hundred Road SE15 1RN
Flat 7 Lynn House Friary Estate SE15 1RR
15 Grantham House Friary Estate Green Hundred Road SE15 1RN
Flat 4 Lynn House Friary Estate SE15 1RR
1 Grantham House Friary Estate Green Hundred Road SE15 1RN
Flat 5 Lynn House Friary Estate SE15 1RR
4 Exeter House Friary Estate Friary Road SE15 1RL
Flat 1 Royal London Buildings SE15 1RX
5 Exeter House Friary Estate Friary Road SE15 1RL
Flat 2 Royal London Buildings SE15 1RX
2 Exeter House Friary Estate Friary Road SE15 1RL
Flat 8 Lynn House Friary Estate SE15 1RR
3 Exeter House Friary Estate Friary Road SE15 1RL
Flat 9 Lynn House Friary Estate SE15 1RR
8 Exeter House Friary Estate Friary Road SE15 1RL
Flat 30 Lynn House Friary Estate SE15 1RR
9 Exeter House Friary Estate Friary Road SE15 1RL
Flat 25 Lynn House Friary Estate SE15 1RR
6 Exeter House Friary Estate Friary Road SE15 1RL
Flat 26 Lynn House Friary Estate SE15 1RR
7 Exeter House Friary Estate Friary Road SE15 1RL
Flat 23 Lynn House Friary Estate SE15 1RR
28 Grantham House Friary Estate Green Hundred Road SE15 1RN
Flat 24 Lynn House Friary Estate SE15 1RR
29 Grantham House Friary Estate Green Hundred Road SE15 1RN
Flat 29 Lynn House Friary Estate SE15 1RR
26 Grantham House Friary Estate Green Hundred Road SE15 1RN
Flat 3 Lynn House Friary Estate SE15 1RR
27 Grantham House Friary Estate Green Hundred Road SE15 1RN
Flat 27 Lynn House Friary Estate SE15 1RR
31 Grantham House Friary Estate Green Hundred Road SE15 1RN
Flat 28 Lynn House Friary Estate SE15 1RR
32 Grantham House Friary Estate Green Hundred Road SE15 1RN
10 Canal Grove London SE15 1LB
3 Grantham House Friary Estate Green Hundred Road SE15 1RN

11 Canal Grove London SE15 1LB
30 Grantham House Friary Estate Green Hundred Road SE15 1RN
Unit 24 Kent Park Industrial Estate SE15 1LR
25 Grantham House Friary Estate Green Hundred Road SE15 1RN
Unit 10 57 Sandgate Street SE15 1LE
2 Grantham House Friary Estate Green Hundred Road SE15 1RN
14 Canal Grove London SE15 1LB
20 Grantham House Friary Estate Green Hundred Road SE15 1RN
15 Canal Grove London SE15 1LB
18 Grantham House Friary Estate Green Hundred Road SE15 1RN
12 Canal Grove London SE15 1LB
19 Grantham House Friary Estate Green Hundred Road SE15 1RN
13 Canal Grove London SE15 1LB
23 Grantham House Friary Estate Green Hundred Road SE15 1RN
Unit 22 Kent Park Industrial Estate SE15 1LR
24 Grantham House Friary Estate Green Hundred Road SE15 1RN
Flat 5 Royal London Buildings SE15 1RX
21 Grantham House Friary Estate Green Hundred Road SE15 1RN
Flat 6 Royal London Buildings SE15 1RX
22 Grantham House Friary Estate Green Hundred Road SE15 1RN
Flat 3 Royal London Buildings SE15 1RX
24 Lewes House Friary Estate Green Hundred Road SE15 1RP
Flat 4 Royal London Buildings SE15 1RX
30a Reading House Friary Estate Green Hundred Road SE15 1RS
Flat 9 Royal London Buildings SE15 1RX
30 Reading House Friary Estate Green Hundred Road SE15 1RS
Unit 20 Kent Park Industrial Estate SE15 1LR
29 Reading House Friary Estate Green Hundred Road SE15 1RS
Flat 7 Royal London Buildings SE15 1RX
3 Reading House Friary Estate Green Hundred Road SE15 1RS
Flat 8 Royal London Buildings SE15 1RX
33 Reading House Friary Estate Green Hundred Road SE15 1RS
Flat 22 Lynn House Friary Estate SE15 1RR
34 Reading House Friary Estate Green Hundred Road SE15 1RS
Flat 19 Bridgnorth House Friary Estate SE15 1RJ
31 Reading House Friary Estate Green Hundred Road SE15 1RS
Flat 2 Bridgnorth House Friary Estate SE15 1RJ
32 Reading House Friary Estate Green Hundred Road SE15 1RS
Flat 17 Bridgnorth House Friary Estate SE15 1RJ
28 Reading House Friary Estate Green Hundred Road SE15 1RS
Flat 18 Bridgnorth House Friary Estate SE15 1RJ
22 Reading House Friary Estate Green Hundred Road SE15 1RS
Flat 5 Bridgnorth House Friary Estate SE15 1RJ
23 Reading House Friary Estate Green Hundred Road SE15 1RS
Flat 6 Bridgnorth House Friary Estate SE15 1RJ
20 Reading House Friary Estate Green Hundred Road SE15 1RS
Flat 3 Bridgnorth House Friary Estate SE15 1RJ
21 Reading House Friary Estate Green Hundred Road SE15 1RS
Flat 4 Bridgnorth House Friary Estate SE15 1RJ
26 Reading House Friary Estate Green Hundred Road SE15 1RS
Flat 16 Bridgnorth House Friary Estate SE15 1RJ
27 Reading House Friary Estate Green Hundred Road SE15 1RS
Flat 10 Bridgnorth House Friary Estate SE15 1RJ
24 Reading House Friary Estate Green Hundred Road SE15 1RS
Flat 11 Bridgnorth House Friary Estate SE15 1RJ

25 Reading House Friary Estate Green Hundred Road SE15 1RS
Flat B 27 Ethnard Road SE15 1RY
9a Exeter House Friary Estate Friary Road SE15 1RL
Flat 1 Bridgnorth House Friary Estate SE15 1RJ
9a Reading House Friary Estate Green Hundred Road SE15 1RS
Flat 14 Bridgnorth House Friary Estate SE15 1RJ
9 Reading House Friary Estate Green Hundred Road SE15 1RS
Flat 15 Bridgnorth House Friary Estate SE15 1RJ
8 Reading House Friary Estate Green Hundred Road SE15 1RS
Flat 12 Bridgnorth House Friary Estate SE15 1RJ
37 Reading House Friary Estate Green Hundred Road SE15 1RS
Flat 13 Bridgnorth House Friary Estate SE15 1RJ
38 Reading House Friary Estate Green Hundred Road SE15 1RS
Flat 17 Lynn House Friary Estate SE15 1RR
35 Reading House Friary Estate Green Hundred Road SE15 1RS
Flat 18 Lynn House Friary Estate SE15 1RR
36 Reading House Friary Estate Green Hundred Road SE15 1RS
Flat 15 Lynn House Friary Estate SE15 1RR
6 Reading House Friary Estate Green Hundred Road SE15 1RS
Flat 16 Lynn House Friary Estate SE15 1RR
7 Reading House Friary Estate Green Hundred Road SE15 1RS
Flat 20 Lynn House Friary Estate SE15 1RR
4 Reading House Friary Estate Green Hundred Road SE15 1RS
Flat 21 Lynn House Friary Estate SE15 1RR
5 Reading House Friary Estate Green Hundred Road SE15 1RS
Flat 19 Lynn House Friary Estate SE15 1RR
2 Reading House Friary Estate Green Hundred Road SE15 1RS
Flat 2 Lynn House Friary Estate SE15 1RR
35 Lewes House Friary Estate Green Hundred Road SE15 1RP
Flat 14 Lynn House Friary Estate SE15 1RR
36 Lewes House Friary Estate Green Hundred Road SE15 1RP
Flat 9 Bridgnorth House Friary Estate SE15 1RJ
33 Lewes House Friary Estate Green Hundred Road SE15 1RP
Flat 1 Lynn House Friary Estate SE15 1RR
34 Lewes House Friary Estate Green Hundred Road SE15 1RP
Flat 7 Bridgnorth House Friary Estate SE15 1RJ
39 Lewes House Friary Estate Green Hundred Road SE15 1RP
Flat 8 Bridgnorth House Friary Estate SE15 1RJ
4 Lewes House Friary Estate Green Hundred Road SE15 1RP
Flat 12 Lynn House Friary Estate SE15 1RR
37 Lewes House Friary Estate Green Hundred Road SE15 1RP
Flat 13 Lynn House Friary Estate SE15 1RR
38 Lewes House Friary Estate Green Hundred Road SE15 1RP
Flat 10 Lynn House Friary Estate SE15 1RR
32 Lewes House Friary Estate Green Hundred Road SE15 1RP
Flat 11 Lynn House Friary Estate SE15 1RR
27 Lewes House Friary Estate Green Hundred Road SE15 1RP
Flat 55 Skenfrith House Ledbury Estate SE15 1NE
28 Lewes House Friary Estate Green Hundred Road SE15 1RP
Flat 21 Sarnsfield House Ledbury Estate SE15 1ND
25 Lewes House Friary Estate Green Hundred Road SE15 1RP
Flat 22 Sarnsfield House Ledbury Estate SE15 1ND
26 Lewes House Friary Estate Green Hundred Road SE15 1RP
Flat 2 Sarnsfield House Ledbury Estate SE15 1ND
30 Lewes House Friary Estate Green Hundred Road SE15 1RP

Flat 20 Sarnsfield House Ledbury Estate SE15 1ND
31 Lewes House Friary Estate Green Hundred Road SE15 1RP
Flat 25 Sarnsfield House Ledbury Estate SE15 1ND
29 Lewes House Friary Estate Green Hundred Road SE15 1RP
Flat 26 Sarnsfield House Ledbury Estate SE15 1ND
3 Lewes House Friary Estate Green Hundred Road SE15 1RP
Flat 23 Sarnsfield House Ledbury Estate SE15 1ND
14 Reading House Friary Estate Green Hundred Road SE15 1RS
Flat 24 Sarnsfield House Ledbury Estate SE15 1ND
15 Reading House Friary Estate Green Hundred Road SE15 1RS
Flat 19 Sarnsfield House Ledbury Estate SE15 1ND
12 Reading House Friary Estate Green Hundred Road SE15 1RS
Flat 13 Sarnsfield House Ledbury Estate SE15 1ND
13 Reading House Friary Estate Green Hundred Road SE15 1RS
Flat 14 Sarnsfield House Ledbury Estate SE15 1ND
18 Reading House Friary Estate Green Hundred Road SE15 1RS
Flat 11 Sarnsfield House Ledbury Estate SE15 1ND
19 Reading House Friary Estate Green Hundred Road SE15 1RS
Flat 12 Sarnsfield House Ledbury Estate SE15 1ND
16 Reading House Friary Estate Green Hundred Road SE15 1RS
Flat 17 Sarnsfield House Ledbury Estate SE15 1ND
17 Reading House Friary Estate Green Hundred Road SE15 1RS
Flat 18 Sarnsfield House Ledbury Estate SE15 1ND
11 Reading House Friary Estate Green Hundred Road SE15 1RS
Flat 15 Sarnsfield House Ledbury Estate SE15 1ND
6 Lewes House Friary Estate Green Hundred Road SE15 1RP
Flat 16 Sarnsfield House Ledbury Estate SE15 1ND
7 Lewes House Friary Estate Green Hundred Road SE15 1RP
Flat 37 Sarnsfield House Ledbury Estate SE15 1ND
40 Lewes House Friary Estate Green Hundred Road SE15 1RP
Flat 38 Sarnsfield House Ledbury Estate SE15 1ND
5 Lewes House Friary Estate Green Hundred Road SE15 1RP
Flat 35 Sarnsfield House Ledbury Estate SE15 1ND
1 Reading House Friary Estate Green Hundred Road SE15 1RS
Flat 36 Sarnsfield House Ledbury Estate SE15 1ND
10 Reading House Friary Estate Green Hundred Road SE15 1RS
Flat 40 Sarnsfield House Ledbury Estate SE15 1ND
8 Lewes House Friary Estate Green Hundred Road SE15 1RP
Flat 41 Sarnsfield House Ledbury Estate SE15 1ND
9 Lewes House Friary Estate Green Hundred Road SE15 1RP
Flat 39 Sarnsfield House Ledbury Estate SE15 1ND
19 Exeter House Friary Estate Friary Road SE15 1RL
Flat 4 Sarnsfield House Ledbury Estate SE15 1ND
Rear Of 636 Old Kent Road SE15 1JB
Flat 34 Sarnsfield House Ledbury Estate SE15 1ND
655-657 Old Kent Road London SE15 1JU
Flat 29 Sarnsfield House Ledbury Estate SE15 1ND
Ground Floor Front 635 Old Kent Road SE15 1JU
Flat 3 Sarnsfield House Ledbury Estate SE15 1ND
Ground Floor Rear 635 Old Kent Road SE15 1JU
Flat 27 Sarnsfield House Ledbury Estate SE15 1ND
709 Old Kent Road London SE15 1JZ
Flat 28 Sarnsfield House Ledbury Estate SE15 1ND
721 Old Kent Road London SE15 1JL
Flat 32 Sarnsfield House Ledbury Estate SE15 1ND

Basement 635 Old Kent Road SE15 1JU
 Flat 33 Sarnsfield House Ledbury Estate SE15 1ND
 Unit 7 25-39 Devon Street SE15 1JR
 Flat 30 Sarnsfield House Ledbury Estate SE15 1ND
 Western Wharf Livesey Place SE15 6SL
 Flat 31 Sarnsfield House Ledbury Estate SE15 1ND
 Unit 5 25-39 Devon Street SE15 1JR
 Flat 10 Sarnsfield House Ledbury Estate SE15 1ND
 Unit 6 25-39 Devon Street SE15 1JR
 24-32 Murdock Street London SE15 1LW
 Rubys Cafe Corner Of Ruby Triangle SE15 1LG
 7-14 Ruby Triangle London SE15 1LG
 Ground Floor 8 Peckham Park Road SE15 6TW
 Ground Floor 10 Peckham Park Road SE15 6TW
 Rear Of 731a Old Kent Road SE15 1JL
 Unit 1 2-12 Ruby Street SE15 1LL
 Unit 2 2-12 Ruby Street SE15 1LL
 High Way Depot Peckham Park Road SE15 6TR
 Unit 2 25-39 Devon Street SE15 1JR
 668 Old Kent Road London SE15 1JF
 First Floor Flat 30 Ethnard Road SE15 1RU
 First Floor And Second Floor Flat 624 Old Kent Road SE1 1JB
 22 Pencraig Way London SE15 1SH
 660 Old Kent Road London SE15 1JF
 First Floor Flat 11 Peckham Park Road SE15 6TR
 First To Third Floors 662 Old Kent Road SE15 1JF
 16a Peckham Park Road London SE15 6TW
 First Floor Flat 18 Peckham Park Road SE15 6TW
 First Floor And Second Floor Flat 3 Ethnard Road SE15 1RY
 662 Old Kent Road London SE15 1JF
 632a Old Kent Road London SE15 1JB
 21a Peckham Park Road London SE15 6TR
 593-613 Old Kent Road London SE15 1LA
 20a Ethnard Road London SE15 1RU
 Flat 1 Sarnsfield House Ledbury Estate SE15 1ND
 20b Ethnard Road London SE15 1RU
 First Floor And Second Floor Flat 620 Old Kent Road SE15 1JB
 First Floor And Second Floor Flat 658 Old Kent Road SE15 1JF
 First Floor And Second Floor Flat 722b Old Kent Road SE15 1NG
 9 Pencraig Way London SE15 1SH
 628a Old Kent Road London SE15 1JB
 First Floor And Second Floor Flat 729 Old Kent Road SE15 1JL
 7 Pencraig Way London SE15 1SH
 Second Floor Flat 681 Old Kent Road SE15 1JS
 9b Peckham Park Road London SE15 6TR
 Rear 7 Peckham Park Road SE15 6TR
 Second Floor Flat 660 Old Kent Road SE15 1JF
 Unit 4 25-39 Devon Street SE15 1JR
 Unit 1 25-39 Devon Street SE15 1JR
 Flat 42 Sarnsfield House Ledbury Estate SE15 1ND
 Second Floor Flat 11 Peckham Park Road SE15 6TR
 Flat 34 Skenfrith House Ledbury Estate SE15 1NE
 2-20 Devon Street London SE15 1JR
 Flat 35 Skenfrith House Ledbury Estate SE15 1NE
 Ground Floor Flat 30 Ethnard Road SE15 1RU
 27 Pencraig Way London SE15 1SH
 28 Pencraig Way London SE15 1SH
 25 Pencraig Way London SE15 1SH
 26 Pencraig Way London SE15 1SH
 5 Pencraig Way London SE15 1SH
 6 Pencraig Way London SE15 1SH
 3 Pencraig Way London SE15 1SH
 4 Pencraig Way London SE15 1SH
 24 Pencraig Way London SE15 1SH
 19 Pencraig Way London SE15 1SH
 2 Pencraig Way London SE15 1SH
 17 Pencraig Way London SE15 1SH
 18 Pencraig Way London SE15 1SH
 23 Pencraig Way London SE15 1SH
 20 Pencraig Way London SE15 1SH
 21 Pencraig Way London SE15 1SH
 670a Old Kent Road London SE15 1JF
 672a Old Kent Road London SE15 1JF
 664 Old Kent Road London SE15 1JF
 Flat 1 666 Old Kent Road SE15 1JF

Flat 32 Skenfrith House Ledbury Estate SE15 1NE
First To Third Floors 652 Old Kent Road SE15 1JF
Flat 33 Skenfrith House Ledbury Estate SE15 1NE
First To Third Floors 664 Old Kent Road SE15 1JF
Flat 38 Skenfrith House Ledbury Estate SE15 1NE
First To Third Floors 666 Old Kent Road SE15 1JF
Flat 39 Skenfrith House Ledbury Estate SE15 1NE
726a Old Kent Road London SE15 1NG
Flat 36 Skenfrith House Ledbury Estate SE15 1NE
First To Third Floor Flat 656 Old Kent Road SE15 1JF
Flat 37 Skenfrith House Ledbury Estate SE15 1NE
Flat A 612 Old Kent Road SE15 1JB
Flat 31 Skenfrith House Ledbury Estate SE15 1NE
Flat B 612 Old Kent Road SE15 1JB
Flat 26 Skenfrith House Ledbury Estate SE15 1NE
40 Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 27 Skenfrith House Ledbury Estate SE15 1NE
41 Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 24 Skenfrith House Ledbury Estate SE15 1NE
39 Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 25 Skenfrith House Ledbury Estate SE15 1NE
4 Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 3 Skenfrith House Ledbury Estate SE15 1NE
44 Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 30 Skenfrith House Ledbury Estate SE15 1NE
45 Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 28 Skenfrith House Ledbury Estate SE15 1NE
42 Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 29 Skenfrith House Ledbury Estate SE15 1NE
43 Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 5 Skenfrith House Ledbury Estate SE15 1NE
39a Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 50 Skenfrith House Ledbury Estate SE15 1NE
33 Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 48 Skenfrith House Ledbury Estate SE15 1NE
34 Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 49 Skenfrith House Ledbury Estate SE15 1NE
31 Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 53 Skenfrith House Ledbury Estate SE15 1NE
32 Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 54 Skenfrith House Ledbury Estate SE15 1NE
37 Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 51 Skenfrith House Ledbury Estate SE15 1NE
38 Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 52 Skenfrith House Ledbury Estate SE15 1NE
35 Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 47 Skenfrith House Ledbury Estate SE15 1NE
36 Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 41 Skenfrith House Ledbury Estate SE15 1NE
13 Exeter House Friary Estate Friary Road SE15 1RL
Flat 42 Skenfrith House Ledbury Estate SE15 1NE
14 Exeter House Friary Estate Friary Road SE15 1RL
Flat 4 Skenfrith House Ledbury Estate SE15 1NE
11 Exeter House Friary Estate Friary Road SE15 1RL
Flat 40 Skenfrith House Ledbury Estate SE15 1NE

12 Exeter House Friary Estate Friary Road SE15 1RL
Flat 45 Skenfrith House Ledbury Estate SE15 1NE
17 Exeter House Friary Estate Friary Road SE15 1RL
Flat 46 Skenfrith House Ledbury Estate SE15 1NE
18 Exeter House Friary Estate Friary Road SE15 1RL
Flat 43 Skenfrith House Ledbury Estate SE15 1NE
15 Exeter House Friary Estate Friary Road SE15 1RL
Flat 44 Skenfrith House Ledbury Estate SE15 1NE
16 Exeter House Friary Estate Friary Road SE15 1RL
Flat 23 Skenfrith House Ledbury Estate SE15 1NE
10 Exeter House Friary Estate Friary Road SE15 1RL
Flat 53 Sarnsfield House Ledbury Estate SE15 1ND
6 Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 54 Sarnsfield House Ledbury Estate SE15 1ND
7a Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 51 Sarnsfield House Ledbury Estate SE15 1ND
46 Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 52 Sarnsfield House Ledbury Estate SE15 1ND
5 Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 6 Sarnsfield House Ledbury Estate SE15 1ND
9 Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 7 Sarnsfield House Ledbury Estate SE15 1ND
1 Exeter House Friary Estate Friary Road SE15 1RL
Flat 55 Sarnsfield House Ledbury Estate SE15 1ND
7 Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 56 Sarnsfield House Ledbury Estate SE15 1ND
8 Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 50 Sarnsfield House Ledbury Estate SE15 1ND
30 Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 45 Sarnsfield House Ledbury Estate SE15 1ND
13 Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 46 Sarnsfield House Ledbury Estate SE15 1ND
10 Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 43 Sarnsfield House Ledbury Estate SE15 1ND
12 Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 44 Sarnsfield House Ledbury Estate SE15 1ND
1 Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 49 Sarnsfield House Ledbury Estate SE15 1ND
15 Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 5 Sarnsfield House Ledbury Estate SE15 1ND
16a Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 47 Sarnsfield House Ledbury Estate SE15 1ND
14 Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 48 Sarnsfield House Ledbury Estate SE15 1ND
11 Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 18 Skenfrith House Ledbury Estate SE15 1NE
26 Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 19 Skenfrith House Ledbury Estate SE15 1NE
27 Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 16 Skenfrith House Ledbury Estate SE15 1NE
24 Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 17 Skenfrith House Ledbury Estate SE15 1NE
25 Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 21 Skenfrith House Ledbury Estate SE15 1NE
3 Aylesbury House Friary Estate Friary Road SE15 1RW

Flat 22 Skenfrith House Ledbury Estate SE15 1NE
30a Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 2 Skenfrith House Ledbury Estate SE15 1NE
28 Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 20 Skenfrith House Ledbury Estate SE15 1NE
29 Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 15 Skenfrith House Ledbury Estate SE15 1NE
23 Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 1 Skenfrith House Ledbury Estate SE15 1NE
18 Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 10 Skenfrith House Ledbury Estate SE15 1NE
19 Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 8 Sarnsfield House Ledbury Estate SE15 1ND
16 Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 9 Sarnsfield House Ledbury Estate SE15 1ND
17 Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 13 Skenfrith House Ledbury Estate SE15 1NE
21 Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 14 Skenfrith House Ledbury Estate SE15 1NE
22 Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 11 Skenfrith House Ledbury Estate SE15 1NE
2 Aylesbury House Friary Estate Friary Road SE15 1RW
Flat 12 Skenfrith House Ledbury Estate SE15 1NE
20 Aylesbury House Friary Estate Friary Road SE15 1RW
16 Canal Grove London SE15 1LB
32 Ethnard Road London SE15 1RU 14 Ruby Street London SE15 1LL

Re-consultation: N/A

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

Archaeology Officer
Economic Development Team
Ecology Officer
Environmental Protection Team
Flood and Drainage Team
Highway Development Management
Transport Planning Team
Urban Forester

Statutory and non-statutory organisations

Arqiva - digital communications
Greater London Authority
Health & Safety Executive
London Underground Limited
National Air Traffic Safeguarding Office
Network Rail (Planning)
Thames Water - Development Planning

Neighbour consultation

One representations received from a business operator on Ruby Street

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	Southwark Estates (One) Limited	Reg. Number	19/AP/1710
Application Type	Full Planning Application	Case Number	2168-647
Recommendation	Grant subject to Legal Agrt, GLA and SoS		

Draft of Decision Notice

Planning Permission was GRANTED for the following development:

Demolition of existing buildings on the site and the comprehensive mixed-use redevelopment of the site comprising of two buildings of 10-storeys plus mezzanine (up to 38.900m AOD) and 19-storeys plus mezzanine (up to 71.500m AOD), comprising 262 residential units (Use Class C3 use), 2,736sqm GEA of flexible retail and commercial floorspace (Class A1/A2/A3/A4/B1 uses) at ground and mezzanine level, new public park, private and communal amenity space, associated car and cycle parking, access and servicing arrangements, plant and other associated works.

At: 651-657 OLD KENT ROAD, LONDON SE15 1JU

In accordance with application received on 07/06/2019

and Applicant's Drawing Nos. DRAWINGS:

RTR003-FAR-DR-PA-03001 - SITE LOCATION PLAN - OWNERSHIP BOUNDARY
RTR003-FAR-DR-PA-03002 - SITE LOCATION PLAN - RED LINE BOUNDARY
RTR003-FAR-DR-PA-03005 - EXISTING ROOF SITE PLAN – DEMOLITION
RTR003-FAR-DR-PA-03010 - EXISTING GROUND FLOOR SITE PLAN
RTR003-FAR-DR-PA-03020 - EXISTING ROOF SITE PLAN
RTR003-FAR-DR-PA-03030 - EXISTING SITE ELEVATIONS AND SECTIONS
RTR003-FAR-DR-PA-03100 - PROPOSED GROUND FLOOR SITE PLAN
RTR003-FAR-DR-PA-03120 - PROPOSED ROOF SITE PLAN
RTR003-FAR-DR-PA-03200 - PROPOSED - SITE SECTION AA
RTR003-FAR-DR-PA-03300 - PROPOSED - OLD KENT ROAD SITE ELEVATION
RTR003-FAR-DR-PA-03301 - PROPOSED - SANDGATE STREET SITE ELEVATION
RTR003-FAR-DR-PA-03302 - PROPOSED - RUBY AND HYNDMAN STREET SITE ELEVATION
RTR003-FAR-DR-PA-05000 REV B - PROPOSED - LEVEL 00
RTR003-FAR-DR-PA-05100 REV B - PROPOSED - LEVEL MEZZ
RTR003-FAR-DR-PA-05101 REV C - PROPOSED - LEVEL 01
RTR003-FAR-DR-PA-05102 REV C - PROPOSED - LEVEL 02
RTR003-FAR-DR-PA-05103 REV C - PROPOSED - LEVEL 03-05
RTR003-FAR-DR-PA-05106 REV C - PROPOSED - LEVEL 06-07
RTR003-FAR-DR-PA-05107 – PROPOSED – LEVEL 07
RTR003-FAR-DR-PA-05108 REV C - PROPOSED - LEVEL 08-09
RTR003-FAR-DR-PA-05110 REV C - PROPOSED - LEVEL 10
RTR003-FAR-DR-PA-05111 REV C – PROPOSED – LEVEL 11-14
RTR003-FAR-DR-PA-05115 REV C - PROPOSED - LEVEL 15-17
RTR003-FAR-DR-PA-05118 REV C - PROPOSED - LEVEL 18
RTR003-FAR-DR-PA-05119 REV B - PROPOSED - LEVEL 19
RTR003-FAR-DR-PA-05120 REV B - PROPOSED - ROOF PLAN
RTR003-FAR-DR-PA-05200 REV A – PROPOSED – SECTION AA
RTR003-FAR-DR-PA-05201 REV A – PROPOSED – SECTION BB
RTR003-FAR-DR-PA-05202 - PROPOSED – SECTION CC
RTR003-FAR-DR-PA-05300 REV B – PROPOSED – OLD KENT ROAD ELEVATION
RTR003-FAR-DR-PA-05301 REV B – PROPOSED – RUBY LANE ELEVATION
RTR003-FAR-DR-PA-05302 REV A – PROPOSED – HYNDMAN STREET ELEVATION
RTR003-FAR-DR-PA-05303 REV B – PROPOSED – COURTYARD ELEVATION

RTR003-FAR-DR-PA-09100 REV A - TYPICAL FACADE DETAIL - BASE
 RTR003-FAR-DR-PA-09101 REV A - TYPICAL FACADE DETAIL - MIDDLE
 RTR003-FAR-DR-PA-09102 REV A - TYPICAL FACADE DETAIL - TOP
 RTR003-FAR-DR-PA-09103 - TYPICAL FACADE DETAIL – COURTYARD

6832_L_110 - LANDSCAPE GENERAL ARRANGEMENT ILLUSTRATIVE PLAN
 6832_L_110 - LANDSCAPE SECTION ROOF TERRACES
 6832_L_700 - LANDSCAPE SECTION GROUND LEVEL 01-02
 6832_L_701 - LANDSCAPE SECTION ROOF TERRACES

Accommodation Schedule 24.01.2020

Supporting Documents

Archaeological Desk Based Assessment June 2019, Air Quality assessment, Built heritage Statement June 2019, Construction Management Plan June 2019, Daylight, Sunlight and Overshadowing Addendum Statement V2 February 2020, Daylight, Sunlight and Overshadowing Addendum Statement V3 February 2020, Delivery and Servicing Plan June 2019, Design and Access Statement June 2019, Energy Strategy June 2019, Energy Strategy Addendum, Planning Statement June 2019, Environmental Noise Survey June 2019, Fire Engineering Stage 2 Report Revision 3 February 2020, Flood Risk Assessment June 2019, Planning Statement June 2019, Preliminary Risk Assessment June 2019, Transport Assessment June 2019, Ventilation Summary June 2019, Preliminary Ecological Appraisal June 2019, Statement of Community Involvement June 2019, Sustainability Statement June 2019, Townscape and Visual Impact Assessment June 2019, Viability Executive Summary June 2019, Full Viability Report July 2019, Waste Management Strategy June 2019, Wind Microclimate Assessment Revision 3 August 2019,

Subject to the following forty-four conditions:

Time limit for implementing this permission and the approved plans

1 Approved Plans

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

RTR003-FAR-DR-PA-03100 - PROPOSED GROUND FLOOR SITE PLAN
 RTR003-FAR-DR-PA-03120 - PROPOSED ROOF SITE PLAN
 RTR003-FAR-DR-PA-03200 - PROPOSED - SITE SECTION AA
 RTR003-FAR-DR-PA-03300 - PROPOSED - OLD KENT ROAD SITE ELEVATION
 RTR003-FAR-DR-PA-03301 - PROPOSED - SANDGATE STREET SITE ELEVATION
 RTR003-FAR-DR-PA-03302 - PROPOSED - RUBY AND HYNDMAN STREET SITE ELEVATION
 RTR003-FAR-DR-PA-05000 REV B - PROPOSED - LEVEL 00
 RTR003-FAR-DR-PA-05100 REV B - PROPOSED - LEVEL MEZZ
 RTR003-FAR-DR-PA-05101 REV C - PROPOSED - LEVEL 01
 RTR003-FAR-DR-PA-05102 REV C - PROPOSED - LEVEL 02
 RTR003-FAR-DR-PA-05103 REV C - PROPOSED - LEVEL 03-05
 RTR003-FAR-DR-PA-05106 REV C - PROPOSED - LEVEL 06-07
 RTR003-FAR-DR-PA-05107 – PROPOSED – LEVEL 07
 RTR003-FAR-DR-PA-05108 REV C - PROPOSED - LEVEL 08-09
 RTR003-FAR-DR-PA-05110 REV C - PROPOSED - LEVEL 10
 RTR003-FAR-DR-PA-05111 REV C – PROPOSED – LEVEL 11-14
 RTR003-FAR-DR-PA-05115 REV C - PROPOSED - LEVEL 15-17
 RTR003-FAR-DR-PA-05118 REV C - PROPOSED - LEVEL 18
 RTR003-FAR-DR-PA-05119 REV B - PROPOSED - LEVEL 19
 RTR003-FAR-DR-PA-05120 REV B - PROPOSED - ROOF PLAN
 RTR003-FAR-DR-PA-05200 REV A – PROPOSED – SECTION AA
 RTR003-FAR-DR-PA-05201 REV A – PROPOSED – SECTION BB
 RTR003-FAR-DR-PA-05202 - PROPOSED – SECTION CC
 RTR003-FAR-DR-PA-05300 REV B – PROPOSED – OLD KENT ROAD ELEVATION
 RTR003-FAR-DR-PA-05301 REV B – PROPOSED – RUBY LANE ELEVATION
 RTR003-FAR-DR-PA-05302 REV A – PROPOSED – HYNDMAN STREET ELEVATION

RTR003-FAR-DR-PA-05303 REV B – PROPOSED – COURTYARD ELEVATION
 RTR003-FAR-DR-PA-09100 REV A - TYPICAL FACADE DETAIL - BASE
 RTR003-FAR-DR-PA-09101 REV A - TYPICAL FACADE DETAIL - MIDDLE
 RTR003-FAR-DR-PA-09102 REV A - TYPICAL FACADE DETAIL - TOP
 RTR003-FAR-DR-PA-09103 - TYPICAL FACADE DETAIL – COURTYARD

6832_L_110 - LANDSCAPE GENERAL ARRANGEMENT ILLUSTRATIVE PLAN

Reason:

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

2 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.

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 Flood Resistance and Resilience Report

The ground levels of the site are at residual flood risk from the River Thames, and some surface water flood risk. A Flood Resistance and Resilience Report recommending solutions should be submitted to the local planning authority and approved in writing prior to the beginning of works on site (excluding superstructure demolition and site preparation). The report should be proportionate and risked based in terms of predicted flood risks to the planned development (including predicted levels for the years provided in EA Product 4). Construction should be carried out in line with the recommendations of the report.

Reason:

To minimise potential damage to property from flood events from these sources.

4 External lighting

Details of any external lighting to external areas surrounding the proposed buildings shall be submitted to and approved by the Local Planning Authority in writing before any such lighting in each phase of the development is installed (excluding demolition and site preparation). 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 2019, Strategic Policy 12 Design and Conservation and Strategic Policy 13 High environmental standards of The Core Strategy 2011 and Saved Policies 3.2 Protection of Amenity and 3.14 Designing out crime of the Southwark Plan 2007.

5 Secure By Design Application

Prior to the works hereby authorised commencing, evidence of the submission of an application for Secure By Design Accreditation from the Metropolitan Police, along with details of security measures proposed, shall be submitted and approved in writing by the Local Planning Authority. These measures shall be implemented in accordance with the approved details prior to occupation.

Reason:

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

6 Surface Water Drainage

No works (excluding superstructure demolition and site preparation) shall commence until the final detailed design for the proposed surface water drainage system incorporating Sustainable Drainage Systems (SuDS) have been submitted to and approved in writing by the Local Planning Authority, including detailed design, size and location of attenuation units and details of flow control measures. The strategy should achieve the greenfield runoff rate of 3.1 l/s as detailed in the outline Drainage Strategy prepared by Watermans in 2019. The applicant must demonstrate that the site is safe in the event of blockage/failure of the system, including consideration of exceedance flows. The site drainage must be constructed to the approved details.

Reason:

To minimise the potential for the site to contribute to surface water flooding in accordance with Southwark's Strategic Flood Risk Assessment (2017) and Policy 5.13 of the London Plan (2016).

7 Contamination

a) Either prior to or as part of the re-development works following demolition of site structures and site preparation, an intrusive site investigation and associated risk assessment shall be completed to fully characterise the nature and extent of any contamination of soils and ground water on the site.

b) In the event that contamination is found following paragraph a) above that presents a risk to future users or controlled waters or the wider environment, a detailed remediation and/or mitigation strategy shall be prepared and submitted to the Local Planning Authority for approval in writing. The strategy shall detail all proposed actions to be taken to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment. The approved remediation/mitigation strategy shall be implemented as part of the development.

c) Following the completion of the works and measures identified in the approved remediation strategy and Environmental Statement, a verification report shall be submitted to and approved in writing by the Local Planning Authority providing evidence that all works required by the remediation strategy have been completed and that the site is suitable and safe for the developed uses and in respect of the wider environment.

d) In the event that potential contamination is found at any time during development works that was not previously identified, then a scheme of investigation and risk assessment, and a remediation strategy shall be submitted to the Local Planning Authority for approval in writing, in accordance with the above paragraphs.

Reason:

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

8 Tree Planting

Prior to the commencement of works for the proposed Public Realm, and subject to Section 278 negotiations with the London Borough of Southwark and Transport for London full details of all proposed tree and shrub planting as shown in the approved plans (minimum of 16 trees and 46 multistem and standard trees) 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 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 2019 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.

9 Foundation Design

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

Reason:

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

10 Archaeological Mitigation

Before any work hereby authorised begins (excluding superstructure demolition and site preparation), 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 2019.

11 Archaeological Evaluation

Before any work hereby authorised begins (excluding superstructure demolition and site preparation), 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 2019.

12 Community Infrastructure Levy

Prior to the commencement of any CIL Phase (chargeable development), a Phasing Plan, showing the location and extent of that Phase, shall be submitted to and approved in writing by the Local Planning Authority.

Any variations to the Phasing Plan thereafter shall be agreed in writing by the Local Planning Authority.

Reason: To assist with the identification of each chargeable development (being the Phase and the calculation of the amount of CIL payable in respect of each chargeable development in accordance with the Community Infrastructure Levy Regulations 2010 (as amended).

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.

13 Prior to the commencement of works above grade (excluding superstructure demolition and site preparation), the proposed bug, bird and bat nesting boxes including the exact location, specification and design of the habitats shall be submitted to and approved in writing by the Local Planning Authority.

No less than 6 house sparrow terraces and 6 bat tubes and 2 bug boxes shall be provided and the details shall include the exact location, specification and design of the habitats. The features shall be installed within 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 above features shall be installed strictly in accordance with the details so approved, shall be maintained as such thereafter.

Reason:

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

14 Wheelchair Units

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

M4 (Category 2) 'accessible and adaptable':- 23 units - (I-01.11, I-02.11, I-05.11 (Levels 3 - 5), P-01.01, P-02.01, P-05.01 (Levels 3 - 5), P-06.01, P-06.01, P-07.01, P-07.11, P-09.01 (Levels 8 -9), P-09.11 (Levels 8-9), P-10.01, P-14.01 (Levels 11- 14)

M4 (Category 3(b) 'wheelchair user dwellings'.- 8 units (Units A-02.06, A-05.06 (Levels 3- 5), A-06.06, A-07.06 A-09.06 (Levels 8-9)

Reason:

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

15 Mock Ups

Prior to the commencement of works above grade hereby approved (excluding superstructure demolition and site preparation), a typical elevational mock-up of the development façades to be used in the carrying out of this permission shall be presented on site and approved in writing by the Local Planning Authority. The development shall not be carried out otherwise than in accordance with any such approval given. 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 National Planning Policy Framework 2019, Policy 7.7 of the London Plan 2016, Strategic Policy Strategic policy 12 Design & Conservation - of the Core Strategy (2011) and Saved Policies: 3.12 Quality in Design; 3.13 Urban Design; and 3.20 Tall buildings of The Southwark Plan (2007).

16 Detail Drawings

Prior to commencement of works above grade (excluding superstructure demolition and site preparation) on any phase of the development hereby authorised, detail drawings at a scale of 1:10 through:

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

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

Reason:

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

17 Material Samples

Prior to the commencement of works above grade (excluding superstructure demolition and site preparation) hereby authorised, samples of all external facing materials to be used in the carrying out of this permission shall be presented on site to the Local Planning Authority and approved in writing. The development shall not be carried out otherwise than in accordance with any such approval given.

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 Saved Policies: 3.11 Efficient use of land; 3.12 Quality in Design; 3.13 Urban Design; of The Southwark Plan (UDP) July 2007.

18 Light Pollution

Prior to the commencement of works above grade hereby permitted (excluding superstructure demolition and site preparation), a detailed lighting strategy and design for all internal and external lighting, demonstrating compliance with the Institute of Lighting Professionals (ILP) Guidance Notes, shall be submitted to and approved by the Local Planning Authority in writing. If mitigation is required it shall be implemented prior to the first use of the building and retained as such thereafter.

Reason:

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

19 Play

i) Before any above grade work hereby authorised (excluding superstructure demolition and site preparation) begins within the public realm 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) Before any above grade work (excluding demolition) hereby authorised begins (excluding public realm, as detailed in part i), 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.

iii) 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 2019 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

20 Off Street Parking

Before any above grade work hereby authorised begins (excluding superstructure demolition and site preparation) 1:50 scale drawings of the off street wheelchair accessible parking to be provided, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the car parking facilities shall be retained and the space used for no other purpose and the development shall not be carried out otherwise in accordance with any such approval given.

Reason:

In order to ensure that satisfactory car parking facilities are provided for disabled residents, the re-provided car hire business and the proposed car club, in accordance with The National Planning Policy Framework 2019, Strategic Policy 2 - Sustainable Transport of The Core Strategy and Saved Policies 5.5 Car Parking, 5.7 Parking Standards for disabled people and the mobility impaired and 5.8 Other Parking of the Southwark Plan 2007.

21 Flow Rates

Before any work hereby authorised begins on each phase of development hereby approved (excluding demolition and site preparation works), the specific flow rates for the sanitary ware and water consuming appliances for each of the dwelling types shall be provided to the Local Authority for approval in writing. All dwellings shall be designed to meet 105 litres per person per day (internal water usage), which is equivalent to the 'optional' requirement of the Building Regulations Part G (105 litres/person/day for internal water usage plus 5 litres/person/day for outdoor external usage = 110

litres/person/day). The development shall not be carried out otherwise than in accordance with any such approval given.

Reason:

To ensure the development complies with the National Planning Policy Framework 2019, Strategic Policy 13 (High environmental standards) of the Core Strategy 2011, saved policies 3.3 Sustainability and Energy Efficiency of the Southwark Plan and Policy 5.15 of the London Plan 2015 (Water use and supplies).

22 Cycle Storage

Before any above grade work hereby authorised begins (excluding superstructure demolition and site preparation), the following shall be submitted to and approved in writing by the Local Planning Authority:

- i) 1:50 scale drawings of the facilities to be provided for the secure and covered storage of cycles.

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 2019, Strategic Policy 2 - Sustainable Transport of The Core Strategy and Saved Policy 5.3 Walking and Cycling of the Southwark Plan 2007.

23 Hard and Soft Landscaping

Before any above grade work hereby authorised begins (excluding superstructure demolition and site preparation) detailed drawings of a hard and soft landscaping scheme showing the treatment of all parts of the site not covered by buildings (including cross sections, surfacing materials of any parking, access, or pathways layouts, materials and edge details), 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 landscape scheme must be designed to mitigate against the adverse impacts of wind, and the submitted details must demonstrate that the appropriate Lawson Safety Method and Lawson Comfort Method criteria shall be achieved.

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

Reason:

So that the Council may be satisfied with the details of the landscaping scheme in accordance with The National Planning Policy Framework 2019, London Plan (2016) Policies 7.6 and 7.7, 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.

24 Landscape Management Plan

Before above grade work hereby authorised begins (excluding superstructure demolition and site preparation) a landscape management plan including long- term design objectives, management responsibilities and maintenance schedules for all landscaped areas (except privately owned domestic gardens), shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority.

The scheme shall include soft landscaping, ecological enhancements and roofs.

Reason:

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

25 Green, Brown and Blue Roofs

i) Before any above grade work hereby authorised begins (excluding superstructure demolition and site preparation) details of the green, brown and blue roofs proposed for that Block shall be submitted to and approved in writing by the Local Planning Authority. The 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 green, brown and blue 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 green, brown and blue roofs shall be carried out strictly in accordance with the details approved and shall be maintained as such thereafter.

Reason:

To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in accordance with policy 5.11 of the London Plan 2016, Saved Policy 3.28 of the Southwark Plan and Strategic Policy 11 of the Southwark Core strategy.

26 Fit Out of B1 (c) Units

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

Reason:

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

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

27 Electric Vehicle Charging Points

Before the first occupation of the development hereby approved, details of the installation (including location and type) of at least two electric vehicle charger points within the car parking area shall be submitted to and approved in writing by the Local Planning Authority and the electric vehicle charger points shall be installed prior to occupation and shall not be carried out otherwise in accordance with any such approval given.

Reason:

To encourage more sustainable travel in accordance with The National Planning Policy Framework 2019, Strategic Policy 2 Sustainable Transport of The Core Strategy 2011 and Saved Policies 3.1 Environmental Effects and 5.2 Transport Impacts of the Southwark Plan 2007.

28 BREEAM

Prior to 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.

Where commercial premises hereby authorised are to be delivered to a shell and core standard only, an independently verified BREEAM report (detailing performance in each category, overall score, BREEAM rating and a BREEAM certificate of building performance) to achieve a '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.

iii) Before the first occupation of the development 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 have been met.

Reason:

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

29 Ventilation / Kitchen Extract

Prior to the commencement of any cafe or restaurant use on the site (use class A3) 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, shall be submitted to and approved by the Local Planning Authority and the development shall not be carried out otherwise than in accordance with any approval given.

Reason:

In order to ensure that that the ventilation ducting and ancillary equipment will not result in 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 2019, Strategic Policy 13 - High Environmental Standards of The Core Strategy 2011 and Saved Policy 3.2 Protection of Amenity of The Southwark Plan 2007

30 Flood Warning and Emergency Evacuation Plan

The ground levels of the site are at residual flood risk from the River Thames, and some surface water flood risk. A stand alone Flood Warning and Emergency Evacuation Plan should be submitted to Southwark's Emergency Planning department for their approval in writing prior to occupation of the site. The plan should state how occupants will be made aware that they can sign up to the Environment Agency Flood Warning services, and of the plan. It should also provide details of how occupants should respond in the event that they receive a flood warning, or become aware of a flood.

Reason:

To ensure that occupants have the opportunity to respond to Environment Agency flood warnings.

31 Ecology Enhancement Strategy

All of the measures for the mitigation of impact and enhancement of biodiversity set out in the submitted Preliminary Ecological Appraisal, shall be implemented prior to the given phase being first occupied.

Reason:

To increase the biodiversity of the site, to mitigate any impact from the development hereby approved and to comply with Saved Policy 3.28 of the Southwark Plan and Strategic Policy 11 of the Southwark Core Strategy

32 Secure By Design Certification

Before the first occupation of the building hereby permitted evidence that Secure By Design Accreditation has been awarded by the Metropolitan Police and that all approved security measures have been implemented shall be submitted to and approved by the Local Planning Authority.

Reason:

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

33 Thames Water

No properties shall be occupied until confirmation has been provided that either:

- i) all water network upgrades required to accommodate the additional flows from the development have been completed; or
- ii) a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied.

Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

Reason:

The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development. The developer can request information to support the discharge of this condition by visiting the Thames Water website <https://developers.thameswater.co.uk/Developingalargesite/Planningyourdevelopment>.

34 Screening

The 1.7m high privacy screens to the proposed balconies shall be installed prior to occupation and shall be maintained as such thereafter.

Reason:

In the interests of visual and residential amenity in accordance with The National Planning Policy Framework 2019, Strategic Policy 12 Design and conservation of The Core Strategy 2011 and Saved Policy 3.2 Protection of amenity of the Southwark Plan 2007.

35 Marketing Material

Prior to occupation, details of the marketing materials for sale and rental properties shall be submitted and approved in writing by the local planning authority clearly identifying the development as car free and that all new residents should sign acknowledgement of the permit free status of their new home.

Reason:

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

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

36 Land Use

Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order and any associated provisions of the Town and Country Planning General Permitted Development Order (including any future amendment or enactment of those Orders), the Class B1 use hereby permitted shall only be for Class B1(a), (b) or (c) uses.

Reason:

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

37 Energy Efficiency

The development hereby permitted shall be constructed to include the energy efficiency measures, air source heat pumps and photovoltaic panels as stated in the Energy Strategy submitted in support of the application. All measures and technologies shall remain for as long as the development is occupied, unless otherwise agreed in writing with the Local Planning Authority.

Reason:

To ensure the development complies with the National Planning Policy Framework 2019, Strategic Policy 13 High Environmental Standards of the Core Strategy and Policy 5.7 Renewable Energy of the London Plan 2015.

38 Roof Plant, Equipment or Other Structures,

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

Reason:

In order to ensure that no additional plant 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 2019, 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.

39 Piling

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.

40 Unexpected Contamination

If, during development, 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, 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.

40 Servicing Hours

Any deliveries or collections to the commercial units shall only be between the following hours: 07.00 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 2019, Strategic Policy 13 High environmental standards of The Core Strategy 2011 and Saved Policy 3.2 Protection of Amenity of The Southwark Plan 2007.

41 Noise Transfer Between Commercial and Residential Uses

Party walls, floors and ceilings between any A3 or A4 commercial premises and residential dwellings shall be designed to achieve a minimum weighted standardized level difference of 55dB DnTw+Ctr for A3 uses and 60dB DnTw+Ctr for A4 uses. Pre-occupation testing of the separating partition shall be undertaken for airborne sound insulation in accordance with the methodology of BS EN ISO 140-4:1998. Details of the specification of the partition together with full results of the sound transmission testing shall be submitted to the Local Planning Authority for written approval prior to the use commencing and once approved the partition shall be permanently maintained thereafter.

Reason:

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

Framework 2019.

42 Noise

The Rated sound level from any plant, together with any associated ducting shall not exceed the Background sound level (LA90 15min) at the noise sensitive premises located around the site. Furthermore, the Specific plant sound level shall be 10dB(A) or more below the background sound level in this location. Recommendations to achieve this are contained in the Environmental Noise Survey by Hoare Lea, project 1011225, June 2019. For the purposes of this condition the 'Background, Rated 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 2019, Strategic Policy 13 High Environmental Standards of the Core Strategy 2011 and Saved Policy 3.2 Protection of Amenity of the Southwark Plan (2007).

43 Residential 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**, 30 dB LAeq T*, 45dB LAFmax T *

Living rooms- 35dB LAeq T **

Dining room - 40 dB LAeq T **

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

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

The above standards may be achieved by following the recommendations contained in the Environmental Noise Survey by Hoare Lea, project 1011225, June 2019. Following completion of the development and prior to occupation, a validation test shall be carried out on a 2% sample of premises representative of the site including at least five with a façade facing the Old Kent Road. 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 2019.

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).

44 Reporting Archaeological Works

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 2019.

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. A number of amendments have been made to the application in order to enable a positive recommendation to be made.

Informatives

'Site Preparation' works: -

"Site Preparation: surveys, site clearance, ground investigation, the erection of fencing or hoardings, the provision of security measures and lighting, the erection of temporary buildings or structures associated with the Development, the laying, removal or diversion of services, construction of temporary access, temporary highway works, and temporary estate roads."

'Superstructure' works: -

"Superstructure works are defined as part of the building above its foundations"

The development is a phased development for the purposes of the CIL regulations (2010) as amended. The proposed phasing will include site wide clearance enabling and remediation works which will include no chargeable development. Subsequent phases will be separate chargeable developments as defined by the relevant Phasing Plans. Such phases may be comprised of blocks, plots and groups of plots. They may also comprise further site preparation, enabling, public realm and infrastructure works which contain no chargeable development.

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