

Planning Committee

Tuesday 14 May 2019

6.30 pm

Ground Floor Meeting Room G01A - 160 Tooley Street, London SE1 2QH

Membership

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

Reserves

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

INFORMATION FOR MEMBERS OF THE PUBLIC

Access to information

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

Babysitting/Carers allowances

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Access

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Contact

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

Members of the committee are summoned to attend this meeting

Eleanor Kelly
Chief Executive
Date: 3 May 2019



Planning Committee

Tuesday 14 May 2019
6.30 pm

Ground Floor Meeting Room G01A - 160 Tooley Street, London SE1 2QH

Order of Business

Item No.	Title	Page No.
	PART A - OPEN BUSINESS	
	PROCEDURE NOTE	
1.	APOLOGIES	
	To receive any apologies for absence.	
2.	CONFIRMATION OF VOTING MEMBERS	
	A representative of each political group will confirm the voting members of the committee.	
3.	NOTIFICATION OF ANY ITEMS OF BUSINESS WHICH THE CHAIR DEEMS URGENT	
	In special circumstances, an item of business may be added to an agenda within five clear days of the meeting.	
4.	DISCLOSURE OF INTERESTS AND DISPENSATIONS	
	Members to declare any personal interests and dispensation in respect of any item of business to be considered at this meeting.	
5.	MINUTES	3 - 6
	To approve as a correct record the minutes of the open section of the meeting held on 2 April 2019.	

Item No.	Title	Page No.
6.	CONSERVATION AREA APPRAISALS: COBOURG ROAD, TRAFALGAR AVENUE AND GLENGALL AVENUE	7 - 89
7.	DEVELOPMENT MANAGEMENT	90 - 93
	7.1. CAPITAL HOUSE, 42-46 WESTON STREET, LONDON SE1 3QD	94 - 188
	7.2. SOUTHERNWOOD RETAIL PARK, 2 HUMPHREY STREET, LONDON, SE1 5JJ	189 - 373

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

EXCLUSION OF PRESS AND PUBLIC

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

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

PART B - CLOSED BUSINESS

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

Date: 3 May 2019



Planning Committee

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

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

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

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

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

8. Each speaker should restrict their comments to the planning aspects of the proposal and should avoid repeating what is already in the report. The meeting is not a hearing where all participants present evidence to be examined by other participants.
9. This is a council committee meeting which is open to the public and there should be no interruptions from the audience.
10. No smoking is allowed at committee.
11. Members of the public are welcome to film, audio record, photograph, or tweet the public proceedings of the meeting; please be considerate towards other people in the room and take care not to disturb the proceedings.

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

Contacts: General Enquiries
Planning Section, Chief Executive's Department
Tel: 020 7525 5403

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



Planning Committee

MINUTES of the OPEN section of the Planning Committee held on Tuesday 2 April 2019 at 6.30 pm at Ground Floor Meeting Room G02C - 160 Tooley Street, London SE1 2QH

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

OTHER MEMBERS PRESENT: Councillor Sunny Lambe
 Councillor Leo Pollak

OFFICER SUPPORT: Simon Bevan, Director of Planning
 Patrick Cronin, Planning
 Jon Gorst, Legal Services
 Yvonne Lewis, Planning
 Terence McLellan, Planning
 Alex Oyebade, Transport Policy
 Everton Roberts, Constitutional Team

1. APOLOGIES

There were no apologies for absence.

2. CONFIRMATION OF VOTING MEMBERS

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

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

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

meeting:

- Addendum report relating to item 6.1 and 6.2
- Members' pack relating to item 6.1 and 6.2

4. DISCLOSURE OF INTERESTS AND DISPENSATIONS

There were no disclosures of interests or dispensations.

5. MINUTES

RESOLVED:

That the minutes of the meeting held on 19 March 2019 be approved as a correct record 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 be clearly specified.

6.1. ALL SAINTS ANNEXE (IMPERIAL WAR MUSEUM) AND LAND TO THE REAR, AUSTRAL STREET, LONDON, SE11 4SJ

PROPOSAL:

Full Planning Permission for:

Construction of a three-storey building for Class D1 use (to provide offices and staff accommodation ancillary to the Imperial War Museum) within the rear yard, to incorporate rooftop plant and photovoltaics, together with the change of use of the existing All Saints Annexe building from Class D1 (ancillary to the museum) use to a mixed Class B1 (office) / Class D1 (ancillary to museum) use. The development will include hard and soft landscaping improvements, the provision of a cycle and refuse store, the provision of one accessible car parking space at the front of the All Saints Annexe building, the demolition of a portion of the site's boundary wall to Geraldine Mary Harmsworth Park and the incorporation of the replacement wall into the ground floor of the proposed building, the realignment of the access road into the site from the Park, demolition of the portakabins and other associated works.

Listed Building Consent for:

The demolition of part of the existing boundary wall between the All Saints Annexe and Geraldine Mary Harmsworth Park and the construction of a new wall, incorporating gates and windows, in association with planning application 18/AP/1577.

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

There were no objectors present at the meeting.

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

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

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

RESOLVED:

1. That full planning permission be granted for 18/AP/1577, subject to the conditions set out in the report and the addendum report.
2. That listed building consent be granted for 18/AP/4084, subject to the conditions set out in the report and the addendum report.

6.2. DOCKLEY ROAD INDUSTRIAL ESTATE, 2 DOCKLEY ROAD, LONDON SE16 3SF

PROPOSAL:

Demolition of the existing industrial units and redevelopment to provide a building ranging from one to nine storeys (32.55m AOD and 29.9m above ground) in height accommodating 1,093sqm of commercial floorspace at ground floor level incorporating industrial use (Use Class B8); retail uses (Use Class A1); and restaurants and cafe uses (Use Class A3) and 111 residential units (Class C3) at upper levels with associated works, including landscaping and 3 disabled car parking spaces.

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

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

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

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

Councillors Sunny Lambe and Leo Pollak addressed the meeting in their capacity as ward councillors, and answered questions by the committee.

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

RESOLVED:

- 1(a). That planning permission be granted, subject to conditions set out in the report and the inclusion of an 'early stage' and 'late stage' affordable housing review in the S106 agreement, and the applicant entering into an appropriate legal agreement by no later than 31 August 2019.
- 1(b). That in the event that the requirements of (a) above are not met by 31 August 2019, the Director of Planning be authorised to refuse planning permission, if appropriate, for the reasons set out at paragraph 148 of the report.

The meeting ended at 8.42pm

CHAIR:

DATED:

Item No. 6.	Classification: Open	Date: 14 May 2019	Meeting Name: Planning Committee
Report title:		Conservation Area Appraisals: Cobourg Road, Trafalgar Avenue and Glengall Avenue	
Ward(s) or groups affected:		Old Kent Road	
From:		Director of Planning	

RECOMMENDATION(S)

1. That the planning committee agrees to consult publically on the draft conservation area appraisals, management plans, extensions to conservation areas and article 4(1) directions at appendices 2, 3 and 4 for the following conservation areas:
 - Cobourg Road
 - Trafalgar Avenue
 - Glengall Avenue.
2. That the planning committee note the EQIA at appendix 1.

BACKGROUND INFORMATION

3. The Planning (Conservation Areas and Listed Buildings Act) 1990 allows Local Planning Authorities (LPA) to designate conservation areas. Section 71 (1)(2) and (3) of the Act require the LPA to formulate and publish proposals for the preservation and enhancement of conservation areas.

“(1) It shall be the duty of a local planning authority from time to time to formulate and publish proposals for the preservation and enhancement of any parts of their area which are conservation areas.

(2) Proposals under this section shall be submitted for consideration to a public meeting in the area to which they relate.

(3) The local planning authority shall have regard to any views concerning the proposals expressed by persons attending the meeting.”
4. The National Planning Policy Framework (NPPF) 2019 highlights that the LPA should set out a positive strategy for the conservation and enjoyment of the historic environment. Under the Planning Policy Guidance (PPG), it notes that conservation area appraisals can be used to help local planning authorities develop a management plan and that good appraisals will consider what features make a positive or negative contribution to the significance of the conservation area. The Historic England guidance note “Conservation Area Appraisals, Designation and Management – Historic England Advice Note 1 (Second Edition)” (February 2019) sets out best practice for appraisals.
5. An “article 4 (1) direction” removes permitted development rights, and thus anyone wishing to carry out such a development would require planning

permission. The order is made under the section (4) 1 of the Town and Country Planning (General Permitted Development Order) (England) 2015.

6. The Cobourg Road Conservation Area is situated to the south of the Old Kent Road, immediately opposite Burgess Park. It is a small area that consists of two main streets, Cobourg Road and Oakley Place, both branching off the Old Kent Road. Cobourg Road Conservation Area was one of the first parcels of formerly open land around the Old Kent Road to be developed for suburban housing in the early nineteenth century. This housing still exists along with later nineteenth century terraced housing and landmark buildings of St. Mark's Church (now New Peckham Mosque) and St. George's Methodist Church at either end of Cobourg Road. Cobourg Road School, jutting out into Burgess Park, is another landmark
7. Cobourg Road was designated as a conservation area by the Council on 25 November 1980 under the Civic Amenities Act of 1967, and extended on 23 November 1987.
8. Trafalgar Avenue conservation area was designated on 25 November 1980 and extended on 30 September 1991
9. The Glengall Road Conservation Area is situated to the south of the Old Kent Road, approximately 350 metres south east of the entrance to Burgess Park.
10. It was designated as a conservation area by the Council on 21 November 1971 under the Civic Amenities Act of 1967, and extended on the 30 September 1991 and again 3 April 1978. It is an area comprised principally of properties on Glengall Road and Glengall Terrace that were built in the 1840s. These properties remain remarkably intact, helping to give the conservation area a distinctive nineteenth century character that remains despite the demolition and comprehensive redevelopment of the surrounding streets in the 1960s and 70s. To the west and south are the irregular edges of Burgess Park and to the east and north are warehouses, light industry, builder's yards and garages.
11. Glengall Road was designated as a conservation area by the Council on 21 November 1971 under the Civic Amenities Act of 1967, extended on 3 April 1978 and again on 30 September 1991.

KEY ISSUES FOR CONSIDERATION

12. At present, these conservation areas do not have appraisals, and as such officers have research and written these guidance documents, with conformity to the best practice Historic England guidance note "Conservation Area Appraisals, Designation and Management – (Second Edition) (February 2019)". The appraisals follow a broad format and include sections:
 - What is a conservation area?
 - Purpose of this appraisal
 - Location, description and summary of special interest
 - History and archaeology
 - Appraisal of special character and appearance of the area
 - The conservation area today
 - Management and development guidelines
 - Proposed boundary alteration and extensions.

13. It is also proposed to extend Trafalgar Avenue to include old Canal Mews in Nile Terrace, Nos. 388, 388b and 388c Old Kent Road and 1a Trafalgar Avenue and nos. 49 and 51 Trafalgar Avenue.
14. It is also proposed to extend Glengall Road conservation area to include parts of the former front gardens of the area to the south, within Burgess Park, and the former mineral water factory/ bottling works at 12 Ossory Road, adjacent to the conservation area.
15. It is proposed to consult on a article 4 direction to remove permitted development rights on the following elements of the residential properties in the conservation areas:
 - Removal or alteration or replacement of windows and doors
 - Boundary treatments and hardstanding
 - Construction of an extension, including porches
16. Agreement is sought to carry out a public consultation on the documents and proposed boundary changes and return to committee with the findings of the consultation and adoption. The consultation will include:
 - An exhibition in a local public place
 - Mail shot to all properties affected
 - Publication on the councils website
 - Press release
 - Consultation of national and local amenity societies and organisations, such as Historic England.

Planning Policy

Core Strategy 2011 (April)

17. Strategic Policy 12 Design and Conservation.

Southwark Plan 2007 (July)

18. Saved Policy 3.15 Conservation of the Historic Environment
 Saved Policy 3.16 Conservation Areas
 Saved Policy 3.18 Setting of Listed Buildings, Conservation Areas and World Heritage Sites
 Saved Policy 3.19 Archaeology

London Plan 2011 (July)

19. Policy 7.9 Heritage-led regeneration
 Policy 7.8 Heritage assets and archaeology

National Planning Policy Framework (NPPF)

20. Paragraph 185
 Paragraph 190

Principles of designation and current guidance

21. Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 imposes a duty on the local Planning Authority to determine which parts of their area are areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance and further allows for those areas to be designated as conservation areas. There is a duty on the local planning authority under Section 69 to review areas from time to time to consider whether designation of conservation areas is called for.
22. In July 2018, the revised National Planning Policy Framework was published by Department of Housing, Communities and Local Government. With relation to the assessment of significance of heritage assets, including conservation areas, the guidance states "Plans should set out a positive strategy for the conservation and enjoyment of the historic environment" (para. 185) and when assessing proposals, "Local planning authorities should identify and assess the particular significance of any heritage asset". (para. 190) Conservation Area Appraisals and Management Plans enable the Council to affectively undertake these tasks as required by the NPPF.
23. In 2019 Historic England published guidance on conservation area appraisals, 'Understanding Place: Conservation Area Designation, Appraisal and Management'. This sets out the importance of definition and assessment of a conservation area's character and the need to record the area in some detail. The purpose is to provide a sound basis for rational and consistent judgements when considering planning applications within conservation areas. Conservation area appraisals, once they have been adopted by the Council, can help to defend decisions on individual planning applications at appeal. They may also guide the formulation of proposals for the preservation and enhancement of the area.
24. Designation of a conservation area imposes certain duties on planning authorities. These duties are twofold, firstly, to formulate and publish from time to time, proposals for the preservation and enhancement of the conservation areas in their district and submit them for public consultation. Then secondly, in exercising their planning powers to pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation areas. In exercising conservation area controls, local planning authorities are required to pay special attention to the desirability of preserving or enhancing the character or appearance of the area in question and therefore there is a presumption against the demolition of buildings within the area. In the case of conservation area controls, however, account should clearly be taken of the part played in the architectural or historic interest of the area by the building for which demolition is proposed, and in particular of the wider effects of demolition on the building's surroundings and on the conservation area as a whole.

Community impact statement

25. The appraisals have been consulted in accordance with the Statement of Community Involvement. The Statement of Community Involvement sets out how and when the Council will involve the community in the alteration and development of town planning documents and applications for planning permission and was adopted in January 2008. The Statement of Community Involvement does not require the Council to consult when there are boundary

changes to a conservation area or new appraisal, but in this instance the Council proposes to follow a similar procedure.

Human rights implications

26. This conservation area may engage 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.
27. This proposal has the legitimate aim of providing for the conservation of the historic environment within the conservation area. The rights potentially engaged by this proposal, include the right to a fair trial and the right to respect for private and family life however both of these are not considered to be unlawfully interfered with by this proposal.

Resource implications

28. The resources exist currently in the Planning Department to carry out this consultation.
29. Other resource implications will be the cost of publishing the conservation area appraisal, which can met within the Department of the Chief Executive's revenue budget. The cover price of the document will be fixed to cover production costs.
30. The extension of the Trafalgar Avenue conservation area and adoption of appraisals could generate additional casework for planning staff. However, given the location and scale of many of the proposals in this area, including adjacent in the Old Kent Road, there is already an attention to the design and appearance of proposals which affect the setting of the conservation areas, This should not result in significant resource implications for the staffing of the Department of the Deputy Chief Executive.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Strategic Director of Finance and Corporate Services

Director of Law and Democracy

31. Planning Committee is being asked to note the Equalities Impact Assessment and also to authorise the consultation of the conservation area appraisals and other documents referred to in paragraph 1 of this report. A conservation area is an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance (*section 69(1), Planning (Listed Buildings and Conservation Areas) Act (LBA) 1990*). A Local Planning Authority (LPA) is under a duty to designate conservation areas within its locality and to review them from time to time (*section 69(2)*).
32. There is no statutory requirement for LPAs to consult with anyone before a conservation area is designated or an appraisal adopted, nor does the Councils Statement of Community Involvement require consultation in respect of designating Conservation Areas. However, Historic England advises LPAs to consult as widely as possible, not only with local residents and amenity societies, but also with Chambers of Commerce, Public utilities and Highway authorities.

33. There is no formal designation procedure. The statutory procedure simply involves a council resolution to designate being made. The date of the resolution is the date the conservation area takes effect. The designation of conservation areas is reserved to Planning Committee under Part 3F, paragraph 3 of the Constitution, and consultation of Community Council members will take place before the designation is confirmed.
34. There is no statutory requirement on the level of detail that must be considered by an LPA before designation. However, guidance from Historic England states that it is vital an area's special architectural or historic interest is defined and recorded in some detail. A published character appraisal is highly recommended and can be found at Appendices 2, 3 and 4 of this report. The overall impetus for designating a conservation area must be the desire to preserve and enhance the area.
35. Notice of the designation must be published in at least one local newspaper circulating in the LPA's area and in the London Gazette (*section 70(8), LBA 1990*). The Secretary of State and English Heritage must also be notified (*section 70(5)*). There is no requirement to notify the owners and occupiers of premises in the area. The conservation area must be registered as a local land charge (*section 69(4)*).
36. The designation of a conservation area gives the LPA additional powers over the development and the use of land within it and has the following consequences;
- control of demolition of buildings - all demolition will require conservation area consent
 - any new development will need to enhance or preserve the conservation area –
 - protection of trees – certain criminal offences arise if trees in the conservation area are cut down or wilfully damaged without the consent of the LPA
 - duty of LPA to formulate and publish from time to time proposals for the conservation and enhancement of conservation areas (e.g, by updating conservation area appraisals)
 - certain permitted development rights are more restricted
 - specific statutory duties on telecommunications operators
 - exclusion of certain illuminated advertisements [although not very relevant in this context]
 - publicity for planning applications affecting the conservation area must be given under Section 73(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990.
37. There is no statutory right of appeal against a building being included in a conservation area. However, it is possible to seek a judicial review of an LPA's decision to designate a conservation area.

Equalities and Human Rights

38. Positive equalities obligations are placed on local authorities, sometimes described as equalities duties with regard to race, disability and gender. An equalities impact assessment has been undertaken and is attached at appendix 1 of this report.

39. Human Rights are considered at paragraph 27 of the report and it is not considered that this proposal unlawfully interferes with any such rights.

APPENDICES

No.	Title
Appendix 1	Equality Impact Assessment
Appendix 2	Cobourg Road Conservation Area Appraisal (draft)
Appendix 3	Trafalgar Road Conservation Area Appraisal (draft)
Appendix 4	Glengall Road Conservation Area Appraisal (draft)

AUDIT TRAIL

Lead Officer	Simon Bevan, Director of Development Management	
Report Author	Catherine Jeater, Senior Planner, Design and Conservation Team	
Version	Final	
Dated	14 May 2019	
Key Decision?	Yes	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director of Finance and Corporate Services	Yes	Yes
Finance Director	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team		

APPENDIX 2 EqIA

MEETING:	Planning Committee	Date:	14 th May 2019
ITEM TITLE:	Cobourg Road, Trafalgar Avenue and Glengall Avenue Conservation Areas Appraisal and Management Plan consultation		
REPORT AUTHOR: Contact name, number and email address	Catherine Jeater, 020 7525 5375 Catherine.jeater@southwark.gov.uk		
JOB TITLE & DEPARTMENT	Senior Design & Conservation Officer Place and Wellbeing		

SUMMARY OF CONTENT

A description of the effect of an appraisal for each of the conservation areas: Cobourg Road, Trafalgar Avenue and Glengall Avenue and the ways that equalities issues may impact on different groups of people have been highlighted.

KEY ISSUES

- The methods used to involve and engage people affected by the proposed public consultation on the draft appraisals for Cobourg Road, Trafalgar Avenue and Glengall Avenue Conservation Area and how this needs to be accessible to all.
- The proposed consultation on the extension of Trafalgar Avenue conservation area.

DECISIONS REQUIRED:

- Comment on the main issues raised in this assessment
- Comment on the areas to be focused on at stage two.

LIBERTY OF THE MINT CONSERVATION AREA EQUALITIES IMPACT ASSESSMENT

Stage One: Scoping

1. What policy, strategy or plan is this assessment addressing?

The proposed new Conservation Area Appraisal and Management Plan for Cobourg Road, Trafalgar Avenue and Glengall Avenue assesses the significance of the conservation and advises on proposed changes to existing buildings and new development within this area.

The proposed Conservation Area Appraisals and Management Plan will be assessed in accordance with statutory regulations and in close consultation with the local community and Historic England. The conservation area appraisal is in general conformity with national and regional guidance and policy and contribute towards meeting local needs. The council's policies and strategies are evidenced to ensure that they are robust, meet local needs and can be justified.

2. Is this a new or an existing policy/strategy?

This is a new policy. The proposed new Cobourg Road, Trafalgar Avenue and Glengall Avenue Conservation Area Appraisal and Management Plans will form part of the council's Local Development Framework, which contains all of the council's planning policies and will be used to guide the design and appearance of development in the designated area and in the determination of planning applications.

3. If existing, has the policy/strategy already been reviewed under the previous EqIA programme? If so, what were the findings to come out of this and has the agreed action plan been implemented? What has changed since the last assessment was undertaken (in terms of context, nature of the policy/strategy or the type of people affected by the policy/ strategy).

- No, this policy has not been previously reviewed under a previous EqIA.

This EqIA has been carried out in accordance with the Equalities Act (2010) which identifies the following groups with protected characteristics:

- Age.
- Disability.
- Gender reassignment.
- Marriage and civil partnership
- Pregnancy and maternity.
- Race.
- Religion or belief.
- Sex.
- Sexual orientation.

4. What do you think are the main issues for your policy or strategy in relation to equality, diversity and social cohesion?

Community and Stakeholder Involvement

The Planning (Listed Buildings and Conservation Areas) Act 1990 does not oblige the council to consult on its decision to designate a conservation area however, the council will consult with the occupants of properties in the designated area in accordance the council's adopted Statement of Community Involvement (SCI). The SCI sets out how and when Southwark Council will involve the community in the preparation of planning documents and on applications for planning permission in the borough.

National policy states that if the evidence suggests that the heritage asset may have a special significance to a particular community that may not be fully understood from the usual process of consultation and assessment, then the local planning authority should take reasonable steps to seek the views of that community.

The council will endeavour to do this, however there are a number of issues to be considered in this regard:

Considerations:

- Certain groups may not be able to access information and consultations as easily as others i.e. disabled people, those who do not have English as their first language, young people, those who support vulnerable people such as women who are more likely to care for children, older people and those with limiting illnesses.
- Certain groups may not feel comfortable expressing their views in public due to fear of discrimination such as people from the LGBT community, faith groups, young people and the BME community.
- People may not feel safe in attending public information or consultation events at certain times of the day, in particular after dark, such as older people and women
- Events may clash with times of religious observance and therefore we need to take into account people's faiths.
- Information may not be presented in a way that engages people effectively, such as material only printed in English, or information presented in a complicated format or language.
- Certain groups may not understand the relevance of the proposed conservation area appraisals and management plan and therefore they do not become involved in the process.
- Certain groups may have a negative perception of the council or disappointing experiences of community consultations which stop them becoming involved in the process.
- If people do not feel that they can access information at an early stage or have problems accessing it, they may become disillusioned in the process and lose interest i.e. BME groups, young and elderly people and disabled people.

- Some people may not be aware how to express their views or how these will feed into the process i.e. children and young people.
- There may be differences in the needs and aspirations between different groups which may result in conflict.
- People may feel as though certain groups are having a greater influence on the development of the conservation areas.

We proposed to consult in a way that will prioritise the needs of people in the area including public meetings and direct communication with the occupants of properties in the proposed conservation area, local groups and businesses in the area. These methods are:

- Draft appraisal available on the website for comment
- Mailshot inviting comment to all addresses in the conservation area
- Public exhibition in an accessible building, in the local area
- Consult statutory bodies and local amenity and community groups and report at a committee in the future.

Design and Heritage

The appraisals and management plans for the conservation areas may impose additional planning requirements for those seeking to make alterations to their properties. The wider area is expected to undergo significant change through development. This will see increased investment and development activity, which provides significant opportunities to improve the built environment in the area.

We see the appraisals as continuing to contributing to the enhancement of the area because we value its distinctive historic character. Consideration should be given to the following issues in the development and implementation of policies for design and heritage:

Considerations

The pattern of development

- The conservation of features of the area for heritage and conservation purposes may change the pattern of development because, in addition to new development within the conservation area, traditional features and existing buildings will need to be preserved which may provide a different range of opportunities for creating new jobs and housing for those that are seeking employment or better quality housing.

Improved quality of design

- High quality design standards will improve the appearance of the area but may result in higher costs for SME businesses i.e. by having to provide high quality shop fronts and other alterations including windows and doors.

Improved public realm and environmental quality

- Improvements to the public realm and the environmental quality of the area will widen access to the area and will help to address the needs of people who continue to feel threatened walking through the area such as members of certain faith groups, members of the BME community, young people, disabled people, older people and women.

The proposal to designate the area as a conservation area places a higher priority on the quality and design of the built environment which we feel will help to drive forward wider improvements for residents and businesses in the area

Stage two: Assessment of Impacts

Part A: Feedback from the Equalities and Diversity panel

1. What feedback did the panel give you at stage one

The proposed consultation of the Conservation Area appraisals and Management Plan has not been presented to the Equalities and Diversity panel as it was not considered to be a necessary requirement. There is no statutory obligation on the council to consult on the adoption of a new conservation area appraisal however as discussed earlier the appraisal will form part of the council's Local Development Framework. This document will be consulted on in line with the council's adopted SCI and will also be subject to its own equalities impact assessment.

Part B: Purpose and aims of policy/strategy

2. What is the overall purpose of the policy/ strategy?

The Cobourg Road, Trafalgar Avenue and Glengall Avenue Conservation Area appraisals and Management Plans will be part of Southwark's Local Development Framework. This will be an important document which will be used for deciding what sort of development should take place within and nearby to the conservation area.

3. What are its aims?

The aim of the Cobourg Road, Trafalgar Avenue and Glengall Avenue Appraisal and Management Plans are to assess the significance of the area, and advise on the appropriateness of further development in the area around Liberty of the Mint as defined by the map, as an area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance.

4. Could these aims be in conflict with the Council's responsibility to:

- Eliminate discrimination
- Promote equality of opportunity
- Promote community cohesion and good relations between different groups

Stage 1 of this EQIA identifies a number of key considerations which have been acknowledged and addressed in the stage two assessment as follows:

The pattern of development

- The built environment and the public realm may continue to ignore the needs of disabled people which results in creating barriers to inclusion in the wider community and opportunities to decent housing, jobs and access to leisure and community facilities. The designation of a conservation area will not restrict improvements to buildings and the public realm to meet the needs of disabled people from the wider community.
- Existing larger houses within the proposed conservation area will be protected helping to ensure that families can stay within the area alongside its wider regeneration

Improved quality of design

- The protection of areas for heritage and conservation purposes may limit development which may limit the opportunities for creating new jobs and housing for those that are seeking employment or better quality housing. One purpose of the conservation area appraisal is to help maintain a wide choice in housing stock and will help to ensure all people will have access to suitable housing stock and this includes all groups with protected characteristics.

Improved public realm and environmental quality

- i.e. If the public realm and the environmental quality of the area remain poorly designed, certain groups may continue to feel threatened walking through the area such as members of certain faith groups, members of the BME community, young people, older people and women.
- Different groups may have different priorities for how buildings and the public realm is designed to meet their needs. Tensions could arise if there is the perception that one groups needs are being prioritised over others i.e. older people and young people. The designation of a conservation area appraisal will mean that public realm improvements will need to be more widely consulted and will require better quality materials and finishes which will benefit all local residents including all groups with protected characteristics

5. Does the documentation relating to this policy/strategy include specific reference to the Council's responsibility (as set out above) and a commitment to work to meet this?

While the council's responsibility for eliminating discrimination and promoting equality of opportunity and social cohesion are not specifically referred to as part of the process for designating a new conservation area, the aim of this process is to create attractive and distinctive places for all which are safe, easy to get

around and a pleasure to be in by valuing the distinctive historic environment of the Borough.

Part C: Application of this policy/strategy

6. What steps are you taking or will you take to ensure that the policy is or will be implemented consistently and fairly?

The appraisal of the Cobourg Road, Trafalgar Avenue and Glengall Avenue Conservation Areas will mean that planning applications for developments within the conservation area, will need to 'preserve or enhance' the character and appearance of the conservation area and be in broad compliance with the document. New development will need to respect the context of the conservation area, having regard to the content of the conservation area appraisal, propose appropriate materials, preserve traditional features of the area and do not introduce design features or materials that are out of character with the area.

7. Could the way that this policy/strategy is being or will be implemented be discriminating against any particular individuals or groups or be potentially damaging to relations between different groups?

The Cobourg Road, Trafalgar Avenue and Glengall Avenue appraisal and management plan will contribute to eliminating discrimination, promoting equality of opportunity and promoting social cohesion and good community relations.

8. What changes could you make to either the policy/strategy itself or the way it is applied to improve the positive outcomes for all groups and to reduce or eliminate any negative outcomes?

The findings of the EqIA scoping have been considered and this has informed the stage 2 assessment. The stage 2 assessments sets out those areas where the Cobourg Road, Trafalgar Avenue and Glengall Avenue Conservation Area Appraisals and Management Plans may have differential impacts and where appropriate mitigation measures are proposed to address these.

9. What information do you collect or do you plan to collect to monitor the impact of this policy/strategy on different groups?

Monitoring of planning applications

Planning applications are monitored by the council in its Annual Monitoring Report (AMR). This includes, among other things, the area of the borough that is designated as a conservation area.

Annex 3: Related projects and EQIAs

The Southwark Plan

Key findings:

- Provision of small local businesses which are easily accessible by local communities encourages the closure of development gaps for the local communities through an increased sense of belonging, redressing disadvantage and equality of access to services.
- By ensuring that new developments are safe and secure, disadvantage is addressed, community relations are improved and equality of opportunity is promoted.
- Protection of residential accommodation reduces discrimination and promotes equality of opportunity through providing inclusive and accessible housing for communities within the borough.
- Provision of accommodation other than houses and flats recognises the diverse needs of communities within the borough and promotes equality of opportunity since communities that will benefit are frequently the marginalized.
- The protection of transport impacts creates a sustainable, inclusive and accessible borough for its residents, future residents, users and occupiers.
- Public transport improvements assist in the creation of an accessible and inclusive borough by focusing on sustainable forms of transport as well as being socially inclusive. Accessible and inclusive transport links promote equality of opportunity and prevent barriers of exclusion and discrimination.
- Mini cab offices in the borough make transportation in the borough accessible to those who may not have access to public transport or private car use.

Core strategy

Key findings:

- By requiring the maximum amount of affordable housing possible across the whole of the borough, this should have a positive impact on all equality groups and help to promote equality of opportunity by offering affordable housing across the whole of Southwark.
- Allowing student housing only in the town centres and in areas with good access to public transport services, this may promote cohesion between different groups as student housing will be located in the areas most suitable to accommodate it.
- Setting out criteria for how we may allocate gypsy and traveller sites in the future may improve community cohesion and good relation by making sure that new sites are located in suitable areas.
- Protecting employment sites should have a positive impact on discrimination and opportunity by increasing the amount of jobs in the borough and protecting the jobs already there. Through our employment and enterprise strategies we will work to ensure that these jobs are suitable for all of the different groups in the community.

- The Core Strategy aims to facilitate a network of community facilities that meet the needs of local communities. This should help to improve community cohesion and ensure that community facilities are easily accessible so that everyone can benefit from access to a range of community facilities.

Southwark 2016

Key findings:

- Migration in and out of the borough is high: this makes it difficult to measure the success of interventions (because the beneficiaries may have moved on and another, more disadvantaged group, taken their place). It is also makes it more difficult to predict the composition of the borough over the next 10 years.
- Southwark's population will continue to grow so that by 2016 it could be between 286,000 and 301,000. That means anything from 14,000 to 20,000 more households than in 2001.
- By 2016 around 43% of the population is expected to be from black and minority ethnic backgrounds, with many different faiths and cultures.
- Southwark's population ranges from those who enjoy significant affluence to those in severe poverty. Southwark is becoming more socially and geographically divided.
- We have a 10% gap in the numbers of people of working age (16-74) in Southwark who are in employment compared to the national average. In that age group, 65% have no or first level NVQ qualifications, rising to over 80% for people of Bangladeshi and Black Caribbean origin.
- 39% of local authority homes and 40% of private rented properties do not yet meet the decent homes standard.



Cobourg Road

Conservation Area Appraisal

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1 Introduction

1.1 What is a Conservation Area?

1.1.1 The purpose of this statement is to provide both an account of the Cobourg Road Conservation Area and a clear indication of the Council's approach to its preservation and enhancement. It is intended to assist and guide all those involved in development and change in the area. Once adopted by the Council, this appraisal will be a material consideration when assessing planning applications.

1.1.2 The statutory definition of a Conservation Area as laid down in the Planning (Listed Buildings and Conservation Areas) Act, 1990 is an 'area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.'

1.1.3 Under the Act the London Borough of Southwark ('the Council') has duty to decide which parts of the borough are of special architectural or historic interest and to designate these parts as Conservation Areas. The Council has designated 48 Conservation Areas to date, of which one is Cobourg Road.

1.1.4 Conservation Areas are normally centred on historic buildings, open space, or an historic street pattern. It is the character of an area, rather than individual buildings, that such a designation seeks to preserve or enhance.

1.2 Purpose of this Appraisal: conserving what's special

1.2.1 The control of change to buildings within Cobourg Road Conservation Area is via the normal planning system. All planning applications to the Council (including for small scale changes such as changing windows) will be judged as to whether they preserve or enhance the character and appearance of the Conservation Area

1.2.2 This appraisal therefore:

- describes special architectural and historic interest of Cobourg Road Conservation Area and
- defines its special character and appearance

so that it is clear what should be preserved or enhanced.

1.3 Using this document

1.3.1 The appraisal is intended to assist and guide all those involved in development and in making changes to buildings within the area. By laying down what's special about the area it will allow anyone applying for planning permission to judge whether their proposal will meet the legal test of preserving or enhancing the character and appearance of the Conservation Area. It will also be used by the Council when making its judgement on planning or listed building applications.

1.3.2 The appraisal is organised into several chapters, each with a summary of what's special. It concludes with Chapter 5 which lays down detailed planning guidelines for owners, occupiers and developers who wish to make changes to their building or to the area.

1.3.3 This appraisal has been prepared in line with the Historic England guidance report *Understanding Place: Designation and Management of Conservation Areas* (2011).

1.4 Cobourg Road: Location, description and summary of special interest

1.4.1 The Cobourg Road Conservation Area is situated to the south of the Old Kent Road, immediately to the east of Burgess Park.

1.4.2 It was designated as a Conservation Area by the Council on 25th November 1980 under the Civic Amenities Act of 1967, and extended on the 23rd November 1987.

1.4.3 It is a small area that consists of a section of Old Kent Road and two main streets, Cobourg Road and Oakley Place, both branching off the Old Kent Road. The remaining Loncroft Road runs north-south parallel to Old Kent Road but has been truncated by the formation of Burgess Park.

1.4.4 Along with the adjacent Trafalgar Avenue Conservation Area, Cobourg Road Conservation Area was one of the first parcels of formerly open land around the Old Kent Road to be developed for suburban housing in the early 19th century. This housing still exists along with later 19th-century terraced housing and landmark buildings of St. Mark's Church (now New Peckham Mosque) and St. George's Methodist Church at either end of Cobourg Road. Cobourg Road School, jutting out into Burgess Park, is another landmark.

1.4.5 The form and setting of the Conservation Area has been much altered by the formation of the Burgess Park which cleared away surrounding streets to allow views across the park and its small lake into the Conservation Area.

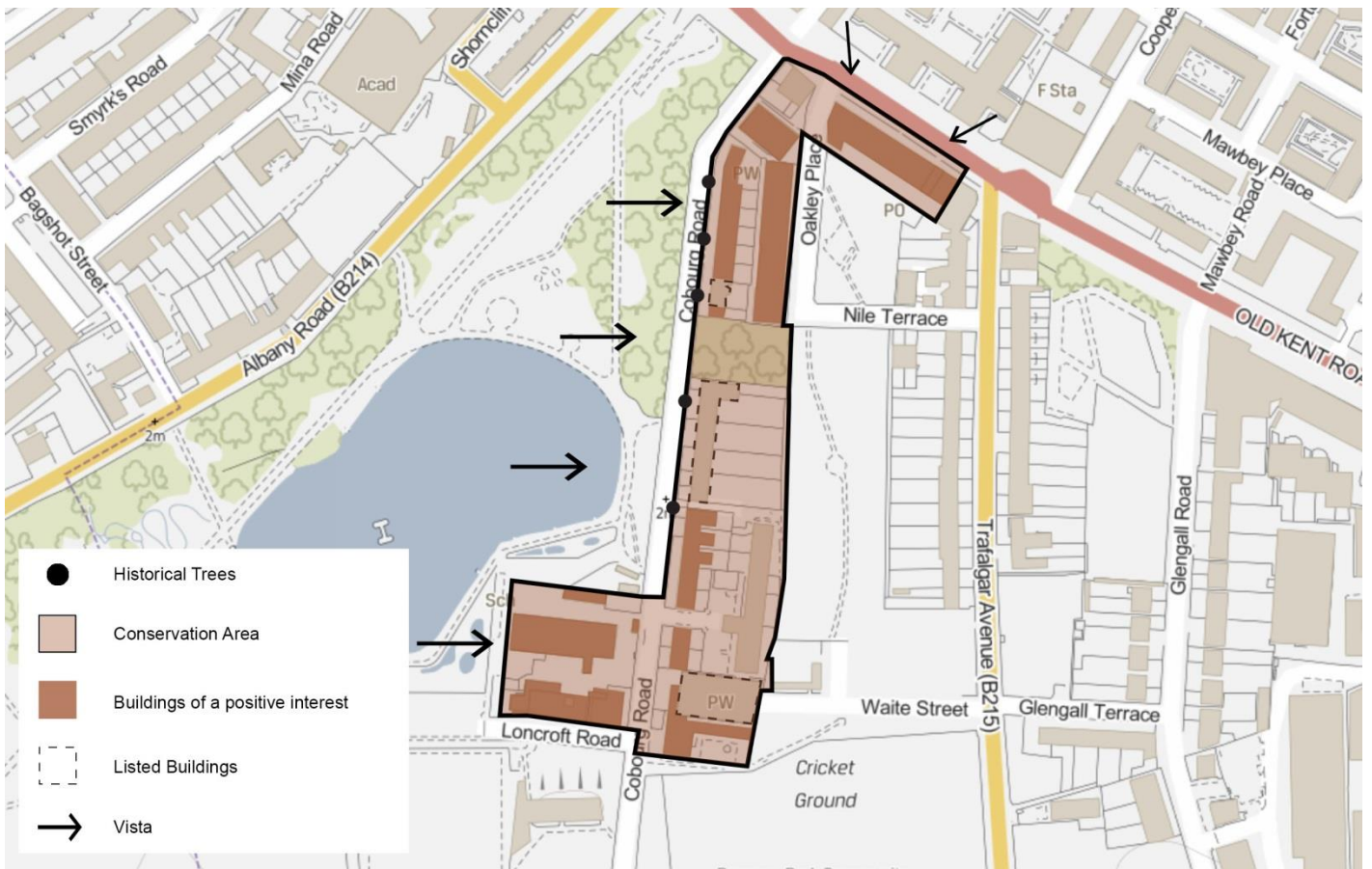


Figure 1 Location of Conservation Area

Summary of special architectural and historic interest of the conservation area

- Early residential development off the Old Kent Road
- Development that typifies that of the Old Kent Road area — mix of residential properties, schools, churches and former churches, evidence of former industry, all in one compact neighbourhood
- Intact early 19th-century terraced, semi-detached and detached properties with largely unaltered exteriors
- Typical middle class mid-19th-century terraced houses with fine detailing, again with largely unaltered exteriors
- Fine and typical 'Board' school still in use today
- Landmark buildings of St Mark's Church (Peckham Mosque) and St George's Methodist Church
- Although not the original context, picturesque open setting overlooking Burgess Park
- Historic street trees lining Cobourg Road

2 History and archaeology

2.1 Early history and archaeology

2.1.1 The development of the Cobourg Road Conservation Area has to be considered within the context of the development of the Old Kent Road area.

2.1.2 The Old Kent Road frontage of the Conservation Area lies within the 'North Southwark and Roman Roads' Tier 1 Archaeological Priority Area (APA). The APA in this area is significant for two reasons: first, the major Roman road of Watling Street; and secondly, the late glacial lake or channel known as 'Bermondsey Lake', which once occupied a large area to the north of the Old Kent Road. A range of important prehistoric sites, including some of the most significant Mesolithic sites (Middle Stone Age- 10,000- 4,000 BC) in the borough and deeply buried late Neolithic (late Stone Age- transition from hunter gathers to farming- 4,000-2,000 BC) and Bronze Age (2000– 650 BC) wooden platforms and trackways lie to the north of the Old Kent Road.

2.1.3 Within the general Conservation Area setting there is a significant variation in the underlying geology, and for much of its early history the area would have been mainly uninhabited open pasture with marshy zones. The formation of the Earl's Sluice, one of London's 'lost' rivers (now subterranean), and the River Peck have also affected the local landscape. Excavations within the Conservation Area in 1994 at the rear of 360–372 Old Kent Road revealed waterlain deposits possibly representing the south-eastern edge of the floodplain of the Earl's Sluice.

2.1.4 Old Kent Road follows the approximate line of the Roman Watling Street, connecting London to Canterbury. The Romans settled on the banks of the Thames just after AD43 and built a river crossing at London Bridge from Londinium to a settlement south of the river. From here, two major Roman roads Watling Street and Stane Street connected this river crossing with other Roman cities in the south of England.

2.1.5 Old Kent Road became a pilgrim route after the martyrdom of Thomas Becket in 1170. The area was sparsely populated but there was a manor house and friary. By the 18th century there were houses and coaching inns on the road with turnpikes at each end. By the early 19th century its hinterland was a mixture of market gardens, fields and commonage with small lanes spreading out east and west from Old Kent Road along old field boundaries. These lanes were subsequently some of the first to be developed.

2.1.6 Many archaeological sites in the area have produced evidence for Roman roadside settlement and land management, particularly retaining evidence of Roman drainage systems, although there has been little investigation within the Conservation Area or the immediate streets. There is some evidence that a second minor Roman road, following the alignment of Watling Street, may cross the Conservation Area, and possible fragments have been recorded at No. 41 Cobourg Road and No. 59 Trafalgar Avenue, however, further investigations on the same conjectured alignment for this road have failed to record any supportive evidence.

2.2 19th-century industry

2.2.1 The building of the Grand Surrey Canal in 1801–1811 linked Bermondsey on the eastern side of the Old Kent Road with the Thames at Surrey Docks leading to rapid change in this part of London. The hinterland of the canal was soon being developed for factories, timber yards and workshops eager to take advantage of the efficient transportation system afforded by the canal network.

2.2.2 Many of these canal-side industries were noxious, for example, lime burning, leather working and refuse collection. These coupled with the dominant presence of coal-burning gasworks of the nearby South Metropolitan Gas Company meant that the Old Kent Road was, by the late 19th and into the mid-20th centuries, associated with dirt, noise and poverty.

2.3 19th-century commerce, transport and housing

2.3.1 The success of the late Georgian economy resulted in upper class suburbs slowly spreading along the Old Kent Road itself and being laid out in squares and streets just off it. Examples include Surrey Square (1796) and the Paragon (built in 1789 and demolished in 1898 to make way for a school).



Figure 2 Early 19th-century buildings on Cobourg Road



Figure 3 1896 OS map of Cobourg Road and surrounding area.

2.3.2 The coming of industry also meant more intensive development of Old Kent Road itself with shops, pubs and houses. Middle class suburbs with generous streets began to be laid out from the 1820s. Development accelerated with the coming of the railways in the 1840s when the surrounding area began to be filled with more densely packed terraces. Many of the original houses on Old Kent Road became shops with extensions built over their former front gardens.

2.3.3 The railway terminal at the Bricklayers Arms later became a vast goods station. In the 1860s horse-drawn trams began running along the Old Kent Road, replaced

by electric trams by the end of the century. The whole area became one of vibrant industry, commerce and housing.

2.4 20th-century decline

2.4.1 Bombing during WWII led to slum clearance and the establishment of large housing estates in the 1950s and 1960s along with the establishment of retail and storage sheds in place of much of the former industry. The Surrey Canal was filled in in 1972. However, pockets of middle class late 18th-/ early 19th-century housing, including Cobourg Road, remain, as do some large Victorian workshops.

2.5 Cobourg Road: The suburbs

2.5.1 The development of the Cobourg Road Conservation Area mirrors that of the wider Old Kent Road area. Cobourg Road was one of the first new middle class streets off the Old Kent Road. Begun around 1820, it was more or less complete by 1870. It connected the Old Kent Road to the Surrey Canal to the south.

2.5.2 Alongside housing, the Alpha Works collar manufacturers was established by the 1870s on Cobourg Road. A laundry was built just to the north by the 1890s and was itself replaced by a pickle factory by the 1950s. This mixture of industry and housing along one road was typical of the development of the Old Kent Road area.

2.5.3 Other streets, principally the adjacent Trafalgar Avenue and Glengall Road (both now Conservation Areas) were also laid out with middle class terraced and semi-detached dwellings. By the middle of the century, the wider area had been developed, this time with more densely packed streets of smaller terraced houses which were built to accommodate the local workforce.

2.5.4 Today there is little evidence of the former Surrey Canal. Instead Cobourg Road now terminates at Burgess Park. A modern replication of 19th-century houses has replaced the former Alpha Works and pickle factory.

2.6 Burgess Park

2.6.1 Burgess Park is not within the Cobourg Road Conservation Area. However, it provides a setting for the Conservation Area and is hence included here.

2.6.2 Following WWII, the London County Council's Abercrombie Plan proposed clearing a large area (220 acres) of bomb-damaged and slum buildings in North Camberwell to create a new park. Construction began in 1951 and was finally completed to its present 56-hectare area in 1995.

2.6.3 The construction of Burgess Park meant the loss of houses on the west side of Cobourg Road. The houses on the east side remain and form a single-sided street overlooking the Park.

3 Appraisal of special character and appearance of the area

3.1 Historic significance

3.1.1 The Cobourg Road Conservation Area has some historic significance as being one of the earliest 18th-century residential suburbs to be developed adjacent to Old Kent Road. Its subsequent further development of a mix of later 18th-century houses, schools, churches and workshops mirrors and tells the storey of the development of the wider Old Kent Road area.

3.1.2 Unlike much of historic Old Kent Road (which has been largely cleared) this area remains as a typical late Georgian and Victorian suburb with its surviving buildings largely unaltered.

3.2 Layout and form

What's special?

- Grid iron street form much altered by formation of Burgess Park
- Historic street trees
- Coherent rows of houses, each from different periods, interspersed with landmark buildings

3.2.1 Within the context of the wider area, the layout of the Conservation Area is part of a typical 'grid iron' pattern with east—west streets often laid out along the line of former field boundaries intersecting with the more ancient Old Kent Road. The grid iron has been altered by the formation of Burgess Park which left Cobourg Road itself as a mainly one-sided street overlooking the Park, along with its adjoining Loncroft Road. Another small area of open space fronts onto Oakley Place dwellings within the Conservation Area. This space was formed by the demolition of a school and is now a leafy play area.

3.2.2 The general character of the area is one of coherent rows of mid- and late Victorian houses. The pattern is broken a little at Cobourg Road by slightly earlier development which stands out as being more individualistic, by the large bulk of the two churches at either end, and by the typically bulky 'board school' of Cobourg Road Primary School which stands forward of Cobourg Road. At one time these large buildings would have been joined by factory buildings between Cobourg Road and the former Surrey Canal to the south, but these have long since been removed.

3.2.3 The south side of Old Kent Road between its junctions with Cobourg Road and Oakley Place is also within the Conservation Area. It is lined with a single, grand commercial terrace of shopfronts with houses above. Like the rest of the Conservation Area its historic features are largely intact, thus allowing it to stand out as unaltered and of obvious architectural worth.



Figure 4 Early 19th-century buildings on Cobourg Road, as viewed across Burgess Park



Figure 5 The late 19th-century Cobourg Road Primary School, as viewed across Burgess Park

3.3 Landmarks, views and setting:

What's special?

- Two churches (one now a mosque) and a school as prominent landmarks
- Parkland setting for parts of the conservation area.

3.3.1 Cobourg Road itself consists of mainly early 19th-century houses which gain much from their modern setting by Burgess Park. Trees line the boundary of Burgess Park with Cobourg Road. Older trees sit within the small front gardens of the houses. They date from the same era as the houses and thus are of some historic interest in themselves. Overall the tree-lined nature of Cobourg Road is such that only glimpses of the houses can be obtained in middle and distant views.

3.3.2 Nevertheless, views towards the Conservation Area across the lake of Burgess Park with the delicate timber spire of St Mark's Church rising above trees and buildings and the picturesque Cobourg School in the foreground are quite idyllic.

3.3.3 New Peckham Mosque (formerly St Mark's Church) was designed as a gothic revival church by celebrated architect Richard Norman Shaw. It presents its tall elongated gable to the street and to Burgess Park. Just to the west are the rectory and meeting hall. These stand out on account of their generous proportions and their Arts and Crafts style. The Mosque is listed as a building of national importance. The former rectory and meeting hall can be regarded as listed by way of being within the curtilage of the Mosque.



Figure 6 North Peckham Mosque (former St Mark's Church)



Figure 7 Peckham Mosque with former hall and rectory

New Peckham Mosque: The changing face of religion

The rapid expansion of North Peckham in the 1870s led the then Bishop of London Samuel 'Soapy Sam' Wilberforce (1805–1873) with his benefactor Adelaide Thrupp to establish a new church in the area. Wilberforce was a charismatic preacher who is now best remembered for his speeches against Charles Darwin's 'The Origin of Species'.

Wilberforce's choice of architect was interesting — Richard Norman Shaw, then a leading proponent of the Arts and Crafts movement. This movement encouraged craftsmanship and was, ironically given Old Kent Road's dependence on industry, a reaction against mass production and industrialisation.

St Mark's Church was consecrated in 1880. It is in a mid gothic style and has an arcane hall form with its side aisles the same height as its central nave. It has an elaborate timber roof, fine stone tracery to its windows and 'timber' panelling which is, again rather ironically, formed in cast concrete.

The church closed in 1965. The building has had various subsequent uses, including as a grocers shop. It reopened as North Peckham Mosque in 1982. The Mosque follows Turkish Sufism, a mystical form of Islam.

3.3.4 Cobourg Road Primary School dominates adjacent houses on Loncroft Road which itself juts out like a peninsula into Burgess Park. The school is a large and bulky building with three very tall storeys in a London stock brick with a steeply pitched (and hence dominant and picturesque) clay tile roof. It retains its original timber casement windows. It is a typical example of a mid-Victorian 'London Board' school.

3.3.5 Within the grounds of the school and standing at the end of the run of terraced houses on Loncroft Road is a small gatehouse. In style, this is a miniature version of the school

3.3.6 The other landmark on Cobourg Road is St George's Methodist Church. It presents a squat rear elevation to the Old Kent Road/ Cobourg Road junction and is almost hidden in views from there, at least in summer, by mature street trees. It fronts onto Oakley Place at an angle with an almost Italianate pediment supported by paired pilasters either side of a decorative entrance. It rather suffers from a mix of styles, but its pedimented gable end is a powerful feature which adds to the street scene.



Figure 8 Cobourg Road Primary School.



Figure 9 St George's Methodist Church, main front as viewed from Oakley Place.

London Board schools

The School Board for London was the first directly elected body covering the whole of London. Between 1870 and 1904 it was the single largest educational provider in London and the infrastructure and policies it developed were an important influence on London schooling long after the body was abolished.

Its school buildings are instantly recognisable on account of their tallness relative to their suburban surroundings and their grand architectural style (variously labelled 'English Free Renaissance' or 'Queen Anne Revival').

3.4 Character areas

What's special?

- Coherent and intact early/ mid Victorian terraces, with typical features: round headed ground floor windows, gauged brick arches over windows, butterfly roofs behind parapets.
- More individualistic mid/ late Georgian houses, all listed, some with particularly fine detailing

Late Georgian / early Victorian domestic architecture

3.4.1 The background architecture of the Conservation Area is domestic with rows of late Georgian and early Victorian terraced, detached and semi-detached properties, and equally distinctive mid-Victorian terraced houses.

3.4.2 Nos 1–27 Cobourg Road is a coherent set of well detailed brick-built terraced houses. With two storeys plus a semi basement, the buildings feel almost cottagey compared to the three-storey townhouse form that typifies many buildings of this era. This feel is emphasised by the narrow width of each house — two bays (i.e. two windows) across each façade, except for Nos 1 and 2 which have three bays to stretch around a slight bend in the road.

3.4.3 With round-headed ground floor windows, gauged brick arches over windows elsewhere, the buildings are typical of terraced houses of between 1830 and 1850. Their original joinery in the form of elegant front doors (sometimes complete with chunky bolection mouldings) and two-over-two sash windows remains largely in place. Parapets (mainly complete with cornices) hide butterfly roofs behind and again give the terrace a typical late Georgian/ early Victorian flat fronted appearance.

3.4.4 The largely intact and matching detailing of each house plus the uniformity of the architecture gives this terrace real elegance. It is marred somewhat by the wide-scale removal of front walls and railings from the front gardens of the properties, plus the replacement of some doors.

3.4.5 The exception to this uniformity is Nos 15–17 Cobourg Road which jumps in scale to three storeys plus a semi basement. Despite being shown as two separate buildings on street maps, it has only one entrance door and thus appears as a single building on a double-width plot (i.e. four bays in width).



Figure 10 No.15 Cobourg Road with more typical early Victorian terraced houses on either side



Figure 11 Nos 29–31 Cobourg Road. No.33 to the right.



Figure 12 Late Georgian houses: Nos 47–59 Cobourg Road

Listed buildings

Nos 29-31, 47-63 and Peckham Mosque (former St John Church) are listed. This means that they are on the national list of historically or architecturally important buildings.

Listed building consent is required before carrying out any work that could affect their importance. This applies to the outside of the buildings, to their grounds, and to the inside.

3.4.6 Nos. 29–31 also stand out as being considerably grander. These form a tall three-storey building (plus semi-basement) with adjoining two-storey wings at either end. The detailing is restrained and clearly from an earlier era. The doors are larger and are flanked by miniature pillars supporting the grand fanlights above. Other than this, stress-relieving arches over the first-floor *piano-nobile* windows are the main feature. The buildings are Grade II listed and are given a date of c. 1800 in the list description.

3.4.7 At the end of this continuous terrace is No. 33. It matches the other two-storey houses in the road but stands out in that it has been painted white. The terrace terminates at the open space created by bomb damage during WWII, now labelled a wildlife area. This open space contributes little to the historic character of the Conservation Area although it is well laid out with a small pathway to Oakley Place.

3.4.8 Beyond, to the west of the open space, Cobourg Road continues, this time with a range of more individualistic buildings: No 47–59. Although they are joined by small wings well set back from the main façades, they are grouped into a range of detached and semi-detached forms, all with slightly different features and detailing, thus indicating that they were built by different developers at slightly different times. Once again original features remain largely intact. Together, they form a picturesque if rather blocky composition. No. 59 has a date plaque on it which says ‘Rosetta Terrace, 1822’.

3.4.9 The western end of this run of houses is marked by a pair of typical Regency semi-detached houses, No.61–63, with, uniquely for this area, a shared gable-ended roof turned to face the road. Their stuccoed white form stands out as conspicuous in views across Burgess Park.

Late Victorian terraced housing

What’s special?

- Typical terraces of Victorian houses, but with a uniformity of detailing and with original features intact to create attractive streets

3.4.10 Between Nos. 63 and 77 Cobourg Road is a complete row of late Victorian terraced houses complete with typical double height semi-hexagonal bay windows, and paired entrance doors. Although not particularly remarkable of their type they again largely retain original joinery in the form of sash windows and original doors. This gives the terrace a degree of uniformity and attractiveness that is worthy of preservation.



Figure 13 Late Victorian terraced houses: Nos. 63–77 Cobourg Road



Figure 14 Late Victorian terraced houses: Oakley Place



Figure 15 Late Victorian terraced houses: Loncroft Road (detail)



Figure 16 Original front door complete with bolection mouldings

3.4.11 Oakley Place is set back-to-back with Cobourg Road. Historic maps show that the houses within it were constructed within the rear gardens of the earlier Cobourg Road properties. This has resulted in very short gardens for back-to-back Oakley Road and Cobourg Road properties.

3.4.12 Oakley Place would have formed a coherent mid-Victorian street of identical terraced houses of impressive length. However, it has been truncated (and Peplar Road which once adjoined it completely replaced) by the insertion of a long and narrow strip of parkland (also called Burgess Park) between it and the rear of Trafalgar Avenue to the east. It would seem that the intention was that the main park would be rather bigger; encompassing what is now the entire Conservation Area. However, Cobourg Road and Oakley Place have survived to isolate this thin sliver of space from the main park.

3.4.13 Together with the vestiges of terraced houses on the north side of Cobourg Road and those on Loncroft Road the Oakley Place buildings are modest in size and have typical Victorian terraced house features of two storey bay windows and paired entrance doors/ porches. However, they stand out from more ordinary terraced houses on account of their distinctive creamy white gault brick used for the front façades with exaggerated curved gauged arches over each window, plus a surfeit of stone detailing. Boundaries walls mostly remain in place, as do

slate roofs, chimneys and chimney pots. They were all clearly built by the same developer.

3.4.14 The consistent detailing between buildings together with the wide-scale retention of original doors, windows, slate roofs, and other detailing give each terrace a strong, consistent and attractive overall presence. This effect must have been particularly powerful prior to the truncating of streets caused by the formation of Burgess Park and its smaller satellite at Oakley Place. However, the parkland setting of these buildings adds to their attractiveness.

3.4.15 The collection of buildings is marred a little by the loss of original front doors.

Modern buildings

3.4.16 A further run of terraced buildings exist from No. 77–93 Cobourg Road (just to the north of the former St Mark's Church) on the site of the former Alpha Works. These are modern and two storeys in height but are a close copy of (if a little plainer) of the early Victorian buildings at Nos. 1–27. They have more ordinary pitched roofs behind parapets instead of the butterfly roof form of Nos. 1–27 but continue the overall terraced house form of Cobourg Road in a very convincing way and thus add to its character and appearance.

3.4.17 Splitting Nos. 77–93 is an access way to Peplar Mews Estate. This is a group of modern houses at the rear of the former Alpha Works site. They are completely unremarkable.



Figure 17 Modern buildings in a convincing historic style: 77–93 Cobourg Road

Old Kent Road

What's special?

- Early Victorian commercial development.
- Coherent and grand composition of Nos 384–358 Old Kent Road with intact original features.

3.4.18 To the east of the Oakley Place junction is a fine terrace of shops with two domestic storeys above (Nos 384–358, east to west) along the Old Kent Road. These are typical of the commercial architecture of the 1830s and 40s and were designed as a single set piece. As might be expected, the terrace is rather taller than domestic properties in the rest of the Conservation Area with elaborate stucco window surrounds and cornices to its parapets. The end blocks of this terrace (Nos 384, 382 and Nos 358,356) jut out slightly, as does the central portion of the terrace, to form symmetrical end and central 'pavilions'. They have slightly more elaborate detailing with entablatures in place of window surrounds, along with a plat band.

3.4.19 The shopfronts of this terrace are largely complete and have original pilasters, consoles, and dentil cornices with facias below. Some of the doors, complete with beaded panelling, are original. The stall risers have been replaced probably sometime in the 1950s although they have the merit of matching each other. Roller shutters plus a single aluminium shopfront harm the rhythm and uniformity of the composition to an extent.

3.4.20 It is obvious that great care was taken with the uniformity of the composition. This extends to the installation of false windows in the western flank wall at the end of the terrace which continue the window pattern around the corner to Oakley Place. The effect is slightly spoiled at the east end of the terrace where it is joined to The Trafalgar pub (within Trafalgar Avenue Conservation Area) which, although it is a fine Victorian pub in its own right, is asymmetrical and individual as compared to the rest of the terrace.

3.4.21 The back of the terrace is on view from the open space adjacent to Oakley Place. From here views to the rear of this saw-tooth series of butterfly roofs are particularly powerful.

3.4.22 Overall, this terrace stands out a single and largely unaltered run of buildings that remains as a grand and unified single composition.

3.4.23 To the west of No.358 and between Oakley Place and Cobourg Road junctions is a further row of Victorian commercial buildings Nos 356–352. These are three storeys in height and have shop fronts that project forward of the domestic façades above. They were

probably built as town houses but had their ground floors extended over their former front gardens to form shops. Unfortunately, these buildings have lost almost all of their original detailing. However, they remain of historic interest and form a continuation and termination of the run of historic buildings along the street from No. 384 Old Kent Road.



Figure 18 A fine terrace: Nos358–384 Old Kent Road



Figure 19 Shopfronts: Nos358–384 Old Kent Road



Figure 20 Shopfront detail: No. 360 Old Kent Road

3.5 Audit of designated and undesignated features

Listed buildings within the Conservation Area:

- Nos 29–31 Cobourg Road: fine pair of c. 1800 townhouses.
- Nos 47–63 Cobourg Road: individualistic mid/ late Georgian houses
- Peckham Mosque (former St Mark's Church), former hall and vicarage (curtilage listed) designed by Arts and Crafts architect Norman Shaw.

Key Unlisted Buildings and Building Groups

The main elements of the Conservation Area are groups of buildings that combine into frontages that define streets, spaces and views. This group value is as important as the individual characteristics of buildings.

The following groups are of particular note:

- Nos 1–27 Cobourg Road: Coherent and intact early/ mid-Victorian terrace with some grander buildings of the same general era
- No. 77–93 Cobourg Road: a modern terrace in a convincing mid-Victorian style and detailing
- Late Victorian terraced houses 2a–18 Oakley Place, 65–75 Cobourg Road, 98–104 Cobourg Road, 39–49 Loncroft Road
- 384–358 Old Kent Road: grand early Victorian commercial terrace.
- Cobourg Road Primary School complete with gatehouse on Loncroft Road
- St George's Methodist Church

Other features

- Open setting of Cobourg Road and Loncroft Road to Burgess Park. Open setting of Oakley Place houses.
- Views into the Conservation Area and to landmark buildings
- Some historic street trees within Cobourg Road

Neutral buildings

- 352–356 Old Kent Road

Architectural terms

Sash window:

- A sash window is made of movable panels, or 'sashes', that form a frame to hold panes of glass, which are often separated from other panes by glazing bars. 'Two over two' refers to the pattern of each window — in this case one sliding sash one above the other, each divided into two panes of glass separated by a glazing bar. The ground floor window of No. 27 Cobourg Place has an unusual pattern of 3 over 2. This may well be the original configuration of the ground floor windows in this terrace.

Gauged brick arches:

- Brick arches over each window opening. Each brick is wedge-shaped to keep the arch in place. They can be flat across the bottom, with reliance on the wedged shape of each brick to support the arch (as is typical along Cobourg Road, or with a pronounced curve (as at Oakley Place).

Bolection moulding:

- A bolection is a decorative moulding which projects beyond the face of a panel or frame in raised panel walls and doors. They give a particularly 3-dimensional effect to the entrance doors along Cobourg Road.

Butterfly roof:

- A butterfly roof is a form of roof characterised by an inversion of a standard roof form, with two roof surfaces sloping down to a valley near the middle of the roof. It is so called because its shape resembles butterfly's wings. Butterfly roofs are commonly used in Georgian and Victorian terraced architecture of British cities, particularly London. On front facades they are usually hidden behind parapet walls. This gives a uniform and rectilinear character to the streets they stand in.

Piano nobile:

- The *piano nobile* (Italian for 'noble floor' or 'noble level') is the principal floor of a large house, usually built in one of the styles of classical architecture. This floor contains the principal reception of the house.



4 The conservation area today

4.1.1 The historic buildings within the Conservation Area remain surprisingly intact with most historic features still in place. This very much adds to the special character and appearance of the area. Nevertheless, there have been some unsympathetic alterations:

- replacement of windows and doors to late Victorian terraced houses;
- addition of satellite dishes;
- loss of boundary walls and railings along Cobourg Road;
- poor façade repairs and unsightly and damaging repointing to some listed buildings along Cobourg Road;
- minor alterations to shopfronts of No.384–358 Old Kent Road;
- loss of almost all architectural features, 352–356 Old Kent Road.

4.1.2 The Council's policy is to stop the further loss of original features and to refuse permission for unsympathetic alterations.

4.1.3 The Conservation Area Area is largely built out with few development opportunities. Most buildings contribute positively to its special character and appearance with only the Peplar Mews Estate houses and Nos 352–356 Old Kent Road as buildings which detract from the area.

4.1.4 Nos 352–356 Old Kent Road are nevertheless historic buildings that fit in with the established scale of the Conservation Area and which are capable of being restored. The Council's policy is to seek the restoration of these buildings.

4.1.5 The public realm (road, pavements etc.) is in reasonable condition. Traditional granite kerbs remain throughout the Conservation Area and are an important part of its character and should be retained. Those on Old Kent Road are quite chunky and arranged in tiers to form steps. They are topped by rather utilitarian metal guard rails. Pavements are covered with a mixture of concrete paving slabs or tarmac.

5 Management and development guidelines

5.1 What changes can you make to your building or your development site? What about trees?

5.1.1 This section lays down guidelines to ensure that the character and appearance of Cobourg Road Conservation Area is maintained. Building owners and the Council in its capacity as Highways authority and other stakeholders will be expected to follow these guidelines.

5.2 What needs permission?

5.2.1 The control of change to buildings within Cobourg Road Conservation Area is in most cases via the normal planning system. Planning permission is not needed for all changes although the regulations in Conservation Areas are stricter than elsewhere:

- Only very small extensions can be built at the rear of a house without the need to apply for planning permission. There are restrictions on roof lights and satellite dishes.
- Replacement windows and doors to houses do not require planning permission as long as they are similar in appearance to the existing windows. However, you should note that the Council interprets this rule very strictly in Conservation Areas — i.e. PVC windows and doors are not similar in appearance to original timber windows. Even double-glazed timber sash windows often have a different appearance than that of single-glazed originals. Planning permission will be required for these items and will not be forthcoming for PVC windows.
- The rules applying to flats and commercial premises are stricter than those applying to single houses. Small changes, such as changing shop fronts, windows or doors almost always require planning permission.
- In addition, most works to a listed building, whether internal or external, will require listed building consent where they are considered to affect the special architectural or historic interest of the building.

5.2.2 The list above is not comprehensive. Further advice on what requires planning permission is available: <https://interactive.planningportal.co.uk/>

If in doubt, check with the Council before carrying out any work.

If work is carried out without planning permission, the Council can take legal action to require the work to be removed or put right. In the case of listed buildings, owners and builders can be prosecuted. Always check before starting any building project — even replacing windows or doors.

5.3 Trees

5.3.1 Where pruning of privately-owned trees is required, a notice must be submitted to the Council setting out the work to be done. The Council then has 6 weeks to reply. Your tree surgeon should be able to provide further advice on this matter.

5.4 How will be the Council judge planning applications?

5.4.1 In accordance with the Planning (Listed Buildings and Conservation Areas) Act, 1990, all changes that require planning permission will be judged as to whether they preserve or enhance the character or appearance of the area. It should be noted that even small changes such as replacing windows can affect character and appearance.

5.4.2 In line with the Government's National Planning Policy Guidance (the NPPF) the Council will ask three questions about your proposals:

- a) What is important about your building(s)? How does it/they contribute to the special character and appearance of the Conservation Area?
- b) How does your proposal affect the special character and appearance of the Conservation Area?
- c) If your proposal causes harm to the character and appearance of the area, can it be justified when weighed against the public benefits of your proposal? (Public benefits may include alterations to make your building more usable such that it has a long term future).

5.4.3 When you submit a planning application, you should provide a Heritage Statement along with drawings that answers the three questions above.

5.5 Advice on common building projects:

5.5.1 The following guidance provides an indication of the most appropriate approach to common problems and development pressures within the area

New development, extensions

5.5.2 There is little scope for new development in the area.

5.5.3 The terraced form of existing houses and the commercial buildings on Old Kent Road is such that (with a few exceptions) only rear extensions are possible. However, streets are quite close together, creating short gardens. The scope for all but the smallest single-storey rear extensions is therefore very limited.

5.5.4 The rear gardens of Nos 47–63 are rather larger. However, these buildings are listed. Any extension will therefore be expected to be designed such that they compliment the special architectural interest of each building. This will demand skilful bespoke architecture.

5.5.5 The uniformity of roof forms is an important characteristic of buildings within the Conservation Area. This precludes roof extensions, dormers or other alterations. Similarly, front façades are generally intact and require to be retained.

5.5.6 The area is within an area of archaeological potential. You may have to carry out an archaeological assessment before submitting an application for a new extension to your building. Contact the Council archaeologist at design.conservation@southwark.gov.uk for further advice.

Alterations and repairs

5.5.7 The survival of original features plus the uniformity of detailing from house to house are key characteristics to preserve.

General

5.5.8 Original doors, windows, roof coverings and other historic details should all be repaired wherever possible, rather than replaced. Artificial modern materials such as concrete tiles, artificial slates, and UPVC windows generally appear out of place, and may have differing behavioural characteristics to natural materials. Where inappropriate materials have been used in the past, their replacement with more sympathetic traditional materials will be encouraged.

Windows and doors

5.5.9 Double-glazed windows may be allowed on non-listed buildings within the Conservation Area. On front elevations and on elevations that face highways and public footpaths or spaces, these should be timber sash windows to exactly match original patterns. Features like glazing bars (which divide each sash into smaller panes) should have a similar profile to existing single glazed windows.

5.5.10 Original doors and doorframes should always be retained. Where repair is impossible, or where modern doors are to be replaced, the replacement should exactly match original doors within the streets. This will in general demand bespoke joinery rather than off-the-shelf items.

5.5.11 All external joinery should be painted, which is the traditional finish. Window frames should normally be painted white although darker colours may be acceptable where there was previous evidence of this. Darker 'heritage' colours should be considered for doors, such as navy, maroon, dark green, black, etc.

Roofs

5.5.12 Where possible, original roof coverings should be retained and if necessary repaired with slate to match existing. Where re-roofing is unavoidable because of deterioration of the existing roof covering or inappropriate later work, natural roof slates should be used on listed buildings and either natural or good quality reconstituted slate on unlisted buildings in the Conservation Area.

5.5.13 The greater weight of concrete tiles can lead to damage and deterioration of the roof structure and will usually be unacceptable.

5.5.14 Clay tiles are used on the Cobourg Road Primary School and Peckham Mosque. These should be retained, along with other original features.

5.5.15 Where they exist, original chimney stacks and pots should be retained and repaired if necessary.

Brickwork

5.5.16 Brick is the predominant facing material in the Conservation Area. The painting or rendering of original untreated brickwork should be avoided and is usually considered unacceptable. Where damaged bricks are to be replaced or new work undertaken, bricks should be carefully selected to match those existing on texture, size colour and should be laid in an appropriate bond to match the existing.

5.5.17 Some buildings in the area have suffered from the unsympathetic repointing of brickwork. This should only be done where necessary, and only following with advice from a conservation officer at the Council. Gauged brick arches should not be repointed.

5.5.18 Cleaning of brickwork is a specialist task which may dramatically alter the appearance of a building. If undertaken incorrectly cleaning may lead to permanent damage to the bricks. Advice should be sought from the Council.

Rainwater goods

5.5.19 Gutter and downpipes are of a standard style, originally in cast iron. Repairs and renewal should preferably be in cast iron (or cast aluminium) on the 19th- and 20th-century buildings. This is readily available and

provides a better long-term investment than fibreglass or plastic.

Boundaries and driveways

5.5.20 Front boundaries within the Conservation Area in general consist of brick walls (late Victorian houses) or walls with railings (earlier houses). Walled gardens still exist at the listed buildings of Nos 47–63 Cobourg Road. These traditional boundary features are an important part of the architectural significance of the area and should be retained. Their loss to make way for driveways or parking will not be acceptable.

5.5.21 The reinstatement of traditional boundary walls and railings, where these have been lost, is strongly encouraged. It should be noted that modern copies of traditional details, for example, mild steel railings in place of cast iron, are rarely acceptable.

Shopfronts (Nos 358–384 Old Kent Road)

5.5.22 The uniformity and traditional detailing of the shopfronts along Old Kent Road is a key characteristic to preserve. Planning permission is required to make even small changes and will not usually be granted.

5.5.23 Similarly, the installation of roller shutters to the outside of shopfronts is strongly discouraged.

Satellite dishes

5.5.24 Satellite dishes on buildings, particularly on front façades, can harm the appearance of the Conservation Area.

5.5.25 Planning permission is always required if you wish to install an antenna or satellite dish that exceeds 70cm in diameter and which will be placed in a visible location to the front elevation or on the chimney. To minimise the visual impact of the equipment on the Conservation Area, the acceptable locations for siting a satellite dish are as follows:

- concealed behind parapets and walls below ridge level;
- set on side and rear extensions;
- set back on rear roofs below ridge level; or
- located on the rear elevation.

Renewable Energy

5.5.26 Most renewable energy installations (solar or photovoltaic panels, micro generators) require planning permission. Panels and other equipment will not be acceptable on the front elevations or front facing roof slopes of buildings. Wiring and pipework should be kept to a minimum.

Trees

5.5.27 Trees form a significant part of the street scene within Cobourg Road Conservation Area. Where trees are protected by a Tree Preservation Order (TPO) or have a positive impact on the character of the area they should be retained.

5.5.28 The growth potential and increase in size of adjacent trees should be taken into consideration when determining the location of any equipment, including the presence of tree roots where heat pumps are proposed.



Figure 21 Cobourg Road: trees within Burgess Park

6 Boundary alteration and extension to the conservation area

6.1 Boundary changes:

6.1.1 Trees along the edge of Burgess Park where it meets Cobourg Road are of some interest. In addition, they contribute to the setting of the Conservation Area. Consideration will therefore be given to extending the boundaries to take in the edge of the park.

6.2 Management of the Conservation Area

6.2.1 There has been some loss of original features such as windows, doors and boundary walls amongst other features. Whilst changes can be controlled by the Council to an extent via the normal planning process, the Council can take out what is known as '[Article 4 Directions](#)'. These additional regulations mean that planning permission would be needed for even small-scale changes to the appearance of buildings within the Conservation Area.

6.3 Consultation

6.3.1 The Council will consult with building owners, residents and shopkeepers within the area over this appraisal, and over the proposed boundary changes and additional regulations.

Consulting the Council

For small inquiries email design.conservation@southwark.gov.uk .

If you are planning a more major project — for example a new building or an extension — you can use the Council's pre-application advice service <http://www.southwark.gov.uk/planning-and-building-control/planning-applications/pre-application-advice-service> There is normally a small charge for this service.



Trafalgar Avenue

Conservation Area Appraisal

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1. Introduction

1.1. What is a Conservation Area?

1.1.1 The purpose of this statement is to provide both an account of the Trafalgar Avenue Conservation Area and a clear indication of the Council's approach to its preservation and enhancement. It is intended to assist and guide all those involved in development and change in the area. Once adopted by the Council, this appraisal will be a material consideration when assessing planning applications.

1.1.2 The statutory definition of a conservation area as laid down in the Planning (Listed Buildings and Conservation Areas) Act 1990 is an 'area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.'

1.1.3 Under the Act the London Borough of Southwark ('the Council') has duty to decide which parts of the borough are of special architectural or historic interest and to designate these parts as conservation areas. The Council has designated 48 conservation areas to date, of which one is Trafalgar Road.

1.1.4 Conservation areas are normally centred on historic buildings, open space, or an historic street pattern. It is the character of an area, rather than individual buildings, that such a designation seeks to preserve or enhance.

1.2. Purpose of this Appraisal: Conserving what's special

1.2.1 The control of change to buildings within Trafalgar Avenue Conservation Area is via the normal planning system. However all planning applications to the Council (including for small scale changes such as changing windows) will be judged as to whether they *preserve or enhance the character and appearance of the Conservation area*.

1.2.2 This appraisal therefore:

- describes special architectural and historic interest of Trafalgar Avenue Conservation Area and
- defines its special character and appearance

so that it is clear what should be preserved or enhanced.

1.3. Using this document

1.3.1 The appraisal is intended to assist and guide all those involved in development and in making changes to buildings within the area. By setting out what's special about the area it will allow anyone applying for planning permission to judge whether their proposal will meet the legal test of preserving or enhancing the character and appearance of the conservation area. It will also be used by the Council when making its judgement on planning or listed building applications.

1.3.2 The appraisal is organised into several chapters, each with a summary of what's special. It concludes with Chapter 5 which lays down detailed planning guidelines for owners, occupiers and developers who wish to make changes to their building or to the area.

1.3.3 This appraisal has been prepared in line with the Historic England guidance report *Understanding Place: Designation and Management of Conservation Areas* (2011).

1.4. Trafalgar Avenue: Location, description and summary of special interest

1.4.1 The Trafalgar Avenue Conservation Area is located south of Old Kent Road, and to the East of Burgess Park in the Old Kent Road ward of the London Borough of Southwark.

1.4.2 The conservation area covers a land area of approximately 16080m² (1.6 hectare) and primarily comprises the northern section of Trafalgar Avenue, from the built area north of Burgess Park to the south of Old Kent Road.

1.4.3 The terraced, detached and semi-detached areas which line the street also include the majority of their private front and rear gardens, including boundary walls and structures within these gardens. The modern mews development at Nile Terrace is also partially included, as is the Lord Nelson Public House at the junction of Old Kent Road.

1.4.4 The use is predominately residential; a variety of flats, apartments and single dwelling houses are noted in the street. The only commercial property currently in the conservation area is the Lord Nelson Public House.

1.4.5 Visually the conservation area is level and generally at a maximum elevation of 4.30m above OS Datum.

1.4.6 The ownership of properties in the conservation area is mixed; however the freehold of a number of properties are owned at the time of writing by the London Borough of Southwark, including land which includes Burgess Park and numerous terraced houses. Approximately one third of all land in the conservation area is owned by the Council. The rest is privately owned.

1.4.7 In recognition of its special character, the Trafalgar Avenue conservation area was designated on

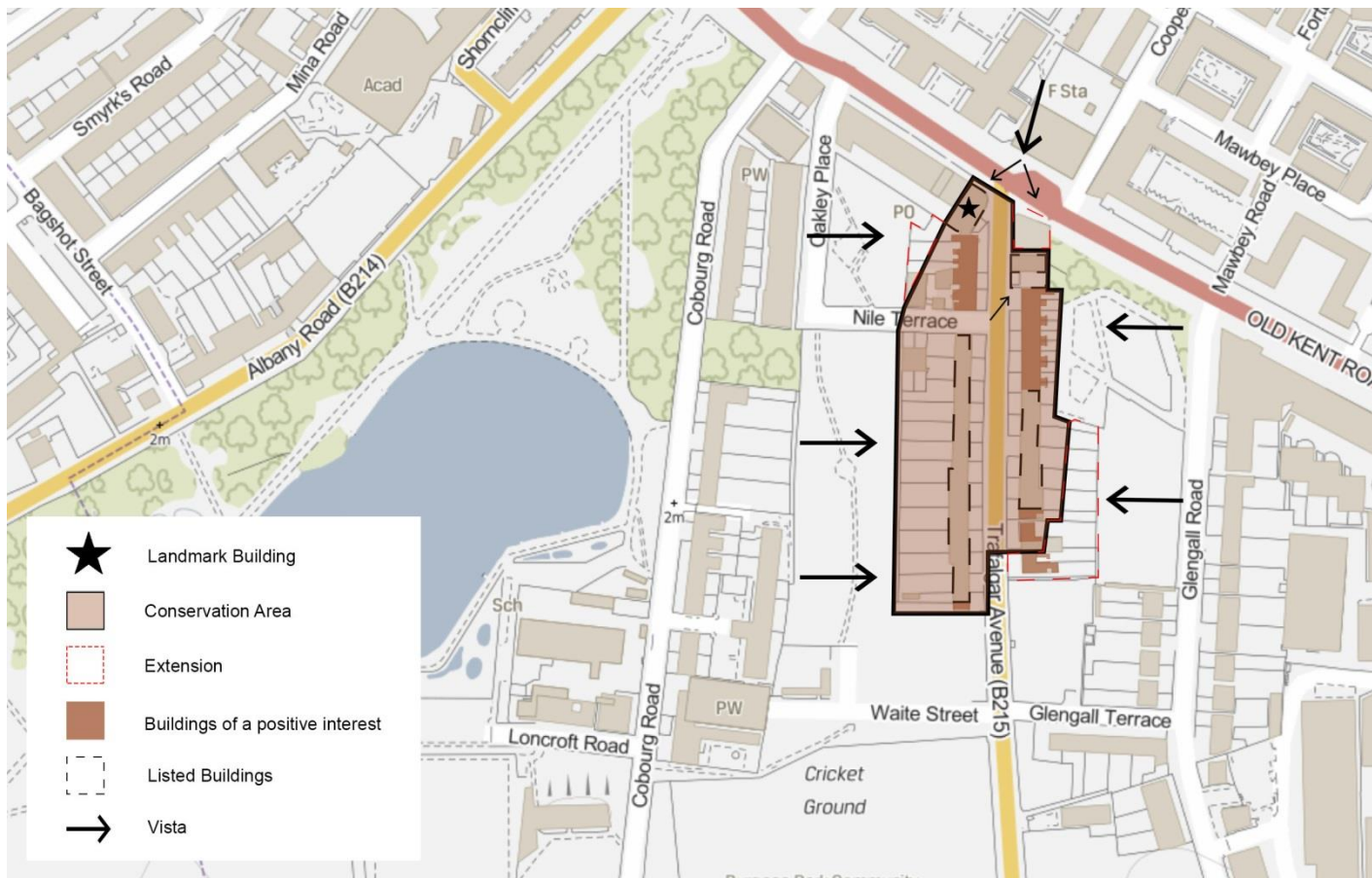
the 25 November 1980 and extended on the 30 September 1991.

1.4.8 A broad search of the planning history of the area shows planning applications predominately centre around townhouse conversions into flats and houses of multiple occupation, and small extensions. Two notable additions to the conservation area are the mews development at Nile Street and number 66 Trafalgar Avenue.

Summary of special architectural and historic interest of the conservation area

- A good example of an early residential suburban development off the Old Kent Road
- Commercial development which fronts the Old Kent Road, leading to terraced streets behind
- A small amount of detached and semi-detached 19th-century fine villas
- Fine intact early 19th-century terraced properties with largely unaltered exteriors; front and rear gardens behind a formal boundary
- Typical middle class mid 19th-century terraced houses with fine detailing, again with largely unaltered exteriors
- Although not the original context, open space to the south with mature trees and parkland setting

Figure 1 Location of Conservation Area



2. History and archaeology

2.1. Early history and archaeology

2.1.1 The development of the Trafalgar Avenue Conservation Area has to be considered within the context of the development of the Old Kent Road area.

2.1.2 Within the general conservation area setting there is a significant variation in the underlying geology, and for much of its history the area would have been mainly uninhabited open pasture with marshy zones. The Earl's Sluice, one of London's 'lost' rivers (now subterranean), and the River Peck have also affected the local landscape. A range of important prehistoric sites, including some of the most significant Mesolithic sites in the borough, have been discovered nearby, mainly to the north around the Old Kent Road.

2.1.3 A small northern section of the conservation area fronting the Old Kent Road is located within the council designated Archaeological Priority Area (APA) of 'North Southwark and Roman Roads', previously known as 'Old Kent Road'. The Old Kent Road follows the projected line of the major Roman road of Watling Street (A2), which linked London to Canterbury. Watling Street was one of the most important roads in Roman Britain and the Old Kent Road remained an important transport connection throughout the medieval and into the post-medieval period.

2.1.4 Many archaeological sites in the area have produced evidence for Roman roadside settlement and land management, particularly retaining evidence of Roman drainage systems, although there has been little investigation within the conservation area or the immediate streets. There is some evidence that a second minor Roman road, following the alignment of Watling Street, may actually cross the conservation area, and possible fragments have been recorded at no.59 Trafalgar Avenue and 41 Cobourg Road, however, further investigations on the same conjectured alignment for this road have failed to record any supportive evidence.

2.1.5 The Old Kent Road is well documented in Chaucer's 'Canterbury Tales', with the nearby area (where Albany Road meets Old Kent Road) being recorded as a focal point of activity known as 'St Thomas a Watering', a stopping place for pilgrims.

2.1.6 It appears that north—south roads are also of some antiquity and Trafalgar Avenue follows the line of an early trackway shown on Rocque's map of 1746, and annotated the 'Footway to Peckham' on Greenwood's map of 1826. Glengall Road was set out on a similar

alignment, following field boundaries, with Peckham North Field shown to the southeast on Rocque. The solely residential character of the conservation area was fully established by the 1870s. Along with the adjacent Cobourg Road and Glengall Avenue, the Trafalgar Avenue Conservation Area was one of the first parcels of formerly open land around the Old Kent Road to be developed for suburban housing in the early 19th century. This housing still exists along with later 19th-century terraced housing and landmark buildings the Lord Nelson Public House.

2.1.7 The form and setting of the conservation area has been much altered by the formation of the Burgess Park which cleared away surrounding streets and the terraces to the south to allow views of the rear of the terraces. In the open space to the south of the conservation area, the street trees and front garden trees remain in some locations, marking the former line of terraces and street layout.

2.2. Old Kent Road

2.2.1 Old Kent Road follows the approximate line of the Roman Watling Street, connecting London to Canterbury. The Romans settled on the banks of the Thames just after AD43 and built a river crossing from Londinium to a settlement south of the river. From here, two major Roman roads, Watling Street and Stane Street, connected the river crossing at London Bridge with other Roman cities in the south of England.

2.2.2 In the medieval period Old Kent Road became a pilgrim route after the martyrdom of Thomas Becket in 1170. The area was sparsely populated but there was a manor house and friary. By the 18th century there were houses and coaching inns on the road, with turnpikes at each end. Its hinterland, including what was to become Cobourg Road, remained, and by the early 19th century was a mixture of market gardens, fields, marshland and commonage. At this time, small lanes spread out east and west from Old Kent Road along the old field boundaries. These lanes were subsequently some of the first to be developed.

2.3. 19th-century industry

2.3.1 The building of the Grand Surrey Canal in 1801–1811 linked Bermondsey on the eastern side of the Old Kent Road with the Thames at Surrey Docks leading to rapid change in this part of London. The hinterland of the canal was soon being developed for factories, timber yards and workshops eager to take advantage of the

efficient transportation system afforded by the canal network.

2.3.2 Many of these canal-side industries were noxious including, for example, lime burning, leather working and refuse collection. These coupled with the dominant presence of coal-burning gas works of the nearby South Metropolitan Gas Company, meant that the Old Kent Road was, by the late 19th and into the mid-20th century, associated with dirt, noise and poverty.

2.3.3 The success of the late Georgian economy resulted in upper class suburbs slowly spreading along the Old Kent Road itself and being laid out in squares and streets just off it. Examples include Surrey Square (1796) and the Paragon.

2.3.4 The coming of industry also meant the more intensive development of Old Kent Road itself with shops, pubs and houses. Middle class suburbs with generous streets and houses began to be laid out from the 1820's. Development accelerated with the coming of the railways in the 1840's and the consequent growth in population. The surrounding area began to be filled with densely packed terraces for the Old Kent Road working population. Many of the original houses on Old Kent Road became shops with extensions built over their former front gardens.

2.3.5 The railway terminal at the Bricklayers Arms later became a vast goods station. In the 1860s horse-drawn trams began running along the OKR, replaced by electric trams by the end of the century. The whole area became one of vibrant industry, commerce and housing

Bombing during WWII led to slum clearance and the establishment of large housing estates in the 1950s and 60s along with the establishment of retail and storage sheds in place of much former industry. The Surrey Canal was filled in in 1972. However, pockets of middle class late 18th-/ early 19th-century housing remain, including Cobourg Road, Trafalgar Avenue and Glengall Road, remain, as do some large Victorian workshops.

2.3.6 The development of the Trafalgar Road Conservation Area mirrors that of the wider Old Kent Road area. Trafalgar Avenue was created after the adjacent Cobourg Road, however was still one of the first new streets off the Old Kent Road to be laid out and developed for middle class housing. Begun around c.1820 it was more or less complete by c.1870.

2.3.7 Other streets, principally the adjacent Cobourg Road and Glengall Road were also laid out with middle class terraced and semi-detached dwellings. By the middle of the century, the surrounding area had been widely developed, this time in more densely packed streets of smaller terraced houses which were built to accommodate the local workforce.

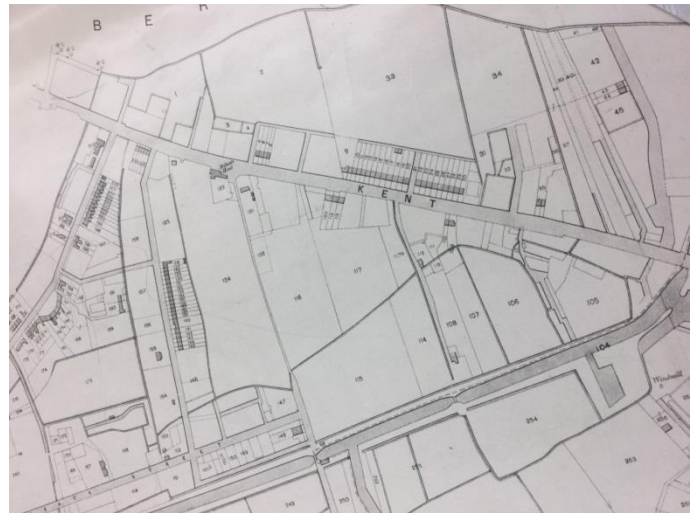


Figure 2 1840 tithe map



Figure 3 1878 Ordnance Survey map

2.4. Burgess Park and the 20th century

2.4.1 Following WWII, the London County Council's Abercrombie Plan proposed clearing a large area (220 acres) of bomb-damaged and slum buildings in North Camberwell to create a new park. Construction began in 1951 and was finally completed to its present 56-hectare area in 1995.

The construction of Burgess Park included the loss of houses to the south of Trafalgar Avenue, and the streets to the east between Glengall Avenue and the west to Cobourg Road.



Figure 4 1896 Ordnance Survey map



Figure 5 1952 Ordnance Survey map

3. Appraisal of special character and appearance of the area

3.1. Historic significance

3.1.1 The Trafalgar Road Conservation Area has some historic significance as being one of the earliest 18th-century residential suburbs to be developed along the Old Kent Road. Its simple origins from commercial properties facing Old Kent Road, to the development of Ormond House at the northern end of the street led to terraces extending to line a former rural path. This formalised a well used movement corridor, and with the development of the terraces resulted in a formal street leading from the Old Kent Road to Peckham. Unlike much of historic Old Kent Road (which has been largely cleared) this area remains as a typical Victorian suburb with its surviving buildings largely unaltered.

3.2. Layout and form

What's special?

- Grid iron street form much altered by formation of Burgess Park
- Historic street trees within Burgess Park
- Coherent rows of terrace townhouses, each from different periods
- Unique single houses (now divided into a number of dwellings) including the former Ormond House at No. 2 Trafalgar Avenue, a remnant of the pre 19th-century suburbanisation of the Old Kent Road
- Commercial buildings fronting the Old Kent Road, including the Lord Nelson Public House

3.2.1 Within the context of the wider area, the layout of the conservation area is part of a typical 'grid iron' pattern with east—west streets often laid out along the line of former field boundaries intersecting with the more ancient Old Kent Road. The grid iron has been altered by the formation of Burgess Park which removed the southern areas of the street, but retained the northern terraces. The street has a strong formal linear layout and form, created by the close knit terraces, front gardens and near continuous terraced streetscape.

3.3. Landmarks, views and setting:

What's special?

- Linear north and south views along the street
- The view of the rear of No. 2 Trafalgar Avenue
- The setting within a 19th-century grid pattern of suburban streets developed south of the Old Kent Road, historically responding to the areas of economic uplift during the early Victorian period
- The creation of Burgess Park in the mid to late 20th century gives a leafy and open setting to the conservation area, in contrast to the busy commercial thoroughfare of the Old Kent Road

The Lord Nelson Public House and Ship House at No. 1 Trafalgar Avenue as landmarks.

3.3.1 The views along the street as a near continuous terrace on both sides forms a strong coherence in the views within the conservation area. The break with Nile Terrace on the eastern side of the street allows for glimpses of the small park in this location and the terrace in Oakley Place (in the Cobourg Road Conservation Area).

3.3.2 Views south include the mature trees now in Burgess Park and the open space of Burgess Park, forming an attractive view within the southern section of the conservation area.

3.3.3 Views from the street of the large bay window and the rear of Ship House, 1 Trafalgar Avenue above the wall are also important.

3.3.4 The gateway to the terraces of the street are formed by the Lord Nelson Public House (Grade II) and Nos 338, 338b and 338c Old Kent Road and 1a Trafalgar Road. These are landmarks within the local area, dating from the mid 19th century and constructed as part of the development of Trafalgar Avenue, although the latter group is not currently in the conservation area.

3.4.Character areas

What's special?

- Gateway buildings fronting or formerly fronting Old Kent Road
- Individually designed sections of terraces and single dwellings, plus parkland surrounded by elements of former street layout, built at different times during the 19th century, mostly intact.

Gateway buildings fronting Old Kent Road

The Lord Nelson Public House

3.4.1 In 1878, according to the Survey of London 'The most noticeable feature in the Old Kent Road is the number of public-houses, each with its swinging sign and drinking trough for horses.' Among these houses of 'entertainment for man and beast' is the Kentish Drovers, which had existed for a couple of centuries and was a well known halting place on the road to Kent, at a time when it was bordered by green fields and market gardens. The Thomas à Becket, at the corner of Albany Road, commemorates where the pilgrims first halted on their way from London to Canterbury. Possibly the oldest of the inns on the Old Kent Road, near the Bricklayers' Arms Station, rejoiced in the singular name of 'The World Turned Upside Down.' Most public houses evolved to accommodate the travellers looking for lodgings or refreshment at the edge of the city.

3.4.2 The Grade II listed Lord Nelson public house opened its doors in 1821; although its address today is 386 Old Kent Road, it was previously known at Cobourg Place, Old Kent Road in 1839 and 15 Oakley Terrace, Old Kent Road in 1848. The building is three storeys in yellow stock brick, with white painted stucco, parapet and dressings. At the ground floor the later extension of 1895/6 is ornately decorated with fluted columns and ionic capitals, decorative iron balustrade and dentil course. This section houses the lounge bar and good quality interior, of national importance according to the Campaign for Real Ale (CAMRA), although some of it is obscured by modern decorative features. The chamfered doors form a positive entrance to the building and frame the corner of the street. The clock above is of note, as are the general intact façade and original form of the building, including bay window and Georgian paned sash bay window visible above the ground floor extension. The Lord Nelson forms a group with the other public houses in Old Kent Road, as well as the adjacent terrace at 2–14 Trafalgar Avenue and Nos 338, 338b and 338c Old Kent Road.



Figure 6 Lord Nelson Public House



Figure 7 Nos 1 and 3 Trafalgar Avenue or Ship House, formally Ormond House

Nos 338, 338b and 338c Old Kent Road, and 1a Trafalgar Road

3.4.3 Nos 338, 338b and 338c Old Kent Road and 1a Trafalgar Road lie outside of the conservation area boundary. With the exception of 1a Trafalgar Avenue, the buildings are three-storey block dating from 1884. They are constructed of yellow stock brick, with white painted quoins, stringcourses and dressings, with timber sash window above modern shopfronts. The chamfered corner addresses both Trafalgar Avenue and Old Kent Road, mimicking the opposite Lord Nelson principal doors. The building echo's the architectural style of the rest of the conservation area; formal and traditional in form, function and appearance. No. 1a Trafalgar Avenue appears to be a small extension to the rear of 338 Old Kent Road. The block was constructed on the front garden of the former Ormond House, now Ship House at 1 Trafalgar Street.

Nos 1 and 3 Trafalgar Avenue, or Ship House, formally Ormond House

3.4.4 Built in 1720, this large house is four storeys, with stucco front which faces south over large gardens. The bay extension to the western side dates from this period also. The rear of the house faces Old Kent Road and is of a plainer brick with simple sash windows. The main front entrance remains hidden behind the also Grade II listed wall, and include tiled steps, panelled door and decorative fanlight. The large bulky scale of the house suggests the front elevations may have previously been more decorative but over time have lost features. The house was divided in two in 1820 and two entrances created through door cased gates in the wall to Trafalgar Avenue. Historic mapping shows extensive gardens to the south spanning the length of the street, until in 1892 it was sold and developed as 5–23 Trafalgar Avenue, and later 3a Trafalgar Avenue. The 1878 Ordnance Survey (OS) map shows the front garden as a drive with access from the Old Kent Road, and fountains and planting beds in the southerly-facing formal gardens (Figure 3)

Terraces

What's special?

- Continuous runs of formal townhouse terraces, three storeys or more
- Constructed in sections in specific periods during the 19th century
- Mostly built of brick, with some stucco, decorative door cases, window surrounds and quoins. Most have surviving timber sash windows, front and rear gardens

3.4.5 Following the development of the frontage along Old Kent Road, Trafalgar Avenue was formally laid out in the early 19th century along a footpath leading to the northern section of Peckham, and latterly crossing a bridge over the Surrey Canal.

3.4.6 The earliest terraces to be constructed were on the west side of the street. The tithe map of 1830 indicates the land was previously owned by the City of London, and sold to construct the terraces Nos 2-14 and 16 to 26 (**Error! Reference source not found.**).

West side

2–14 Trafalgar Avenue

3.4.7 Nos 2–14 Trafalgar Avenue are, with the exception of No. 2, two-storey terrace villas with basement. They have steps up to the raised ground floor and pediment door and window cases at ground floor, with simpler ones above. The facing material is yellow stock brick and they have butterfly roofs set behind stucco faced parapets. There are large triangular

pediments at Nos 6 and 12, with Nos 2 and 10 having projecting porches. No. 10 is double-fronted, while No. 2 has a full second floor in brick, protruding incongruously above the parapet. Most of the front gardens with brick walls are intact, however No. 14 has paved over to accommodate a parking space, accessed via Nile Terrace. While there are some anomalies in later alterations, the impression of a handsome terrace built for the middle classes of Peckham remains intact. Of note is the near continuous roof line of butterfly roofs behind a parapet, decorative architectural features and front gardens. The terrace is Grade II listed and forms a part of the wider entrance to the street from Old Kent Road.

1–5 Old Canal Mews, Nile Terrace and Nos 10 and 10a Nile Terrace

3.4.8 Built in 1996, Old Canal Mews is a two and a half storey mews style development located to the rear of 2–14 Trafalgar Avenue in a simple mews style, with brick facades and pitched roof, with a shared courtyard. The design draws from elements of the traditional townhouse and rear mews style development that was popular in the 19th century. The development preserves the character of the conservation area, however the boundary is currently drawn through the middle of the area.

3.4.9 Nos 10 and 10a Nile Terrace are a pair of semi-detached dwellings of simple brick with some traditional detailing built in 1996 to a design which draws details from the terraces on Nile Terrace. They are clearly a modern intervention to the street and are subservient to the listed terrace at 16–26 Trafalgar Avenue. These buildings preserve the significance of the conservation area.

16–24 Trafalgar Avenue

3.4.10 This five-house terrace is likely to be one of the older in the street; probably built 1851–2, but as the earliest of the four ranges, the three storey townhouses are built from yellow stock, with large dominant fenestration pattern and stucco at the ground floor. They are near uniform in appearance with pediment door cases, stucco window reveals, the central first floor window with a triangular pediment and decorative stucco scrollwork between the windows at the second floor. These elements create a grand ornate elevation. The pitched roofs are covered in natural slate with large chimney stacks between roof boundaries forming a fire wall and most have their front gardens intact behind simple brick walls. Original panelled front doors are painted in heritage colours; other woodwork is white gloss. The grand uniformity of the terrace is likely to reflect the upper middle class status of the houses.



Figure 8 Detail of 16–24 Trafalgar Avenue



Figure 9 Detail of 42–48 Trafalgar Avenue

26–40 Trafalgar Avenue

3.4.11 A row of terrace houses, built 1851–2 and Grade II listed of three storeys plus basement of yellow stock brick with stucco ground floor, and first floor windows with segmented pediments and timber casements. Second floor windows are timber sashes with simple stucco surrounds under a stucco parapet. The significance of these buildings lies in their classical hierarchical composition and vertical repetition in the street, as well as architectural detailing including rounded arched windows and sashes at ground floor and stone front steps leading to a raised ground floor. It is also significant as a part of the historic suburban development of middle class Peckham during the middle of the 19th century. The front gardens include mature trees, some of which date from the laying out of the street in the 19th century.

42–48 Trafalgar Avenue

3.4.12 A Grade II listed block of townhouses, built 1851–2 constructed of yellow stock brick with stucco dressings, with a pediment gable end with egg and dart moulding on heavy console brackets. The four houses are linked with three storeys to the main range, with a two-storey entrance link. At ground floor, there are heavy stucco window surrounds with a four-light window, with stucco architrave, entablature and cornice. The houses have decorative cast iron guards. The first floor fenestration diminishes in scale to three-light windows, and again at second floor to ancillary single windows.

50–52 Trafalgar Avenue

3.4.13 This Grade II listed pair of semi-detached houses sit within the wider terrace that forms the western side of the street, south of Nile Terrace. Like the remainder of the street, they were built in the 1850s and are yellow brick with white painted mouldings. They have pitched roofs sloping towards the street and heavy moulded windows at ground floor with dentil coursing above and brackets to the side. The first floors have arched windows with a stucco entablature with console bracketed cornice above. The front gardens are mature with simple brick boundary walls and some modern railings projecting over the basements.

54–64 Trafalgar Avenue

3.4.14 Again like the rest of the west side of the street, this terrace of houses was built during the 1850s and comprises three above ground storeys plus basement and front gardens with simple brick front wall, bringing a sense of completeness to the streetscene. The terraces are built from yellow stock brick with stucco dressings and banded rustication to the ground floor with a pitched roof, originally in slate.

66 Trafalgar Avenue

3.4.15 Designed by Alan Camp Architects, and built in 2000-1, this modern house is an interpretation of traditional townhouse language. The façade is ordered to reflect the composition and rhythm of the adjoining terrace and the materials, including the tone of the timber

cladding and green of the copper designed to complement the yellow brick of the wider terrace and the green of Burgess Park. The building makes a positive contribution to the street scene without detracting from the listed buildings adjacent nor the parkland setting.

East side

3a Trafalgar Avenue

3.4.16 A two-storey late Victorian house, built from red and yellow stock brick with projecting bay window. This building is shorter than the adjacent terrace and was constructed on the garden of Ormond House to the north. The property retains its sash windows and slate roof, yellow brick façade with red brick detailing and moulding keystone, brackets and corbels, however the front garden has been lost to hardstanding. The building, with the exception of the front garden, contributes positively to the character of the conservation area.

Scotts Terrace, 5–23 Trafalgar Avenue

3.4.17 Built on the garden of Ormond House, Scotts Terrace was constructed in 1880 and is the simplest terrace of townhouses in the street. The terraces are constructed in brown stock brick, with bay windows at ground floor with moulded capitals and columns, rose inset and timber sash windows. Steps lead up to access the front doors, however most have lost their original stone or tiles. A number of front doors have been altered and replaced with softwood modern timber designs. Front gardens are either laid to lawn with some mature trees and most are bounded by original brick walls with gate piers leading to the steps. Slate roofs are pitched from the street elevations and each terrace is separated at eaves level with a decorative finial and dentil course to the entablature. There is erosion of the street caused by the haphazard storage of wheelie bins in front gardens and some lack of maintenance to the general garden and front elevation area, however overall the terrace has a positive impact on the special character and appearance of the conservation area.

25–45 Trafalgar Avenue

3.4.18 Constructed in 1860, this terrace was partially built on the land owned by Ormond House on the east side of the street. This terrace is three storeys above ground with a semi-basement level, often partially visible from the street. The lower ground and ground floors are stucco with horizontal banding, recessed porches under a smooth arched moulding, with sculpted keystone with the face of an elderly man; above the principle window on the ground floor, the keystones depict the face of a young woman. The ground floor windows are mostly timber casement with top hung lights at the top. First floor windows are timber sash, recessed into the yellow stock brick with arches above, and the second floor, plainer again, with simple 'two over two' sash windows. Some houses retain rendered capitals at first floor and a



Figure 10 Nos 54–64 Trafalgar Avenue



Figure 11 No. 66 Trafalgar Avenue



Figure 12 No. 47 Trafalgar Avenue

banded stringcourse and entablature. The roofs are pitched away from the street with natural slate. Dormers are not a feature of the terrace. The ends of the terrace feature large wall boundary walls, topped with railings and a large pineapple feature. Pineapples in architecture traditionally signified friendship and wealth, as they were expensive treats in the 18th and 19th centuries. These walls and the pineapple are positive features of the street and conservation area.

47 Trafalgar Avenue

3.4.19 No. 47 Trafalgar Avenue is a two-storey plus basement double-fronted detached house dating from 1870. A smaller two-storey garage extension was constructed at a later date and sits back from the principle street facing façade. The building is constructed of yellow stock brick with simple 'two over two' sash windows, the ground floor one being recessed into shallow arches. The centrally located door is faced with rendered pilasters and cornice and the building sits behind a fence and hedgerow boundary arrangement. The building represents a break in the terrace development of the street which originally continued to the south, past the adjacent existing Victorian dwellings of 49 and 51 Trafalgar Avenue. The building has a formal parapet with hidden roof, but prominent chimney with some original chimney pots. The building contributes positively to the character and appearance of the conservation area.



Figure 13 Pineapple outside 47 Trafalgar Avenue

Architectural terms

Sash window:

- A sash window is made of more movable panels, or 'sashes', that form a frame to hold panes of glass, which are often separated from other panes by glazing bars. 'Two over two' refers to the pattern of each window- in this case one sliding sash one above the other, each divided into two panes of glass separated by a glazing bar.

Stucco:

- A type of render, usually applied in a bands to the lower floors of a building. Often painted in a light colour. The terraces on the western side of Trafalgar Avenue are mostly stucco render. It can also be used for form moulded decorative window and door surrounds.

Bolection moulding:

- A bolection is a decorative moulding which projects beyond the face of a panel or frame in raised panel walls and doors. This is notable on the second floor arrow mouldings between windows on Nos 2–14 Trafalgar Avenue and on projecting bays of Nos 50–64.

Butterfly roof:

- A butterfly roof is a form of roof characterised by an inversion of a standard roof form, with two roof surfaces sloping down to a valley near the middle of the roof. It is so called because its shape resembles butterfly's wings. Butterfly roofs are commonly used in Georgian and Victorian terraced architecture of British cities, particularly London. On front facades they are usually hidden behind parapet walls. This gives a uniform and rectilinear character to the streets they stand in.

Segmented pediments/pediment heads:

- The stucco former decorative arch above windows and doors as seen on Nos 26-40 Trafalgar Avenue.

4. The conservation area today

4.1.1 Audit of designated and undesignated features

Listed Buildings within the Conservation Area:

Lord Nelson Public House,

16-24 Trafalgar Avenue

26-40 Trafalgar Avenue

42-48 Trafalgar Avenue

54-64 Trafalgar Avenue

1-3 Trafalgar Avenue

Wall with gate posts and gate, and garden wall to numbers 1 and 3

25-43 Trafalgar Avenue

Key unlisted buildings and building groups

2-14 Trafalgar Avenue

3a – 23 Trafalgar Avenue

47 Trafalgar Avenue

66 Trafalgar Avenue

The front boundary walls between 23 and 25 Trafalgar Avenue and 45 and 47 Trafalgar Avenue, including pineapple feature

Boundary walls and fences where original

Mature trees in front gardens and street trees.

Buildings which have a neutral impact

1 to 5 and 9 Old Canal Mews, Nile Terrace

10 and 10a Nile Terrace

4.1.2 The historic buildings within the Conservation Area remain surprisingly intact with most historic features still in place. This very much adds to the special character and appearance of the area. Nevertheless, there have been some unsympathetic alterations:

- replacement of windows and doors in UPVC or non historic designs;
- Addition of satellite dishes.
- loss of boundary walls and railings and clutter in garden of bin and other storage;
- loss of original front step material including stone and tiles;
- poor façade repairs and unsightly and damaging repointing to some listed buildings;
- rear dormer windows where visible from Burgess Park and other open spaces;
- loss of chimneys and chimney pots.

4.1.3 The Council's policy is to stop the loss of further loss of original features and to refuse permission for unsympathetic alterations.

4.1.4 The Conservation Area is largely built out with few development opportunities. Most buildings contribute positively to its special character and appearance, whether they are listed or not.

4.1.5 The public realm (road, pavements etc.) is in reasonable condition. Traditional granite kerbs remain throughout the conservation area and are an important part of its character and should be retained. Those on Old Kent Road are quite chunky and arranged in tiers to form steps. They are topped by rather utilitarian metal guard rails. Pavements are covered with a mixture of concrete paving slabs or tarmac.

5. Management and development guidelines

5.1. What changes can you make to your building or your development site? What about trees?

5.1.1 This section lays down guidelines to ensure that the character and appearance of Trafalgar Avenue Conservation Area is maintained. Building owners and the Council in its capacity as Highways authority and other stakeholders will be expected to follow these guidelines.

5.2. What needs permission?

5.2.1 The control of change to buildings within Trafalgar Avenue Conservation Area is in most cases via the normal planning system. Planning permission is not needed for all changes although the regulations in Conservation Areas are stricter than elsewhere:

- Only very small extensions can be built at the rear of a house without the need to apply for planning permission. There are restrictions on roof lights and satellite dishes.
- Replacement windows and doors to houses do not require planning permission as long as they are similar in appearance to the existing windows. However, you should note that the Council interprets this rule very strictly in Conservation Areas — i.e. PVC windows and doors are not similar in appearance to original timber windows. Even double-glazed timber sash windows often have a different appearance than that of single-glazed originals. Planning permission will be required for these items and will not be forthcoming for PVC windows.
- The rules applying to flats and commercial premises are stricter than those applying to single houses. Small changes, such as changing shop fronts, windows or doors almost always require planning permission.
- In addition, most works to a listed building, whether internal or external, will require listed building consent where they are considered to affect the special architectural or historic interest of the building.

5.2.2 The list above is not comprehensive. Further advice on what requires planning permission is available: <https://interactive.planningportal.co.uk/>

If in doubt, check with the Council before carrying out any work.

If work is carried out without planning permission, the Council can take legal action to require the work to be removed or put right. In the case of listed buildings, owners and builders can be prosecuted. Always check before starting any building project — even replacing windows or doors.

5.3. Trees

5.3.1 Where pruning of privately-owned trees is required, a notice must be submitted to the Council setting out the work to be done. The Council then has 6 weeks to reply. Your tree surgeon should be able to provide further advice on this matter.

5.4. How will be the Council judge planning applications?

5.4.1 In accordance with the Planning (Listed Buildings and Conservation Areas) Act, 1990, all changes that require planning permission will be judged as to whether they preserve or enhance the character or appearance of the area. It should be noted that even small changes such as replacing windows can affect character and appearance.

5.4.2 In line with the Government's National Planning Policy Guidance (the NPPF) the Council will ask three questions about your proposals:

- a) What is important about your building(s)? How does it/they contribute to the special character and appearance of the Conservation Area?
- b) How does your proposal affect the special character and appearance of the Conservation Area?
- c) If your proposal causes harm to the character and appearance of the area, can it be justified when weighed against the public benefits of your proposal? (Public benefits may include alterations to make your building more usable such that it has a long term future).

5.4.3 When you submit a planning application, you should provide a Heritage Statement along with drawings that answers the three questions above.

5.5. Advice on common building projects:

5.5.1 The following guidance provides an indication of the most appropriate approach to common problems and development pressures within the area

New development, extensions

5.5.2 There is little scope for new development in the area.

5.5.3 However, streets are quite close together, creating short gardens. The scope for all but the smallest single-storey rear extensions is therefore very limited.

5.5.4 The uniformity of roof forms is an important characteristic of buildings within the Conservation Area. This precludes roof extensions, dormers or other alterations. Similarly, front façades are generally intact and require to be retained.

5.5.5 The area is within an area of archaeological potential. You may have to carry out an archaeological assessment before submitting an application for a new extension to your building. Contact the Council archaeologist at designconservation@southwark.gov.uk for further advice.

Alterations and repairs

5.5.6 The survival of original features plus the uniformity of detailing from house to house are key characteristics to preserve.

General

5.5.7 Original doors, windows, roof coverings and other historic details should all be repaired wherever possible, rather than replaced. Artificial modern materials such as concrete tiles, artificial slates, and UPVC windows generally appear out of place, and may have differing behavioural characteristics to natural materials. Where inappropriate materials have been used in the past, their replacement with more sympathetic traditional materials will be encouraged.

Windows and doors

5.5.8 Double-glazed windows may be allowed on non-listed buildings within the Conservation Area. On front elevations and on elevations that face highways and public footpaths or spaces, these should be timber sash windows to exactly match original patterns. Features like glazing bars (which divide each sash into smaller panes) should have a similar profile to existing single glazed windows.

5.5.9 Original doors and doorframes should always be retained. Where repair is impossible, or where modern doors are to be replaced, the replacement should exactly match original doors within the streets. This will in general demand bespoke joinery rather than off-the-shelf items.

5.5.10 All external joinery should be painted, which is the traditional finish. Window frames should normally be painted white although darker colours may be acceptable where there was previous evidence of this. Darker 'heritage' colours should be considered for doors, such as navy, maroon, dark green, black, etc.

Roofs

5.5.11 Where possible, original roof coverings should be retained and if necessary repaired with slate to match existing. Where re-roofing is unavoidable because of deterioration of the existing roof covering or inappropriate later work, natural roof slates should be used on listed buildings and either natural or good quality reconstituted slate on unlisted buildings in the Conservation Area.

5.5.12 The greater weight of concrete tiles can lead to damage and deterioration of the roof structure and will usually be unacceptable.

5.5.13 Where they exist, original chimney stacks and pots should be retained and repaired if necessary.

Brickwork

5.5.14 Brick is the predominant facing material in the Conservation Area. The painting or rendering of original untreated brickwork should be avoided and is usually considered unacceptable. Where damaged bricks are to be replaced or new work undertaken, bricks should be carefully selected to match those existing on texture, size colour and should be laid in an appropriate bond to match the existing.

5.5.15 Some buildings in the area have suffered from the unsympathetic repointing of brickwork. This should only be done where necessary and only following with advice from a conservation officer at the Council. Gauged brick arches should not be repointed.

5.5.16 Cleaning of brickwork is a specialist task which may dramatically alter the appearance of a building. If undertaken incorrectly cleaning may lead to permanent damage to the bricks. Advice should be sought from the Council.

Rainwater goods

5.5.17 Gutter and downpipes are of a standard style, originally in cast iron. Repairs and renewal should preferably be in cast iron (or cast aluminium) on the 19th- and 20th-century buildings. This is readily available and provides a better long-term investment than fibreglass or plastic.

Boundaries and driveways

5.5.18 Front boundaries within the Conservation Area in general consist of brick wall (late Victorian houses) or walls with railings (earlier houses). These traditional boundary features are an important part of the architectural significance of the area and should be retained. Their loss to make way for driveways or parking will not be acceptable.

5.5.19 The reinstatement of traditional boundary walls and railings, where these have been lost, is strongly encouraged. It should be noted that modern copies of traditional details, for example, mild steel railings in place of cast iron, are rarely acceptable.

Shopfronts and the Lord Nelson public house

5.5.20 The uniformity and traditional detailing of the shopfronts along Old Kent Road is a key characteristic to enhance. This should be preserved. Planning permission is required to make even small changes and will not usually be granted.

5.5.21 Similarly, the installation of roller shutters to the outside of shopfronts is strongly discouraged

5.5.22 The retention of the features of the Lord Nelson Public House, including the windows, clock and historic signage is encouraged.

Satellite dishes

5.5.23 Satellite dishes on buildings, particularly on front façades, can harm the appearance of the Conservation Area.

5.5.24 Planning permission is always required if you wish to install an antenna or satellite dish that exceeds 70cm in diameter and which will be placed in a visible location to the front elevation or on the chimney. To minimise the visual impact of the equipment on the Conservation Area, the acceptable locations for siting a satellite dish are as follows:

- concealed behind parapets and walls below ridge level;
- set on side and rear extensions;
- set back on rear roofs below ridge level; or
- located on the rear elevation.

Renewable Energy

5.5.25 Most renewable energy installations (solar or photovoltaic panels, micro generators) require planning permission. Panels and other equipment will not be acceptable on the front elevations or front facing roof slopes of buildings. Wiring and pipework should be kept to a minimum.

Trees

5.5.26 Trees form a significant part of the street scene within Trafalgar Avenue Conservation Area. Where trees are protected by a Tree Preservation Order (TPO) or have a positive impact on the character of the area they should be retained.

5.5.27 The growth potential and increase in size of adjacent trees should be taken into consideration when determining the location of any equipment, including the presence of tree roots where heat pumps are proposed.

6. Boundary alteration and extension to conservation area

6.1. Trafalgar Avenue Conservation Area

6.1.1 The conservation area was designated on 25 November 1980 and extended on 30 September 1991. From time to time, it is the requirement of the Planning (Listed Buildings and Conservation Areas) Act 1990 to review the Conservation Area. As such, the Council have reviewed the boundaries of the conservation area and proposed during the forthcoming consultation period to consult on the following inclusions:

6.2. Old Canal Mews

6.2.1 The conservation area boundary cuts through the middle of the principle buildings and adjacent courtyard. The proposal is to include formally all of the properties 1–5 and 6 Old Canal Mews and the gardens of 2–8 Trafalgar Terrace. This creates consistency across land and property boundaries.

6.3. Nos 388, 388b and 388c Old Kent Road and 1a Trafalgar Avenue

6.3.1 They are constructed of yellow stock brick, with white painted quoins, stringcourses and dressings, with timber sash window above modern shopfronts. The chamfered corner addresses both Trafalgar Avenue and Old Kent Road, mimicking the opposite Lord Nelson principal doors. The building echoes the architectural style of the rest of the conservation area: formal and traditional in form, function and appearance. No. 1a Trafalgar Avenue appears to be a small extension to the rear of 338 Old Kent Road. The block was constructed on the front garden of the former Ormond House, now Ship House at 1 Trafalgar Street. These buildings are contemporary to the development of the street and the Old Kent Road, and form a positive entrance and group with Ormond House and the Lord Nelson public house. There is a clear case for including them in the Trafalgar Avenue Conservation area.

6.4. Nos 49 and 51 Trafalgar Avenue

6.4.1 This pair of Victorian villas dates from the mid 19th century, shown on the 1873 OS map as being contemporary with the rest of the street. They retain much of their historic character including architectural design and form; made from locally significant brown stock brick, with a simple parapet, they echo the architectural language of the rest of the street, despite

their semi-detached formation. They have large steps up to a raised front door and sash windows. They are characteristic of the development of Peckham and the suburbification of the area, much like the rest of Trafalgar Avenue. They form a group with No. 47 and are a positive remnant of the former street prior to demolition in the mid 20th century. No. 49 has a painted vintage advertisement to the side which is prominently viewed in the street. Despite their lack of front boundaries and insertion of UPVC windows the pair have remained generally intact and form a positive part of the street scene. Another pineapple wall finial is located outside No. 51.



Figure 14 Nos 338, 388b and 388c Old Kent Road



Figure 15 Nos 49 and 51 Trafalgar Avenue

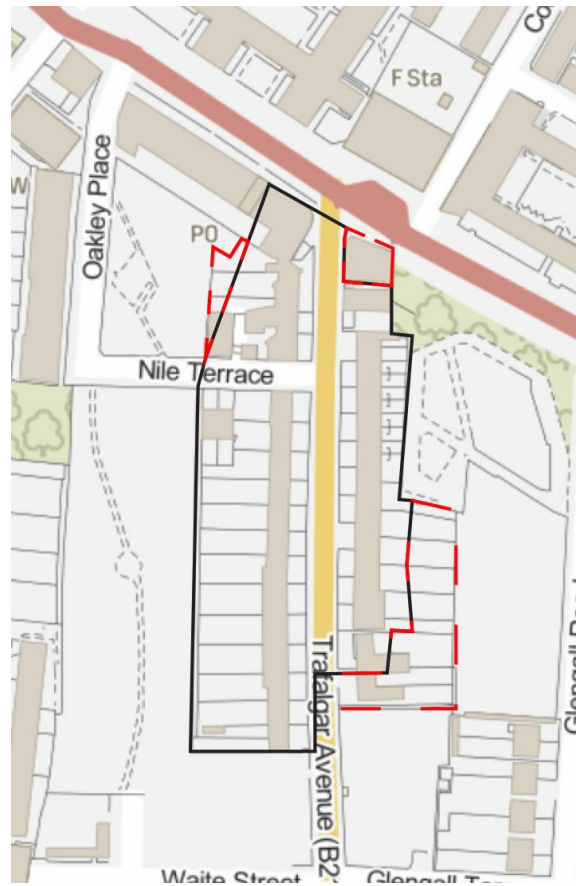


Figure 16 Map illustrating boundary alteration and extension to conservation area

Consulting the Council

For small inquiries email design.conservation@southwark.gov.uk .

If you are planning a more major project — for example a new building or an extension — you can use the Council's pre-application advice service <http://www.southwark.gov.uk/planning-and-building-control/planning-applications/pre-application-advice-service> There is normally a small charge for this service.



Glengall Road

Conservation Area Appraisal

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1 Introduction

1.1 What is a Conservation Area?

1.1.1 The purpose of this statement is to provide both an account of the Glengall Road Conservation Area and a clear indication of the Council's approach to its preservation and enhancement. It is intended to assist and guide all those involved in development and change in the area. Once adopted by the Council, this appraisal will be a material consideration when assessing planning applications.

1.1.2 The statutory definition of a conservation area as laid down in the Planning (Listed Buildings and Conservation Areas) Act, 1990 is an "area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance."

1.1.3 Under the Act the Council has duty to decide which parts of the borough are of special architectural or historic interest and to designate these parts as conservation areas. The Council has designated 48 conservation areas to date, of which one is Glengall Road.

1.1.4 Conservation areas are normally centred on historic buildings, open space, or an historic street pattern. It is the character of an area, rather than individual buildings, that such a designation seeks to preserve or enhance.

1.2 Purpose of this Appraisal: conserving what's special

1.2.1 The control of change to buildings within Glengall Road Conservation Area is via the normal planning system. All planning applications to the Council (including for small scale changes such as changing windows) will be judged as to whether they preserve or enhance the character and appearance of the conservation area.

1.2.2 This appraisal therefore

- describes special architectural and historic interest of Glengall Road Conservation Area and
- defines its special character and appearance

so that it is clear what should be preserved or enhanced.

1.3 Using this document

1.3.1 The appraisal is intended to assist and guide all those involved in development and in making changes to buildings within the area. By laying down what's special about the area it will allow anyone applying for planning permission to judge whether their proposal will meet the legal test of preserving or enhancing the character and appearance of the conservation area. It will also be used by the Council when making its judgement on planning or listed building applications.

1.3.2 The appraisal is organised into several chapters, each with a summary of what's special. It concludes with Section 5 which lays down detailed planning guidelines for owners, occupiers and developers who wish to make changes to their building or to the area.

1.3.3 This appraisal has been prepared in line with the Historic England guidance report *Understanding Place: Designation and Management of Conservation Areas (2011)*.

1.4 Glengall Road: Location, description and summary of special interest

1.4.1 The Glengall Road Conservation Area is situated to the south of the Old Kent Road, approximately 350 metres south east of the entrance to Burgess Park.

1.4.2 It was designated as a conservation area by the Council on 21 November 1971 under the Civic Amenities Act of 1967, and extended on the 30 September 1991 and again 3 April 1998.

1.4.3 It is a small area comprised principally of properties Glengall Road and Glengall Terrace that were mainly built during a short period between 1840 and 1870. These properties remain remarkably intact, helping to give the conservation area a distinctive 19th century character that remains despite the demolition and comprehensive redevelopment of the surrounding streets in the 1960s and 70s. To the west and south are the irregular edges of Burgess Park and to the east and north are warehouses, light industry, builder's yards and garages. The boundaries of the conservation area are therefore well defined and emphasise the special character of the area when compared to its hinterland. Along with the adjacent Trafalgar Avenue and Cobourg Road Conservation Areas was one of the first parcels of formerly open land around the Old Kent Road to be developed for suburban housing in the early to mid 19th century.

1.4.4 Visually the conservation area is generally level, with a gentle slope rising from 2.3 metres up to 3.0 metres above OS Datum at the southern end. The form and setting of the conservation area has been much altered by the formation of the Burgess Park which cleared away surrounding streets.

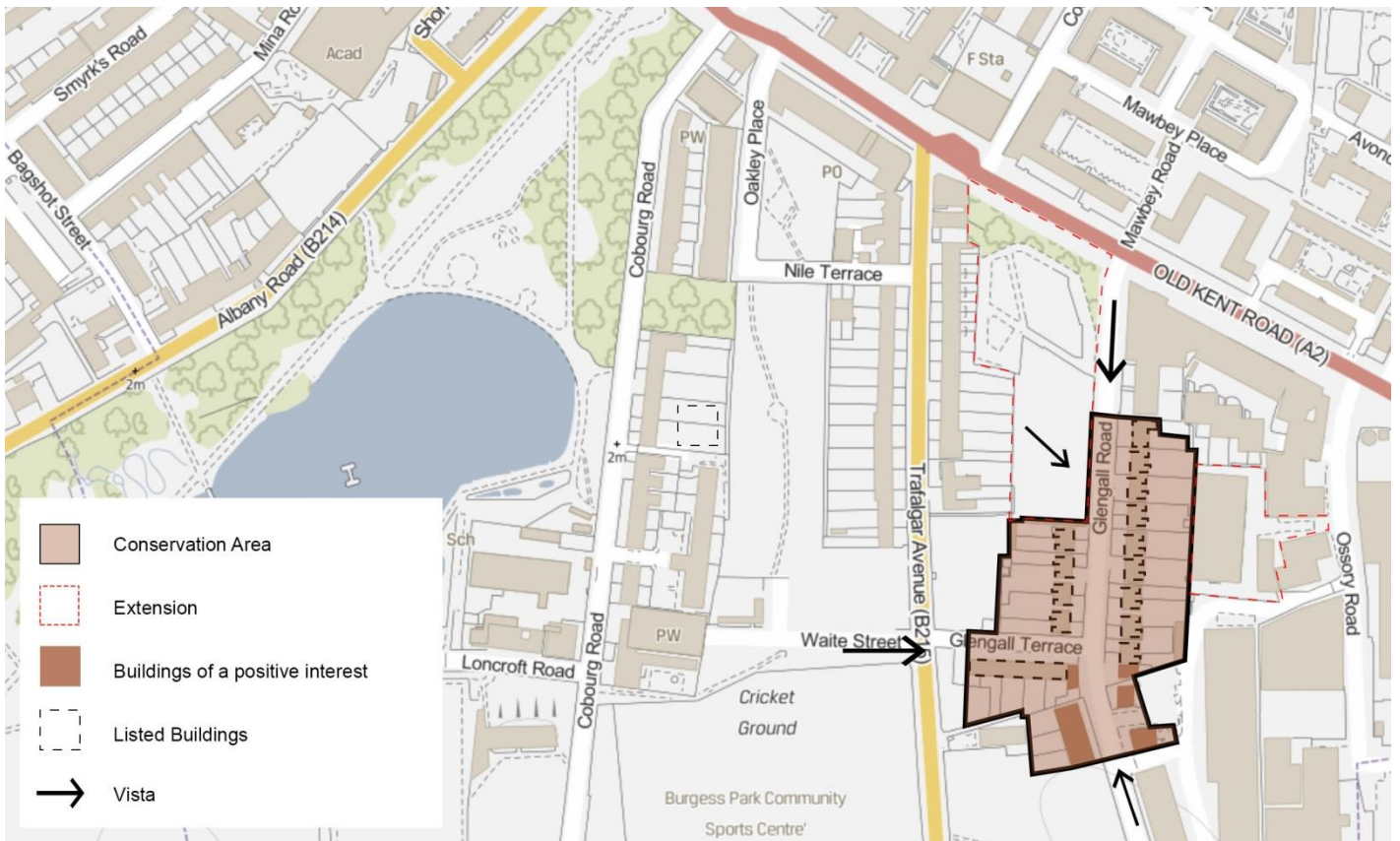


Figure 1 Location of Conservation Area

Summary of special architectural and historic interest of the conservation area

- A good example of early residential development off the Old Kent Road.
- Fine intact cohesive mid 19th century terraced and semi-detached properties with largely unaltered exteriors attributed to the notable Regency architect Amon Henry Wilds.
- Typical middle class later-19th century terraced houses with fine detailing, again with largely unaltered exteriors.
- Although not the original context, picturesque open space to the south, with mature trees and parkland setting.
- Historic trees lining Glengall Road, Glengall Terrace and Burgess Park.

2 History and archaeology

2.1 Early history and archaeology

2.1.1 The development of the Glengall Road Conservation Area has to be considered within the context of the development of the Old Kent Road area.

2.1.2 The Old Kent Road frontage of the conservation area lies within the 'North Southwark and Roman Roads' Tier 1 Archaeological Priority Area (APA). The APA in this area is significant for two reasons: first, the major Roman road of Watling Street; and secondly, the late glacial lake or channel known as 'Bermondsey Lake', which once occupied a large area to the north of the Old Kent Road. A range of important prehistoric sites, including some of the most significant Mesolithic sites (Middle Stone Age- 10,000- 4,000 BC) in the borough and deeply buried late Neolithic (late Stone Age- transition from hunter gathers to farming- 4,000-2,000 BC) and Bronze Age (2000– 650 BC) wooden platforms and trackways lie to the north of the Old Kent Road.

2.1.3 Old Kent Road follows the approximate line of the Roman Watling Street, connecting London to Canterbury. The Romans settled on the banks of the Thames just after AD43 and built a river crossing from Londinium to a settlement south of the river. From here, two major Roman roads, Watling Street and Stane Street, connected the river crossing at London Bridge with other Roman cities in the south of England.

2.1.4 The Old Kent Road became a pilgrim route after the martyrdom of Thomas Becket in 1170. The area was sparsely populated but there was a manor house and friary. By the 18th century there were houses and coaching inns on the road with turnpikes at each end. By the early 19th century its hinterland was a mixture of market gardens, fields and commonage with small lanes spreading out east and west from the Old Kent Road along old field boundaries. These lanes were subsequently some of the first to be developed. On John Rocque's 'A Plan of London' c.1769 a main thoroughfare can be seen transecting the open fields on the line of the Old Kent Road and to the west of the conservation area, a road can be seen along the present line of Trafalgar Avenue. One of the fields is labelled as 'North Field', but there is no key and there is no indication as to the land use. Bowle's Map from 1791 also indicates little change, with the eastern field, previously labelled 'North Field', is shown as a ploughed field.

2.1.5 Many archaeological sites in the area have produced evidence for Roman roadside settlement and land management, particularly retaining evidence of Roman drainage systems, although there has been little

investigation within the conservation area or the immediate streets. There is some evidence that a second minor Roman road, following the alignment of Watling Street, may cross the conservation area, and possible fragments have been recorded at No. 41 Cobourg Road and No. 59 Trafalgar Avenue, however, further investigations on the same conjectured alignment for this road have failed to record any supportive evidence.

2.2 19th-century development

2.2.1 The building of the Grand Surrey Canal in 1801 and completed 1811 linked Bermondsey, on the eastern side of the Old Kent Road, with the River Thames at Surrey Docks and led to rapid change in this part of London. The hinterland of the canal was soon being developed for factories, timber yards and workshops eager to take advantage of the efficient transportation system afforded by the canal network.

2.2.2 Many of these canal side industries were noxious, for example, lime burning, leather working and refuse collection. These coupled with the dominant presence of coal-burning gas works of the nearby South Metropolitan Gas Company, meant that the Old Kent Road was, by the late 19th and into the mid-20th century, associated with dirt, noise and poverty.

2.2.3 The success of the late Georgian economy resulted in upper class suburbs slowly spreading along the Old Kent Road itself and being laid out in squares and streets just off it. Examples include Surrey Square (1796) and the Paragon (demolished in 1898 to make way for a school).

2.2.4 The coming of industry also meant the more intensive development of Old Kent Road itself with shops, pubs and houses. Middle class suburbs with generous streets and houses began to be laid out from the 1820s. Development accelerated with the coming of the railways in the 1840s when the surrounding area began to be filled with densely packed terraces. Many of the original houses on Old Kent Road became shops with extensions built over their former front gardens.

2.2.5 The railway terminal at the Bricklayers Arms later became a vast goods station. In the 1860s horse-drawn trams began running along the Old Kent Road, replaced by electric trams by the end of the century. The whole area became one of vibrant industry, commerce and housing.

2.3 Glengall Road: The suburbs

2.3.1 Greenwood's map of 1826 indicates that despite increased development along the Old Kent Road and the construction of the Grand Surrey Canal the conservation area remained undeveloped land. A Tithe map from c. 1836 indicates that the conservation area was still, at that time, arable land belonging to Joseph Sinitt. The majority of houses in Glengall Road, up to and including Glengall Terrace, were erected on these open fields to the south of the Old Kent Road between c. 1843-45. The development of Glengall Road and Terrace was part of the great drive of the mid 19th century to build larger houses in rural settings on the edge of London to attract the middle classes to what was termed as the 'rus in urbe' setting. However, the remainder of the conservation area, south of Glengall Terrace, is still shown as undeveloped land and this remains the case on Stanford's map of 1862.

2.3.2 By the time of the 1879 Ordnance Survey map urban development had spread further south within the conservation area. On this map the northern end of what is today Glengall Road is referred to as Glengall Grove. The map indicates that both Glengall Grove and Glengall Terrace benefitted from trees planted along the front garden boundaries. This provided a formal avenue of pollarded Lime trees, a characteristic feature of the suburban Victorian townscape. A number of these Limes survive in the conservation area today.

2.3.3 The land to the south of Glengall Terrace, which had previously been a market garden, was now by 1879 occupied by housing, a public house and industry. It is south of Glengall Terrace that Glengall Road started at that time. This part of the conservation area was more densely developed and more urban in character than that built upon in the 1840s, reflecting later development trends within the area. The exception to this being the site at 40A Glengall Road, which remained undeveloped until the later 19th century, when a wood turner's workshop is first noted. Development within the conservation area was complete during the inter-war years when the present building on the site of 40A Glengall Road was constructed.

2.3.4 Contemporary with the development of the southern end of the conservation area was the construction of the Glengall Works, Patented Safe Manufactory. In 1868 the factory, which was owned by Chubb, moved to Glengall Road and occupied a large site south of the Glengall Arms, accessed from Ingoldisthorpe Grove and Glengall Road.

2.4 20th century decline.

2.4.1 Bombing which occurred during WWII led to slum clearance and the establishment of large housing estates in the 1950s and 1960s along with the establishment of retail and storage sheds in place of much former industry.

The Surrey Canal was filled in in 1972. However, pockets of middle class later 18th and 19th-century remain, including along Glengall Road and the neighbouring Trafalgar Avenue and Cobourg Road Conservation Areas, survive, as do some large Victorian workshops. It was during the post war period that the housing north of the conservation area and the Old Kent Road, now forming part of Burgess Park was cleared away. The buildings included semi-detached houses which were comparable in design with those at Nos. 1-31 (odd) and 24-38 (even) Glengall Road. Historic photographs indicate that post WWII the houses along Glengall Road and Glengall Terrace had fallen into a state of disrepair, with a number suffering from blast damage. By then No. 1 Glengall Road had been converted in to a garage, associated storage and offices. The window openings had been altered and the porch removed. In recent years the property has been restored back to a residential dwelling and the porch reinstated.



Figure 2 Nos. 30, 32, 34 Glengall Road



Figure 3 Nos. 1-7 Glengall Terrace



Figure 4 1879 OS map of Glengall Road and surrounding area.

3 Appraisal of special character and appearance of the area

3.1 Historic significance

3.1.1 The Glengall Road Conservation Area has some historic significance as being a remarkably intact residential suburb, which developed adjacent to Old Kent Road. The conservation area is comprised principally of properties in Glengall Road and Glengall Terrace, which were built in the 1840s. The semi-detached houses are generally attributed to the Regency Brighton architect, Amon Henry Wilds. Unlike much of the historic Old Kent Road (which has been largely cleared) this area has a distinctive mid to later 19th century character, with its surviving buildings largely unaltered.

3.2 Layout and form

What's special?

- Grid iron street form much altered by formation of Burgess Park.
- Historic street trees and original Limes.
- Coherent terraces of houses and semi-detached pairs, from the mid to later 19th century, a remnant of the suburbanisation of the Old Kent Road.
- Terraces and semi-detached pairs designed to appear as part of a greater composition.
- Gaps between building groups relate to the historic relationship between the buildings, site and wider context.

3.2.1 Within the context of the wider area, the layout of the conservation area is part of a typical 'grid iron' pattern with east—west streets often laid out along the line of former field boundaries intersecting with the more ancient Old Kent Road. The grid iron has been altered by the formation of Burgess Park which removed the southern areas of the street, but retained the northern terraces. The street has a strong formal linear layout and form, created by the close knit terraces and semi-detached pairs, front gardens and near continuous terraced streetscape.

3.2.2 The area remains wholly residential in character, with a mix of properties occupied by single family dwelling houses and many converted to flats. The Glengall Road semi-detached houses and plots (Nos. 1-

31 (odd) and 24-38 (even) have long narrow rear gardens (25 metres), and generous front gardens (8 metres). The pairs of semi detached houses also have a deep plan and all have rear service wings. The later 19th century houses at Nos. 35-39 (odd) and Nos. 40 -50 (even) Glengall Road; and Glengall Terrace have a tighter grain and have shallower front gardens (2 to 3 metres).

3.2.3 With generous garden space, relatively low rise housing and open views to green spaces beyond, the Glengall Road Conservation Area retains much of its 19th century suburban character. The relationship between the heights of the buildings on Glengall Road to the distance between their building lines on both sides of the road presents an open aspect that allows for a generosity of space and gives a semblance of quality. The beginning of the preoccupation with health and living conditions in the mid 19th century, particularly with the concept of 'fresh air' around buildings, appears to have been put into practice here.

3.2.4 Most houses in the conservation area have large rear gardens and relatively unaltered rear elevations. Many look out on to - and are visible from - Burgess Park, to the west and south. The uninterrupted views of these green spaces make an important contribution to the character of the conservation area. The rear gardens of listed properties on Glengall Road are accessed by paths passing through solid timber framed garden doors/gates at the sides of each pair of properties. In a number of cases additional security fencing has been placed over these gates.

3.3 Landmarks, views and setting:

What's special?

- Linear north-south and east-west views along the street.
- The setting within a 19th-century grid pattern of suburban streets developed south of the Old Kent Road, historically responding to the areas of economic uplift during the mid to late Victorian period.
- The creation of Burgess Park in the mid to late 20th century gives a leafy and open setting to the conservation area, in contrast to the busy commercial thoroughfare of the Old Kent Road.

3.3.1 As the conservation area has such a homogenous character there are very few landmark buildings as termination points for views, except perhaps the former Glengall Arms at No. 41 Glengall Road. The long views to the conservation area are mainly across disjointed parts of Burgess Park to the backs of properties. Many of these rear elevations are intact and have projecting yellow stock brick rear extensions which are part of the original buildings. The best views into the conservation area are from the north western boundary where the front elevations of Nos. 1-15 Glengall Road can be seen from across part of the park. The views out of the conservation area are mainly to open space to the west and to a mixture of sheds and industrial warehouses to the east.

3.4 Character areas

What's special?

- Individually designed sections of mid Victorian terraces and semi detached pairs.
- Surviving examples of work by the renowned Brighton architect Amon Henry Wilds, displaying their trademark Ammonite order.
- Mostly built of brick, with some stucco, decorative doorcases, porches and window surrounds. Some have surviving sash windows and doors. Rear garden survives and some front gardens.

Nos. 1-31 (odd) and 24-38 (even) Glengall Road

3.4.1 The northern end of Glengall Road is principally characterised by its uniform two-storey plus lower ground floor, semi-detached villas set back behind front gardens. These houses follow a strong building line, with a regular rhythm established by the gaps between each pair of houses. Constructed between 1843 and 1845, the design of Nos.1-31(odd) and 24-38 (even) Glengall Road is generally attributed to the Brighton architect Amon Henry Wilds, who is also, accredited with the similarly designed and decorated Carlton Cottages at Nos. 6-12, New Cross Road.

3.4.2 These villa style cottages are grandly decorated with stucco porches and Ionic columns and pilasters, showing the influence of architects such as John Nash who designed the great terraces and houses of Regents Park. Each house was designed to appear as part of a greater composition, giving the impression of large classical houses whilst providing relatively modest accommodation. This approach was quite common in 18th and 19th century town house design, as was the use of stucco to imitate the effect of more expensive stone. It has been suggested that only the houses on Glengall Terrace were attributed to Amon Henry Wilds

and that the Glengall Road houses were designed and built by James Butler, a contemporary builder.

3.4.3 The street elevations of Nos. 1-31 (odd) and 24-38 (even) Glengall Road are rendered with stucco plaster whilst side and rear elevations are faced with multi-coloured stock bricks. At the lower ground floor level, the stucco work of most properties is rusticated to give the impression of layered stonework, whilst giant Ionic pilasters from ground to first floor level flank recessed windows. The pilasters sit upon a projecting string course and support a wide segmental arch. Smaller Ionic columns (with ammonite capitals) support entrance porches above stone steps down to front gardens. The exception to this, being at No. 27 Glengall Road where the porch was replaced with one of a simpler design and at Nos. 9 and 34 Glengall Road where they were removed completely. The ammonite capitals and fluted columns also adorn the main front facades. These ammonite orders resemble ammonite fossils and the architectural motifs are seen as a signature of Amon Henry Wilds' work, with 'ammonite' being a pun on 'Amon'.

3.4.4 Most properties possess timber panelled front doors, although a number appear to date from the mid 20th century. All windows are of the timber framed double hung box sash type. There are a variety of such timber windows ranging from 8 over 8 (number of panes) to 2 over 2, of varying ages and condition. Window openings are generally segmental arched, except the smaller, first floor windows above the porches, which are set in recessed round arches. The raised ground floor is the principal floor (piano nobile) as is conventional in classical design and this is indicated externally by the presence of the largest window on the front elevation. Most front ground floor windows retain ornamental ironwork balconies and a number of properties have retained ornamental iron balusters between the columns of the porticos. The majority of the external stone steps up to the raised ground floors have been unsympathetically covered over in concrete or asphalt. There is also a variety of entrance doors with a number dating from the mid-20th century.

3.4.5 The rear elevations of the semi-detached houses are plainer and constructed of a yellow stock brick. Windows again vary between 2 over 2 and 8 over 8 sash windows. Each property has a 3 storey outrigger, lower ground through to first floor level, with a mono pitch roof. The exception is at No. 24 Glengall Road, where the outrigger is larger and has a later pitched roof, which likely dates from the war damage repairs undertaken to the building during the 1950s. The rear elevations of the west side of Glengall Road are visible across Burgess Park, from Trafalgar Avenue.

Nos. 1-9 (consec) Glengall Terrace

3.4.6 Running west from Glengall Road, Glengall Terrace consists of a single terrace of nine two storey

houses on its southern side. These houses look out across the rear gardens of Nos. 24-38, Glengall Road. The terrace continues the classical theme with characteristic stucco work, ammonite capitals and fluted columns and porches. Whilst the houses were constructed as a terrace, rather than semi-detached pairs as found on Glengall Road, they were also designed to appear as part of a grander composition. Detailing and materials are generally the same as the Glengall Road houses and the terrace also has an unaltered, original roofline. A variety of window and door types can also be seen along this terrace; however despite this the group has a cohesive appearance due to the use of the ammonite motifs across the façades.

3.4.7 The rear elevations of Nos. 1-9 Glengall Terrace are also plainer and constructed of a yellow stock brick. Windows again vary between 2 over 2 and 8 over 8 sash windows. The majority of the houses in the terrace have rear extensions, which are limited to a single storey at lower ground floor level.

Nos. 40-50 (even) Glengall Road

3.4.8 South of the junction with Glengall Terrace, a number of terraced houses and a public house were erected during the late 1860s as development spread away from the Old Kent Road. These properties with their mainly brick facades illustrate, through design and appearance, the changing tastes of the later 19th century. Nos. 40-50 (even) Glengall Road, were constructed as a group of six, three storey brick terraced houses. When constructed the properties were part of a larger group of 11 houses, with Nos. 50-58 Glengall Road demolished in the early 2000s. The houses are two windows wide and constructed of yellow stock brick with stucco dressings and slated roofs with eaves. Other details included Corinthian columned door cases and moulded window architraves, Nos. 42 and 44 have lost the decorative detailing around the first floor windows. Elsewhere along the terrace some original sashes (1 over 1) survive, however Nos 44, 48 and 50 Glengall Road have had their original timber windows replaced with unsympathetic PVC-u windows. None of the original part glazed and timber entrance doors have survived. Across the terrace part of the original boundary treatment, rendered brick piers and wall remain.



Figure 5 40-46 Glengall Road

No. 41 Glengall Road

3.4.9 No. 41 is a later Victorian former Glengall Arms Public House located on a corner site, originally the junction of Glengall Road and Ingoldisthorpe Grove. The building is contemporary with the terrace directly opposite at No. 40-50 (evens) Glengall Road and according to the historic maps was constructed between 1862 and 1879. Originally, the public house was a three storey building with a shallow pitch roof with bracketed soffit. However following conversion to residential, an additional storey has been added in the form of a mansard and the chimneys not retained. The façades onto Glengall Road and Ingoldisthorpe Grove are rendered at ground floor with segmental arched window and door openings with keystones. The upper floors feature London stock brick work with a rendered string course and unusual triple bay sash windows, contained within stucco surrounds. Ingoldisthorpe Grove, which historically provided access to the Glengall Works, appears to have been consumed by the landscaping scheme associated with the recent residential development.



Figure 6 Glengall Road (Former Glengall Arms)

No. 35a, Nos. 37-39 Glengall Road

3.4.10 At the southern end of the conservation area, as Glengall Road curves to the east, Nos. 35a and 37 and 39 form an irregular group of unlisted later 19th century properties. No. 35a Glengall Road is a storey taller than its listed neighbours and appears to have been constructed at the turn of the 20th century, replacing an earlier building on the site. The residential property is 3 storeys and 3 bays wide and rendered on the principal facade and the brickwork left fair faced on the flank. The front facade has pilasters at the corners and first and second floor cill bands, cornice and blocking course. The building retains two over two timber sashes, slated hipped roof with a modern concrete parapet set above a decorative moulded cornice. Adjacent to No. 35a, is Nos. 37 and 39 Glengall Road which is a pair of 3 storey buildings with attic extensions. The buildings also appear to have been constructed between 1862 and 1874. No. 37 has a curved corner fronting onto the former Ingoldisthorpe Grove and addresses the street in a similar way to No. 41 Glengall Road. Previously Nos. 37 and 39 had a manufacturing use at basement level and retail at ground floor, with residential above. The buildings are now given over entirely to residential and the shopfronts were removed and sash windows and doors installed during the mid 2000s.



Figure 7 33-35a Glengall Road

No. 40A Glengall Road

3.4.11 No. 40A Glengall Road is located at the junction of Glengall Terrace and Glengall Road, originally with the primary facade fronting on to Glengall Terrace and a secondary entrance created on Glengall Road. Historic maps indicate that a building first appeared on the site in the late 19th century, with Goad's Insurance Map (c. 1897) indicating a single storey wood turner's workshop. The present two storey building dates from the early/ mid 20th century and originally also had an industrial use and has since been converted to flats. The building is of traditional stock brick construction with a white painted render band at parapet level. Decorative red bricks define the corners and link the windows at both ground and first floor levels. No. 40A Glengall Road is a legible reminder of the areas industrial past, existing cheek by jowl with residential properties.



Figure 8 Nos. 40a Glengall Road



Figure 10 View south along Glengall Road



Figure 9 Rear elevations Nos. 34, 36, 38 Glengall Terrace



Figure 11 View from Trafalgar Avenue to Glengall Road

Architectural terms

Sash window:

- A sash window is made of more movable panels, or 'sashes', that form a frame to hold panes of glass, which are often separated from other panes by glazing bars. 'Two over Two' refers to the pattern of each window- in this case one sliding sash one above the other, each divided into two panes of glass separated by a glazing bar.

Stucco:

- A type of render, usually applied in a bands to the lower floors of a building. Often painted in a light colour. The listed terraces and semi-detached pairs are decorated with stucco render. It can also be used for form moulded decorative window and door surrounds as can be seen along Nos. 40-50 (even) Glengall Road.

Hipped and pitched roofs:

- A hipped roof is a form of roof characterised by four sloping sides, where the sides meet at a ridge at the centre of the roof. Two of the sides are trapezoidal in shape, while the remaining two sides are triangular and meet the ridge at the end points. A pitch roof is one that slopes downwards from a central ridge, typically in two parts.

Segmented pediments/pediment heads:

- The stucco former decorative arch above windows and doors as seen on Nos. 40-50 Glengall Road.

Ammonite order:

- Is an architectural order characterised by capitals with volutes that are shaped to resemble fossil ammonites. The order can be seen used on Nos. 1-31 (odd) and 24-38 (even) Glengall Road and Nos. 1-9 (consec) Glengall Terrace.

Piano nobile:

- The piano nobile (Italian for 'noble floor' or 'noble level') is the principal floor of a large house, usually built in one of the styles of classical architecture. This floor contains the principal reception of the house.

Pilasters:

- A pilaster is a rectangular column, projecting from the wall.

Cornice:

- A decorative element at the topmost part of the wall.

Portico:

- A large covered area at the entrance to a building with pillars supporting a roof.



Figure 12 Decorative balcony



Figure 13 Decorative railing

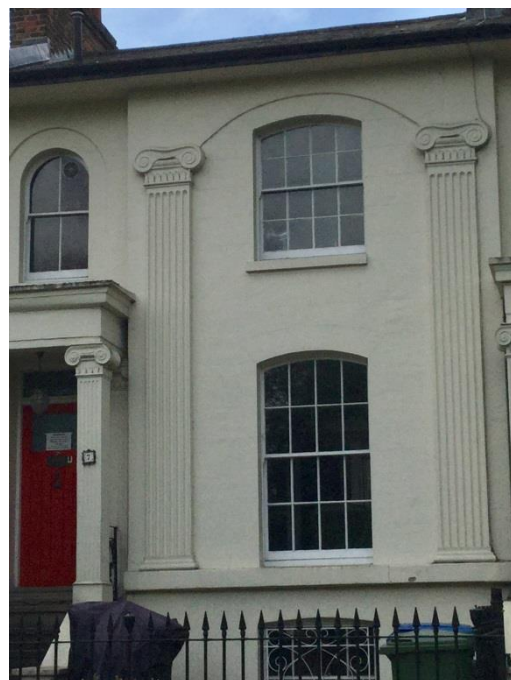


Figure 14 Ammonite order

4 The conservation area today

4.1 Audit of designated and undesignated features

Listed buildings within the Conservation Area:

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

Listed buildings

Listed Building Consent is required before carrying out any work that could affect their importance. This applies to the outside of the buildings, to their grounds, and to the inside.

Key Unlisted Buildings and Building Groups

- Nos. 40-50 Glengall Road
- No. 35a Glengall Road
- Nos. 37-39 Glengall Road
- No. 41 Glengall Road

Other features

- Some historic Lime trees remain within the conservation area.

4.1.1 The historic buildings within the conservation area remain surprisingly intact with most historic features still in place. This very much adds to the special character and appearance of the area. Nevertheless, there have been some unsympathetic alterations:

- replacement of windows and doors, particularly to the unlisted building;
- addition of satellite dishes;
- loss of boundary walls and railings and the introduction of driveways;
- poor façade repairs, loss or original detailing and unsightly and damaging repointing to some unlisted buildings along Glengall Road;
- installation of external security bars and grilles to windows and doors;
- asphalt or concrete applied over original stone steps

- loss of original porches;
- the loss of the chimneys to the former public house at No. 41 Glengall Road, and

4.1.2 The Council's policy is to stop the further loss of original features and to refuse permission for unsympathetic alterations.

4.1.3 The conservation area is largely built out with few development opportunities. Most buildings contribute positively to its special character and appearance. There are no identified development sites in the conservation area and opportunities for redevelopment of existing sites are very limited. Replacement of listed structures will usually prove unacceptable and replacement of unlisted structures will normally only be entertained where existing buildings do not make a positive contribution to the character and appearance of the conservation area and the proposal can be shown to positively preserve or enhance that character and appearance. A number of potential redevelopment sites adjoin the conservation area. Proposals for such sites will need to demonstrate that there is no detrimental effect on the character or appearance of the adjoining conservation area.

4.1.4 No. 38 Glengall Road is a listed building that has many original features but is currently in a poor condition and on Historic England's Heritage at Risk Register. The building is currently detracting from the conservation area, especially as it is on the corner of Glengall Terrace and Glengall Road. The building is capable of being sensitively restored and it is the Council's policy to seek restoration of this building.

4.1.5 The public realm (road, pavements etc.) is in a reasonable condition. Traditional granite kerbs remain throughout the conservation area and are an important part of its character and should be retained. The pavements are covered with a mixture of concrete, paving slabs and tarmac and damage has occurred due to pavement parking.

4.1.6 Street furniture is largely 20th century design and consists of primarily of metal lighting columns, although a Royal Mail post box and the original timber telegraph pole remain on Glengall Road.

5 Management and development guidelines

5.1 What changes can you make to your building or your development site?

5.1.1 This section lays down guidelines to ensure that the special character and appearance of Glengall Road Conservation Area is maintained. Building owners and the Council in its capacity as Highways authority and other stakeholders will be expected to follow the guidelines.

5.2 What needs permission?

5.2.1 The control of change to buildings within Glengall Road Conservation Area is via the normal planning system. Planning permission is not needed for all changes although the regulations in conservation areas are stricter than elsewhere.

- Only very small extensions can be built at the rear of a house without the need to apply for planning permission. There are restrictions on roof lights and satellite dishes.
- Replacements windows and doors do not require planning permission as long as they are similar in appearance to the existing windows. However, you should note that the Council interprets this rule very strictly in conservation areas- i.e. PVC-u windows and doors are not similar in appearance to original timber windows. Even double-glazed timber sash windows often have a different appearance than that of single-glazed originals. Planning permission will be required for these items and will not be forthcoming for PVC-u windows and doors.
- The rules applying to flats and commercial premises are stricter than those applying to single houses. Small changes, such as changing shop fronts or doors almost always require planning permission.
- In addition, most works to a listed building, whether internal or external, will require Listed Building Consent where they are considered to affect the special architectural or historic interest of the building.
- The list above is not comprehensive. Further advice on what require planning permission is available: <https://interactive.planningportal.co.uk/>

If in doubt, check with the Council before carrying out any work.

If work is carried out without planning permission, the Council can take legal action to require the work to be removed or put right. In the case of listed buildings, owners and builders can be prosecuted. Always check before starting any building project — even replacing windows or doors.

5.3 Trees

5.3.1 When pruning of privately-owned trees is required, a notice must be submitted to the Council setting out the work to be done. The Council then has 6 weeks to reply. Your tree surgeon should be able to provide further advice on this matter.

5.4 How will be the Council judge planning applications?

5.4.1 In accordance with the Planning (Listed Buildings and Conservation Areas) Act, 1990, all changes that require planning permission will be judged as to whether they preserve or enhance the character or appearance of the area. It should be noted that even small changes such as replacing windows can affect character and appearance.

5.4.2 In line with the Government's National Planning Policy Guidance (the NPPF) the Council will ask three questions about your proposals:

- a) What is important about your building(s)? How does it/they contribute to the special character and appearance of the conservation area?
- b) How does your proposal affect the special character and appearance of the conservation area?
- c) If your proposal causes harm to the character and appearance of the area, can it be justified when weighed against the public benefits of your proposal? (Public benefits may include alterations to make your building more usable such that it has a long term future).

5.4.3 When you submit a planning application, you should provide a Heritage Statement along with drawings that answers the three questions above.

5.5 Advice on common building projects:

5.5.1 The following guidance provides some indication of the most appropriate approach to common problems and development pressures within the area.

New development, extensions

5.5.2 There is little scope for new development in the area.

5.5.3 The semi-detached pairs and terraced form of existing houses is such that only rear extensions are possible. Where the buildings are listed any extension will therefore be expected to be designed such that they compliment the special architectural interest of each building. This will demand skilful bespoke architecture.

5.5.4 The uniformity of roof forms is an important characteristic of buildings within the conservation area. This precludes roof extensions, dormers or other alterations. Similarly, front facades are generally intact and require to be retained.

5.5.5 The area is within an area of archaeological potential. You may have to carry out an archaeological assessment before submitting an application for a new extension to your building. Contact the Council archaeologist at design.conservation@southwark.gov.uk for further advice.

Alterations and repairs

5.5.6 The survival of original features plus the uniformity of detailing from house to house are key characteristics to preserve.



Figure 15 No.38 Glengall Road

General

5.5.7 Original doors, windows, roof coverings and other historic details should all be repaired wherever possible, rather than replaced. Artificial modern materials such as concrete tiles, artificial slates, and UPVC windows generally appear out of place, and may have differing behavioural characteristics to natural materials. Where inappropriate materials have been used in the past, their replacement with more sympathetic traditional materials will be encouraged.

Windows and doors

5.5.8 Double glazed windows may be allowed on non-listed buildings within the conservation area. On front elevations and on elevations that face highways and public footpaths or spaces, these should be timber sash windows to exactly match original patterns. Features like glazing bars (which divide each sash into smaller panes) should have a similar profile to existing single glazed windows.

5.5.9 Original doors and doorframes should always be retained. Where repair is impossible, or where modern doors are to be replaced, the replacement should exactly match original doors within the streets. This will in general demand bespoke joinery rather than of-the-shelf items.

5.5.10 All external joinery should be painted, which is the traditional finish. Window frames should normally be painted white although darker colours may be acceptable where there was previous evidence of this. Darker "heritage" colours should be considered for doors, such as navy, maroon, dark green, black, etc.

Roofs

5.5.11 Where it is possible, original roof coverings should be retained and if necessary repaired with slate to match existing. Where re-roofing is unavoidable because of deterioration of the existing roof covering or inappropriate later work, natural roof slates should be used on listed buildings and either natural or good quality reconstituted slate on the unlisted buildings in the conservation area.

5.5.12 The greater weight of concrete tiles can lead to damage and deterioration of the roof structure and will usually be unacceptable.

5.5.13 Where they exist, original chimney stacks and pots should be retained and repaired if necessary. The reinstatement of appropriately designed replacement chimney pots where these have been lost will be encouraged.

Brickwork

5.5.14 Brick is the predominant facing material in the conservation area. The painting or rendering of original untreated brickwork should be avoided and is usually considered unacceptable. Where damaged bricks are to be replaced or new work undertaken, bricks should be

carefully selected to match those existing on texture, size colour and should be laid in an appropriate bond to match the existing.

5.5.15 Some buildings in the area have suffered from the unsympathetic repointing of brickwork. This should only be done where necessary and only following with advice from a conservation officer at the Council. Gauged brick arches should not be repointed.

5.5.16 Cleaning of brickwork is a specialist task, which may dramatically alter the appearance of a building. If undertaken incorrectly cleaning may lead to permanent damage to the bricks. Advice should be sought from the Council.

Stucco and render

5.5.17 It is of particular importance that stucco render is kept in good repair and that regular maintenance takes place. Stucco is lime based, and it is important that any repairs are made in material to match, taking care to avoid the use of hard cement renders. If the surface is damaged, stucco may deteriorate quickly through water ingress possibly leading to further damage to the structure behind. Early localised repairs of the problem areas are usually the most appropriate approach when damage occurs. Major repair works can be expensive and difficult to carry out and are best undertaken by experts.

5.5.18 Stucco requires regular repainting for appearance and to maintain weather resistance, taking care not to obliterate decorative features. The stucco would originally have been a stone colour, and paint should be chosen carefully with this in mind and to respect the unified character of the area. Listed Building consent is required where painting significantly alters the appearance of a listed building and the use of unusual or contrasting colours (e.g. to highlight decorative details) is unacceptable. Generally the use of the colours *buttermilk*, *parchment*, *ivory* and *magnolia* are acceptable under British Standard Colours: BS 4800, these are BS 10B15, BS 08B17 and BS 08B15 respectively. Use of a gloss or eggshell finish that allows the wall to “breathe” is recommended. This will not require consent. Textured or highly glossy paints and ‘*brilliant white*’ should be avoided.

5.5.19 Where features such as capital, pilasters and porches have been lost, the Council will encourage their reinstatement using traditional materials following the design and detailing of those originals remaining on other properties.

Rainwater goods

5.5.20 Gutter and downpipes are of a standard style, originally in cast iron. Repairs and renewal should preferably be in cast iron (or cast aluminium) on the 19th and 20th century buildings. This is readily available and provides a better long-term investment than fibreglass or plastic. Where blockages in rainwater goods occur due

to adjacent foliage, this can be readily and economically prevented by the installation of simple mesh guards.

Boundaries and driveways

5.5.21 Front boundaries within the conservation area in general consist of brick walls or walls with railings. No historical evidence of original boundary treatments has been found. However, the loss of walls and railings to make way for driveways has eroded the character of the conservation area and is not supported. The reinstatement of traditional boundary treatments, where these have been lost, is strongly encouraged. It should be noted that modern copies of traditional details, for example, mild steel railings in place of cast iron, are rarely acceptable.



Figure 16 Loss of boundary treatments

Satellite dishes

5.5.22 Satellite dishes on buildings, particularly on front facades, can harm the appearance of the conservation area.

5.5.23 Should the antenna or satellite dish exceed 70cm and be placed in a visible location to the front elevation or on the chimney, planning permission will always be required. To minimise the visual impact of the equipment on the conservation area, the acceptable locations for siting a satellite dish are as follows:

- concealed behind parapets and walls below ridge level;
- set on side and rear extensions;
- set back on rear roofs below ridge level; or
- located on the rear elevation

Renewable Energy

5.5.24 Most renewable energy installations (solar or photovoltaic panels, micro generators) require planning permission. Panels and other equipment will not be acceptable on the front elevations or front facing roof

slopes of buildings. Wiring and pipework should be kept to a minimum.

Trees

5.5.25 Trees form a significant part of the street scene within Glengall Road Conservation Area, particularly the original Lime trees which remain. Where trees are protected by a Tree Preservation Order (TPO) or have a positive impact on the character of the area they should be retained.

5.5.26 Where pruning of privately-owned trees is required a notice must be submitted to the Council. The growth potential and increase in size of adjacent trees should be taken into consideration when determining the location of any equipment, including the presence of tree roots where heat pumps are proposed.



Figure 17 Historic lime trees



Figure 18 Unsympathetic alterations (loss of historic boundary treatment, satellite dishes, security grilles and uPVC windows)

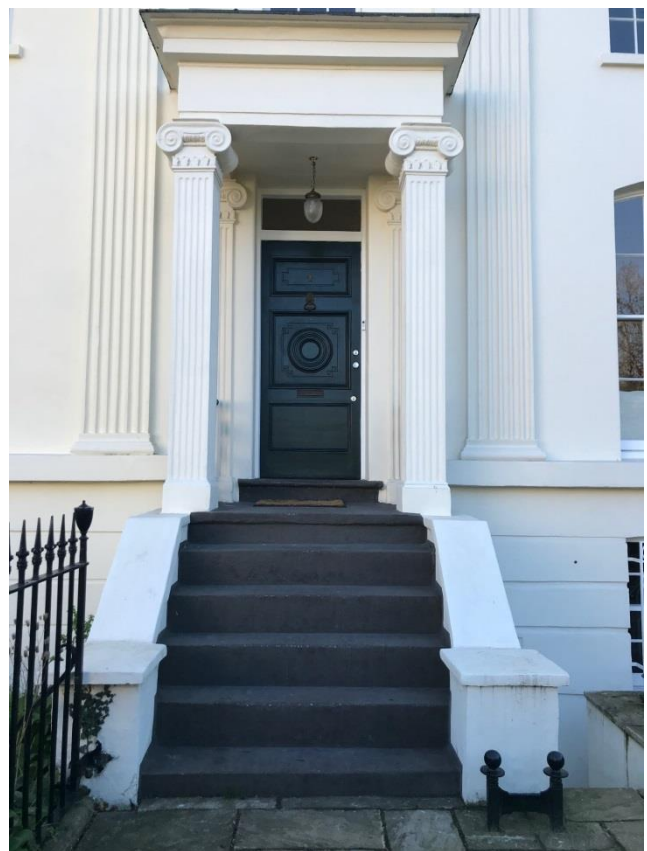


Figure 19 Asphalt to front steps

6 Proposed boundary changes and additional planning regulations.

6.1 Boundary changes:

6.1.1 The conservation area was designated on 21 November 1971 and extended on the 30 September 1991 and again 3 April 1998. From time to time, it is the requirement of the Planning (Listed Buildings and Conservation Area) Act 1990 to review the conservation area. As such, the Council have reviewed the boundaries of the conservation area and proposed during the forthcoming consultation period to consult the following inclusions:

Burgess Park at the junction of Old Kent Road and Glengall Road

6.1.2 The trees along the edge of Burgess Park where it meets Glengall Road and Old Kent Road are of some historic interest. Originally this small area of Burgess Park was occupied by comparable semi-detached houses which were lost during World War II. These lime trees once occupied these gardens of the semi-detached houses. The path in the park cutting across from Glengall Road to the Old Kent Road follows the line of the original Glengall Mews. In addition these trees, contribute to the setting of the conservation area. Consideration will therefore be given to extending the boundaries to take in this section of Burgess Park.



Figure 20 Burgess Park Extension

Former John Mills and Sons Mineral Water Factory and Bottling Works, No. 12 Ossory Road

6.1.3 Located directly behind Nos. 7-23 (odd) Glengall Road) the former Mineral Water and Ginger Beer Manufactory is a legible reminder of the industries that developed in the hinterland of the Grand Surrey Canal. The earliest part of this complex of buildings dates from 1895, with the main part of the former factory dating from 1914 and extended again Post WWII. The factory retains some original fenestration and the extensive cobbled yard and approach from Ossory Road is of particular interest. Consideration will therefore be given to extending the boundaries to take in the former mineral water works and approach at No. 12 Ossory Road.



Figure 3 Proposed boundary extension to take in No.12 Ossory Road

6.2 Management of the Conservation Area

6.2.1 There has been some loss of original features such as windows and doors, boundary walls amongst other features. Whilst changes can be controlled by the Council to an extent via the normal planning process, the Council can take out what is known as 'Article 4 Directions'. These additional regulations mean that planning permission would be needed for even small-scale changes to the appearance of buildings within the conservation area.

6.3 Consultation

6.3.1 The Council will consult with building owners, residents and shopkeepers within the area over this appraisal, and over the proposed boundary changes and additional regulations.



Figure 22 Map illustrating boundary alterations

Consulting the Council

For small inquiries email design.conservation@southwark.gov.uk.

If you are planning a more major project — for example a new building or an extension — you can use the Council's pre-application advice service <http://www.southwark.gov.uk/planning-and-building-control/planning-applications/pre-application-advice-service>. There is normally a small charge for this service.

Item No. 7.	Classification: Open	Date: 14 May 2019	Meeting Name: Planning Committee
Report title:		Development Management	
Ward(s) or groups affected:		All	
From:		Proper Constitutional Officer	

RECOMMENDATIONS

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

BACKGROUND INFORMATION

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

KEY ISSUES FOR CONSIDERATION

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

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

Community impact statement

11. Community impact considerations are contained within each item.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Law and Democracy

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

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

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

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

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

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

BACKGROUND DOCUMENTS

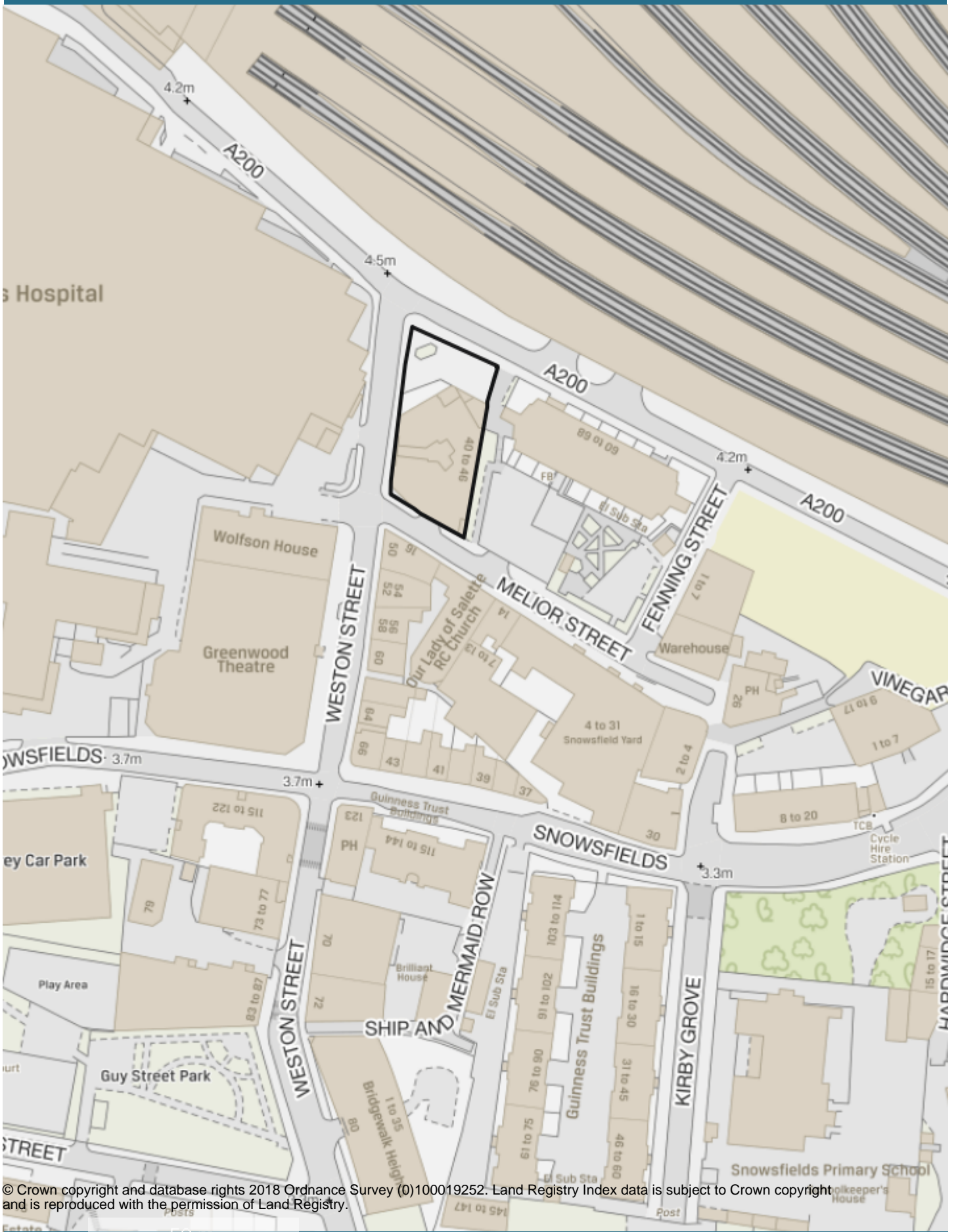
Background Papers	Held At	Contact
Council assembly agenda 23 May 2012	Constitutional Team 160 Tooley Street London SE1 2QH	Virginia Wynn-Jones 020 7525 7055
Each planning committee item has a separate planning case file	Development Management 160 Tooley Street London SE1 2QH	The named case officer as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

APPENDICES

No.	Title
None	

AUDIT TRAIL

Lead Officer	Chidi Agada, Head of Constitutional Services	
Report Author	Virginia Wynn-Jones, Principal Constitutional Officer Jonathan Gorst, Head of Regeneration and Development	
Version	Final	
Dated	1 May 2019	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments sought	Comments included
Director of Law and Democracy	Yes	Yes
Director of Planning	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team		1 May 2019



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50 m

Scale = 1250

3-May-2019

Item No. 7.1	Classification: Open	Date: 14 May 2019	Meeting Name: Planning Committee
Report title:	Development Management planning application: Application 18/AP/0900 for: Full Planning Application Address: CAPITAL HOUSE, 42-46 WESTON STREET, LONDON SE1 3QD Proposal: Redevelopment of the site to include the demolition of Capital House and the erection of a 39-storey building (3 basement levels and ground with mezzanine and 38 storeys) of a maximum height of 137.9m (AOD) to provide up to 905 student accommodation units (Sui Generis use), flexible retail/café/office floorspace (Class A1/A3/B1), cycle parking, servicing, refuse and plant areas, public realm improvements and other associated works incidental to the development. The application is accompanied by an Environmental Statement submitted pursuant to the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.		
Ward(s) or groups affected:	London Bridge & West Bermondsey		
From:	Director of Planning		
Application Start Date 18/04/2018		Application Expiry Date 18/07/2018	
Earliest Decision Date 29/12/2018		PPA Date 29/11/2019	

RECOMMENDATION

1. That the Planning Committee grant planning permission subject to conditions, the applicant entering into an appropriate legal agreement and referral to the Mayor of London.
2. That, should planning permission be granted, it be confirmed that the environmental information has been taken into account as required by Regulation 3 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 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 paragraph 1 above are not met by 30 November 2019, the Director of Planning be authorised to refuse planning permission, if appropriate, for the reasons set out under paragraph 232.

BACKGROUND INFORMATION

Executive summary

5. In 2011 the Council resolved to grant planning permission to redevelop the site to provide student housing. This consent established the acceptability of student housing provision on the site and the suitability of the site for a tall building. A further planning consent from 2015 further supported the suitability of the site for a tall building.
6. The proposed development would provide new student homes in a well connected, central London location with a high level of public transport availability. The site is located within a district town centre and an Opportunity Area and as such the provision of student housing is acceptable.
7. The proposed development would provide 35% affordable housing by way of an in lieu payment. The payment would equate to £34.1 million which is significantly in excess of the maximum reasonable amount of affordable housing that the scheme can provide based on viability testing. Providing the affordable housing through an in lieu payment is supported on this site as on-site and off-site affordable housing would not optimise the level of affordable housing that could be provided.
8. The in lieu payment would be used for new affordable housing which would be Council developed and managed, which will subsequently allow greater control over rent levels and management. This could also potentially allow for local lettings, where new housing is let to local residents in priority need, enabling the council to re-let existing homes and create better mobility on estates, and provide people with appropriate housing to suit their needs.
9. There would be noticeable impacts on some neighbouring residents in terms of daylight and sunlight however these are considered to be acceptable within the context of the BRE guidelines and the surrounding townscape.
10. Eighty nine objections have been received from neighbours raising concerns primarily relating to height, design, massing and density, sunlight and daylight impacts, transport impacts, wind impacts, impacts on townscape and heritage, and failure to provide on site affordable housing. One letter of support has also been received.
11. The proposal would incorporate measures to reduce its carbon dioxide emissions, and a contribution to the Council's Carbon Off-set Green Fund would be secured through a S106 agreement. The proposal would be air quality neutral, and conditions are recommended to ensure that environmental impacts would be adequately dealt with. A range of S106 obligations would be secured, including employment and training during the course of construction. Overall, the benefits of the proposal are considered to significantly outweigh the potential harm caused, and it is recommended that planning permission be granted, subject to conditions and the signing of a S106 agreement.

Site location and description

12. The application site refers to the office building known as Capital House which is located at 42-46 Weston Street on the eastern edge of Guys Hospital and the Kings College Campus. The existing building comprises a two-storey deck with a further

eight storeys above (10 storeys in total). Capital House has frontages onto Weston Street to the west, Melior Street to the south and a principle frontage onto St Thomas Street to the north where the building is set back considerably from the street edge. The site is roughly parallelogram in shape and measures approximately 0.091 hectares.

Image – Site location plan



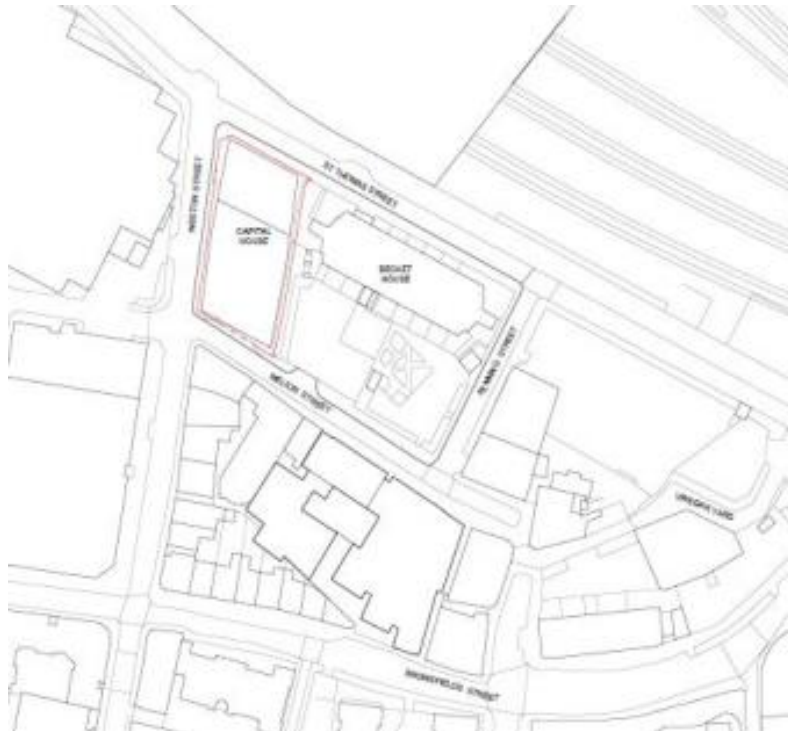
13. North of the site is London Bridge Station whilst to the north west is the 310 metre (m) tall London Bridge Tower (known as the Shard). The redevelopment of the station approved by the Council in 2012 includes a new entrance to St Thomas Street opposite the site. The new Shard Place building next to the Shard (on the former Fielden House) is currently under construction.
14. On the west side of Weston Street (opposite the application site) is the York Clinic, a five storey building, and Guy's Hospital Tower, a 34 storey building behind the York Clinic. To the southwest is Wolfson House, a 16 storey tower which is on a long-lease to Kings College for student accommodation with a swimming pool in its basement for use by Kings College students.
15. Immediately to the east of the site is 60-68 St Thomas Street (known as Beckett House), a six storey office building used by the Home Office Border and Immigration Service and beyond that is the vacant site known as Vinegar Yard which sits across Fenning Street. To the south, on Melior Street, is a seven storey residential building and adjoining two storey church.
16. With the exception of the railway arches to the north and a church to the south east, the immediate context of adjoining buildings date from 1970s to 1980s. The application site is not in a Conservation Area but the Bermondsey Street Conservation Area is adjacent to the site, to the south and south east (taking in the southern side of Melior Street); the Borough High Street Conservation Area lies some 180m to the west; and the Tooley Street Conservation Area lies to the north of London Bridge

Station (approximately 140m from the site). Nearby listed buildings include; London Bridge Station (Grade II to the north of the site); The George Inn (Grade I listed, 300m from the site to the north-west); Guys Hospital Main Building (Grade II*, 180m to the north-west); 4-16 St Thomas Street (Grade II, 280m to the north-west); 9A-13 St Thomas Street (Grade II, 270m to the north-west); 15 St Thomas Street (Grade II, 240m to the north-west); 55, 59-63 and 68-76 Bermondsey Street (all Grade II, approximately 220m to the south-east). A more recent listing is the Railway Viaduct Arches on Crucifix Lane (Grade II), which are on the northern side of St Thomas Street

Details of proposal

17. Planning consent is sought for the re-development of the site to deliver a 39 storey building rising to 137.9m AOD in height providing 905 student bedrooms and flexible retail (Class A1); Café (Class A3); and office (Class B1) floorspace.
18. The building would provide housing for 905 students (Sui Generis use) and a flexible commercial space at ground floor level for use classes A1/A3/B1. The main entrance to the student housing would be from St Thomas Street whilst the commercial units would be access from both St Thomas Street and Weston Street.
19. Student housing would be located at levels 3 through to the 36 whilst student amenity spaces would be located at levels 1 and 2 as well as levels 37 through to 39. An outdoor roof terrace would be provided at level 37 to complement the indoor amenity spaces. The student homes would be directly let through the applicant and would not be linked to a higher education institution.

Image – Proposed site plan



20. Three levels of basement would be provided that would accommodate the necessary plant equipment and laundry facilities as well as cycle storage and waste/refuse storage.
21. Servicing would take place from the rear of the site on Melior Street where there would be a semi inset lay bay immediately adjacent to the loading bay and entrance to the cycle store. Cycle parking for 453 bicycles would be provided as well as an additional 18 spaces for staff. In order to encourage cycling, 255 cycles would be provided on site as 'free to use' for resident students.
22. In terms of design the building would be formed by a base comprising built elements within a rigid structural frame formed from a series of 'V' columns. The tower would site on the base and would be trapezoidal in form. The building would be significantly set back at level 37 in order to create a distinctive top. The façade of the tower would comprise an abstract pattern of three dimensional 'origami' modules. The base would be clad in a profiled masonry that would draw on the textures and colours of the surrounding area.
23. The scheme has been amended from the original submission to reduce the height from 46 storeys (153.03m AOD) to 39 storeys (137.9m AOD). These amendments also amended the design of the top of the building to provide a significant set back at the upper levels and the base of the building to remove the previously proposed migration museum in lieu of flexible retail and office space.

Planning history

24. The most relevant planning history on this site is the planning permission granted under ref 10/AP/2754 (on 30 March 2011) for:

Demolition of Capital House, and erection of a 21 and 31 storey building (2 basement levels plus ground and 30 upper storeys) to a maximum height of 108.788m (14,738sqm GEA) to provide 470 student accommodation units (sui generis) on floors 1-27 (13,289sqm GEA), ancillary bar, gym, library and student hub on floors 28, 30, retail/cafe units (flexible class A1, A3 use) (286sqm GEA) at ground floor level, 261 cycle parking spaces, 2 disabled car parking spaces and 1 service bay at basement level, associated refuse and recycling, and an area of public open space.
25. This consent accepted the principle of the loss of the existing office space as well as the principle of providing student accommodation. The applicant claims that this planning consent has been implemented through undertaking some drainage works on site.
26. A number of its pre-commencement conditions were submitted and approved. The pre-commencement condition relating to the drainage strategy was approved and works to the drainage were carried out, which supports the applicant's point that this permission has already been implemented. No Certificate of Lawfulness has been submitted to formally confirm this.
27. The building granted permission as part of this application was known as The Quill. This application was submitted in advance of the adoption of planning policy requiring

student housing developments to provide affordable housing and as such this consent made no provision for affordable housing.

Subsequent to the application detailed above, a further application was made in 2014 under reference 14/AP/4640 for:

Demolition of Capital House, and erection of a 21 and 31 storey building (1 basement Level plus ground and 30 upper storeys) to a maximum height 108.788m to provide 119 residential units (C3), retail/cafe units (flexible Class A1, A3 Use) at ground floor level, 199 cycle parking spaces, 2 disabled car parking spaces, associated refuse and recycling, and an area of public open space.

28. This application was approved and was essentially the same as the 2010 application save for the fact that the development would now provide general needs housing as opposed to student accommodation. The heights, scale massing and detailed design of the building (external) remained largely the same as the previous consented scheme.
29. No substantial progress was made with either of the consented schemes subsequent to planning permission being granted albeit the original permission discharged some pre-commencement conditions as set out above. The next substantial milestone in the planning history of this site was the submission of a pre-application enquiry in 2017 (17/EQ/0173) which sought a programme of pre-planning meetings to discuss the proposal to redevelop the site for student housing. The initial scheme proposed a building up to 46 storeys in height (153.03m AOD) providing 1,028 student bedrooms, a migration museum and a retail unit (Class A1).
30. Whilst officers were supportive of the proposed uses and the detailed design, there were concerns that the excessive height of the building would have a harmful impact on key local views, as well as views from the Bermondsey Street Conservation Area and the Tower of London World Heritage Site. Officers maintained these concerns once this current application was formally submitted which led to a substantial decrease in the height of the building from 46 storeys (153.03m AOD) to 39 storeys (137.9m AOD). This involved a redesign of the top and the base of the building and the loss of the proposed migration museum.
31. Prior to submitting the formal application, the applicant sought a Scoping Opinion (18/AP/0412) in order to agree the scope of topics to be included in the Environmental Impact Assessment for the subsequent planning application.

Planning history of adjoining sites

32. There is a significant amount of planning history on the adjoining sites, but those that are most relevant and recent to this application would be the major developments to London Bridge Station, the Shard and other tall buildings as summarised below.
33. London Bridge Tower (Shard of Glass) (ref 01/AP/0476): redevelopment of Southwark Towers for a 306m tower for offices, hotel, residential and public viewing areas. This development is now complete.
34. London Bridge Place (ref 07/AP/0815): the redevelopment of New London Bridge

House for an 18 storey office building. This development is now complete.

35. Guys Hospital new Cancer Building (ref: 12/AP/2062 granted January 2013):
Demolition of existing buildings on the corner of Great Maze Pond and Snowsfields and erection of a 14 storey building for a Cancer Treatment Centre (with an additional 2 storeys of roof plant) 71 metres in height and 29,000sqm floor area, with preservation in situ of a Scheduled Ancient Monument (Roman Boat), public realm works, disabled parking, cycle parking facilities and basement link to hospital campus. This development is now complete.
36. 14-16 Melior Street and Land adjoining to the rear of Our Lady of La Sallette and Saint Joseph Catholic Church (ref: 13/AP/3059 granted May 2014):
Part demolition and part refurbishment / change of use of existing buildings and erection of new buildings ranging from 4-7 storeys in height to provide 37 residential units (Class C3); a community centre (Class D1) and flexible commercial space at ground floor level (Class A1/A3/B1); cycle storage, new landscaping and associated works.
37. Fielden House (ref 14/AP/1302 granted with legal Agreement on December 2014):
Demolition of existing buildings and erection of part 26 and part 16 storeys to provide 148 apartments (118 Use Class C3 and 30 flexible use C1/C3), with 1,800sqm (gross) of flexible retail space (Classes A1, A2, A3 and A4) at St Thomas Street and London Bridge Street (Concourse) levels, service area, three levels of basement including car parking (28 spaces) and associated hard and soft landscaping, amenity spaces and alterations to existing highways adjoining. This development is now in the advanced stages of construction.

St Thomas Street East Framework

38. The application site forms the western boundary of a series of adjacent development plots that have become known as St Thomas Street East. The adjacent sites include Beckett House at 60 St Thomas Street, Vinegar Yard which occupies the plot between Fenning Street and Snowsfields and the Vinegar Warehouse which includes the vacant warehouse building as well as the buildings at 40-44 Bermondsey Street. The site at Beckett House is still part of an ongoing pre-application enquiry however the sites at Vinegar Yard and the Vinegar Warehouse are now the subject of current formal planning applications as set out below:
39. 19/AP/0404 - 40-44 Bermondsey Street Vinegar Yard warehouse 9-17 Vinegar Yard and land adjacent to 1-7 Snowsfields SE1:

Demolition of existing buildings at 40-44 Bermondsey Street including partial demolition, rebuilding and refurbishment of existing Vinegar Yard Warehouse and erection of three new buildings (two linked) with up to two levels of basement and heights ranging from five storeys (24.2m AOD) to 17 storeys (67m AOD) to provide office space (Class B1); flexible retail space (Classes A1/A2/A3/A4/A5); new landscaping and public realm; reconfigured pedestrian and vehicular access; associated works to public highway; ancillary servicing; plant; storage and associated works.
40. 18/AP/4171 - Land bounded by St Thomas Street, Fenning Street, Vinegar Yard and

Snowfields including Nos. 1-7 Fenning Street and No. 9 Fenning Street, SE1 3QR:

Redevelopment of the site to include the demolition of the existing buildings and the erection of a 5 to 19 storey building (plus ground and mezzanine) with a maximum height of 86.675m (AOD) and a 2 storey pavilion building (plus ground) with a maximum height of 16.680m (AOD) with 3 basement levels across the site providing a total of 30,292 sqm (GIA) of commercial floorspace comprising of use classes B1, A1, A2, A3, A4, D2 and sui generis (performance venue), cycle parking, servicing, refuse and plant areas, public realm (including soft and hard landscaping) and highway improvements and all other associated works.

41. Both of these applications are only recently valid and are still subject to assessment and public consultation.
42. As previously stated these sites together have come to be known collectively as St Thomas Street East. The various landowners have been co-operating on an informal basis about a range of issues including design, public realm, new pedestrian routes, and the management of the construction and operational phases of the proposed developments. The landowners have devised a framework document which sets out the co-operation and co-ordination on these issues between the proposed developments and this has been subject to community consultation. The framework is a tool to bring the landowners together to work collaboratively to address the main issues of the redevelopment of these sites. The framework itself is an informal document and is not a masterplan or an instrument of planning policy.

KEY ISSUES FOR CONSIDERATION

Summary of main issues

43. The main issues to be considered in respect of this application are:
 - a) Principle of the proposed development in terms of land use;
 - b) Affordable housing and the principle of a payment in lieu;
 - c) Design issues, including scale/massing and impact of tall buildings on local and strategic views;
 - d) The impact on the historic setting of heritage assets;
 - e) Impact on the amenities of occupiers of adjoining properties;
 - f) Impact of adjoining and nearby uses on occupiers and users of the proposed development;
 - g) Flood risk;
 - h) Transport issues;
 - i) Archaeology;
 - j) Planning obligations;
 - k) Sustainable development implications;
 - l) Environmental impacts; and
 - m) All other relevant material planning considerations.

Planning policy

44. 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 Blackfriars Road SPD.

45. The site is located within the:
 - Air Quality Management Zone
 - Archaeological Priority Zone
 - Bankside, Borough and London Bridge Strategic Cultural Area
 - Bankside, Borough and London Bridge Opportunity Area
 - Central Activities Zone
 - London Bridge District Town Centre
 - Thames Special policy Area
46. The site has a Public Transport Accessibility Level (PTAL) of 6B which is the highest level of public transport availability.
47. The site is located within Flood Zone 3 as identified by the Environment Agency flood map, which indicates a high probability of flooding.
48. The following listed structures are close to the site:
 - Grade II listed London Bridge Station (Platforms 9-16) and railway arches on Crucifix Lane;
 - Grade II listed Guys Hospital (main building) including connecting alcove, statue of Thomas Guy and gates, piers and railings;
 - Grade II listed Telephone Kiosk outside Nos. 17 and 19 St Thomas Street;
 - Grade II listed buildings at Nos. 2, 4-8, 9 and 12-16 St Thomas Street (including railings);
 - Grade II listed building at 19A Borough High Street (Post Office).
 - Grade II listed buildings at 55, 59-63 and 68-76 Bermondsey Street.
49. The Bermondsey Street; Borough High Street; and Tooley Street Conservation Areas lie close to the site.
50. The site lies within the following viewing corridors of the London View Management Framework:
 - View 2A.1 Parliament Hill to St Paul's Cathedral
 - View 3A.1 Kenwood House gazebo to St Paul's Cathedral
 - View 4A.1 Primrose Hill to St Paul's Cathedral
 - View 6A.1 Blackheath Point to St Paul's Cathedral

National Planning Policy Framework (NPPF)

51. 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.
52. Paragraph 212 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 7 Ensuring the vitality of town centres
 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

53. The London Plan is the regional planning framework and was adopted in 2016. The relevant policies of the London Plan 2016 are:

Policy 2.5 Sub-regions
 Policy 2.10 Central Activities Zone – Strategic priorities
 Policy 2.11 Central Activities Zone – Strategic functions
 Policy 2.13 Opportunity Areas and intensification areas
 Policy 2.15 Town Centres
 Policy 3.1 Ensuring equal life chances for all
 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 3.19 Education facilities
 Policy 4.1 Developing London's economy
 Policy 4.2 Offices
 Policy 4.3 Mixed use development and offices
 Policy 4.7 Retail and town centre development
 Policy 4.12 Improving opportunities for all
 Policy 5.1 Climate change mitigation
 Policy 5.2 Minimising carbon dioxide emissions
 Policy 5.3 Sustainable design and construction
 Policy 5.5 Decentralised energy networks
 Policy 5.6 Decentralised energy in development proposals
 Policy 5.7 Renewable energy
 Policy 5.9 Overheating and cooling
 Policy 5.10 Urban greening
 Policy 5.11 Green roofs and development site environs
 Policy 5.12 Flood risk management
 Policy 5.13 Sustainable drainage
 Policy 5.15 Water use and supplies
 Policy 5.16 Waste net self-sufficiency
 Policy 5.17 Waste capacity

Policy 5.18 Construction, excavation and demolition waste
 Policy 5.21 Contaminated land
 Policy 6.1 Strategic approach (Transport)
 Policy 6.2 Providing public transport capacity and safeguarding land for transport
 Policy 6.3 Assessing effects of development on transport capacity
 Policy 6.5 Funding Crossrail
 Policy 6.6 Aviation
 Policy 6.9 Cycling
 Policy 6.10 Walking
 Policy 6.11 Smoothing traffic flow and tackling congestion
 Policy 6.12 Road network capacity
 Policy 6.13 Parking
 Policy 7.1 Building London's neighbourhoods and communities
 Policy 7.2 An inclusive environment
 Policy 7.3 Secured by design
 Policy 7.4 Local character
 Policy 7.5 Public realm
 Policy 7.6 Architecture
 Policy 7.7 Location and design of tall and large buildings
 Policy 7.8 Heritage assets and archaeology
 Policy 7.10 World heritage sites
 Policy 7.11 London View Management Framework
 Policy 7.12 Implementing the London View Management Framework
 Policy 7.14 Improving air quality
 Policy 7.15 Reducing noise and enhancing soundscapes
 Policy 7.21 Trees and woodlands
 Policy 8.2 Planning obligations
 Policy 8.3 Community infrastructure levy

Core Strategy 2011

54. 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 Targets Policy 1 - Achieving growth
 Strategic Targets Policy 2 - Improving places
 Strategic Policy 1 - Sustainable development
 Strategic Policy 2 - Sustainable transport
 Strategic Policy 3 - Shopping, leisure and entertainment
 Strategic Policy 6 - Homes for people on different incomes
 Strategic Policy 8 – Student 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

Southwark Plan 2007 (saved policies)

55. In 2013, the council resolved to 'save' all of the policies in the Southwark Plan 2007 unless they had been updated by the Core Strategy with the exception of Policy 1.8

(location of retail outside town centres). Paragraph 213 of the NPPF states that existing policies should not be considered out of date simply because they were adopted or made prior to publication of the Framework. Due weight should be given to them, according to their degree of consistency with the Framework. The relevant policies of the Southwark Plan 2007 are:

Policy 1.1 Access to Employment Opportunities
 Policy 1.4 Employment Sites
 Policy 1.7 Development within Town and Local Centres
 Policy 2.5 Planning Obligations
 Policy 3.1 Environmental Effects
 Policy 3.2 Protection of Amenity
 Policy 3.3 Sustainability Assessment
 Policy 3.4 Energy Efficiency
 Policy 3.6 Air Quality
 Policy 3.7 Waste Reduction
 Policy 3.8 Waste Reduction
 Policy 3.9 Water
 Policy 3.11 Efficient Use of Land
 Policy 3.12 Quality in Design
 Policy 3.13 Urban Design
 Policy 3.14 Designing Out Crime
 Policy 3.15 Conservation of the Historic Environment
 Policy 3.16 Conservation Areas
 Policy 3.17 Listed Buildings
 Policy 3.18 Setting of Listed Buildings, Conservation Areas and World Heritage Sites
 Policy 3.19 Archaeology
 Policy 3.20 Tall Buildings
 Policy 3.22 Important Local Views
 Policy 3.28 Biodiversity
 Policy 3.29 Development within the Thames Policy Area
 Policy 3.31 Flood Defences
 Policy 5.1 Locating Developments
 Policy 5.2 Transport Impacts
 Policy 5.3 Walking and Cycling
 Policy 5.6 Car Parking
 Policy 5.7 Parking Standards for Disabled People and the Mobility Impaired
 Policy 5.8 Other Parking

LBS Supplementary Planning Documents

56. Affordable Housing SPD 2008 and draft 2011
 Design and Access Statements SPD 2007
 Development Viability SPD 2016
 Draft Bankside, Borough and London Bridge SPD 2011
 Residential Design Standards SPD (2015 update)
 Section 106 Planning Obligations and CIL SPD 2015 and 2017 addendum
 Sustainability Assessment 2007
 Sustainable Design and Construction SPD 2009
 Sustainable Transport Planning SPD 2009

Greater London Authority Supplementary Planning Documents

- 57. Central Activities Zone (2016)
- Homes for Londoners (2017)
- London View Management Framework 2012
- London's World Heritage Sites SPG 2012

Emerging planning policy

Draft New London Plan

- 58. 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. The EIP will continue until May 2019 and until the London Plan reaches formal adoption it can only be attributed limited weight.

New Southwark Plan

- 59. 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 is being consulted on until 17 May 2019. It is anticipated that the plan will be adopted in late 2019 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.

Principle of development

- 60. The National Planning Policy Framework (NPPF) was published on 27 March 2012 and has since been updated in 2018 and 2019. At the heart of the NPPF is a presumption in favour of sustainable development. The framework sets out a number of key principles, including a focus on driving and supporting sustainable economic development to deliver homes.
- 61. The NPPF promotes the delivery of a wide choice of high quality homes, seeks to widen opportunities for home ownership and create sustainable, inclusive and mixed communities. It encourages the effective use of land by reusing land that has been previously developed and also promotes mixed use developments.
- 62. The NPPF also states that permission should be granted for proposals unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole.
- 63. The re-development of the site would result in the net loss of employment floorspace (Class B1) within the Central Activities Zone (CAZ). Whilst this loss has been accepted in principle by the previous two planning consents for this site, the current

building is still in use and as such needs to be addressed against current policy.

Central Activities Zone

64. The site is located within the CAZ which covers a number of central boroughs and covers London's geographic, economic, and administrative core. Strategic Targets Policy 2 – Improving Places of the Core Strategy states that development in the CAZ will support the continued success of London as a world-class city as well as protecting and meeting the more local needs of the residential neighbourhoods. It also states that within the CAZ there will be new homes, office space, shopping and cultural facilities, as well as improved streets and community facilities.

Opportunity Area

65. The London Plan designates Bankside, Borough and London Bridge as one of four Opportunity Areas in the London South Central area.
66. The London Plan notes that this area has considerable potential for intensification and scope to develop the strengths of the area for strategic office provision as well as housing, especially in the hinterland between Blackfriars and London bridges. Mixed leisure and culture related development should enhance its distinct offer as part of the South Bank Strategic Cultural Area and this should include visitor accommodation.
67. Strategic Targets Policy 2 of the Core Strategy underpins the London Plan and states that Southwark's vision for Bankside, Borough and London Bridge is to continue to provide high quality office accommodation, world-class retail, tourism, cultural and entertainment facilities including the delivery of 1900 new homes, 665 affordable homes and around 25,000 new jobs by 2026.

District Town Centre

68. The site is located within the London Bridge District Town Centre where saved policy 1.7 of the Southwark Plan states that within the centre, developments will be permitted providing a range of uses, including retail and services, leisure, entertainment and community, civic, cultural and tourism, residential and employment uses. Strategic Policy 3 of the Core Strategy advises that the network of town centres will be maintained and that at London Bridge District Town Centre, the Council will support the provision of new shopping space.

Loss of employment floorspace

69. The proposed development would result in the loss off 4,076sqm (GIA) of office space. Under saved policy 1.4 of the Southwark Plan, employment floorspace on this site would be protected by virtue of the site location meeting the following criteria:
- I. The site fronts onto a classified road;
 - II. The site is in a public Transport Accessibility Zone;
 - III. The site is within the Central Activities Zone;
 - IV. The site is within a Strategic Cultural Area
70. The proposal does not meet any of the exceptions criteria listed within the saved

policy, as the building is occupied, and the site is suitable for continued office use. However, the principle of the loss of the existing office floorspace has been accepted on two previous consents which is a material consideration. Furthermore, there has been no material change in planning policy since these decisions were made and as such the principle of losing the office space is still considered acceptable. The London Plan does not protect office floorspace in the CAZ, it simply identifies office use as an appropriate land use in the CAZ and notes that there is capacity for 25,000 jobs in the Opportunity Area. This is further supported by the Mayoral Supplementary Planning Guidance – Central Activities Zone (2016).

Student housing

71. Saved Southwark Plan Policy 4.7 relates to 'Non Self-contained Housing for Identified User Groups' and this would encompass students. The policy states that demand for and suitability of the accommodation must be demonstrated by the applicant. The provision of student homes should not significantly impact on the amenity of neighbouring occupiers and there should be adequate infrastructure in the area to support the increase in residents. An important requirement of this policy is that a satisfactory standard of accommodation is provided with access to adequate shared facilities and amenities to support the specific needs of the occupiers including staffing, servicing and management arrangements.
72. Strategic Policy 8 of the Core Strategy focuses on 'Student Homes' and is clear that student housing will be permitted within the town centres and places with good access to public transport, provided that it does not harm the local character and 35% affordable housing is provided.
73. The Mayor of London recognises that London's Universities make a significant contribution to its economy and labour market and that it is important that their attractiveness and potential growth are not compromised by inadequate provision for new student accommodation. London Plan Policy 3.8 relates to 'Housing Choice' and states that Londoners should have a genuine choice of homes that they can afford and which meet their requirements and this would include student housing.
74. The principle of providing student housing on this site has been accepted by the previous 2010 consent. The applicant has demonstrated that there is demand for student housing and this aligns with the fact the Southwark is one of the four largest providers of student housing amongst London boroughs. Furthermore, the policy support for student housing in this location has been further strengthened by Strategic Policy 8 of the Southwark Core Strategy which has been adopted subsequent to the previous permission. This policy, as outlined above, makes it clear that student housing will be located within town centres and places with good access to public transport. The application site is located within the London Bridge District Town Centre and sits directly opposite London Bridge Station, thereby having the highest level of access to public transport. The provision of student housing in this area which is characterised by a mix of uses and buildings of varying scales and architectural styles would not harm the local character. As such it is considered that the provision of student housing in this location is fully supported by Strategic Policy 8. The affordable housing provision required by Strategic Policy 8 is addressed in the assessment sections below.

75. London Plan Policy 3.8 is also supportive of the provision of student housing. Whilst this policy also makes reference to affordable student accommodation, this issue will be considered further in the affordable housing section below.

Retail

76. The proposed development would include two flexible units at ground floor which could be used for Class A1/A3 or Class B1. The provision of new town centre uses such as retail is supported by saved Southwark Plan Policy 1.7 since the site lies in a the London Bridge District Town Centre. The retail units would activate the ground floor of the development, particularly along Weston Street and the new route between the application site and the adjacent site at Beckett House. The retail units would serve the proposed increase in population and contribute to the vitality and viability of the district town centre. The site previously had limited active frontage whereas the proposal would create a much more attractive and vibrant street environment. The amount and scale of provision is considered to be acceptable and would help to meet the needs of residents, workers and visitors to the area.

Office

77. The proposal includes two commercial units at ground floor level which could be used for Class B1 purposes. The site falls within the CAZ, which contains London's geographical, economic and administrative core. The London Plan does not protect office floorspace in the CAZ, it simply identifies office use as an appropriate land use in the CAZ and notes that there is capacity for 25,000 jobs in the Opportunity Area. This is further supported by the Mayoral Supplementary Planning Guidance – Central Activities Zone (2016).
78. Core Strategy Strategic Policy 10 Jobs and Businesses states that the council will increase the number of jobs in Southwark and create an environment in which businesses can thrive. The policy goes on to state that existing business floorspace would be protected and the provision of around 400,000sqm-500,000sqm of additional business floorspace would be supported over the plan period in the Bankside, Borough and London Bridge Opportunity area to help meet central London's need for office space.
79. Whilst the quantum of Class B1 office space being offered is relatively small and does not replace the existing office floorspace, it is fully supported by current policy and would be a suitable use on this site.

Environmental impact assessment

80. Applications where an Environmental Impact Assessment (EIA) is required will either be mandatory or discretionary depending on whether the proposal constitutes Schedule 1 (mandatory) or Schedule 2 (discretionary) development of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended). 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.
81. 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.

82. In accordance with the EIA Regulations, an Environmental Statement (ES) comprising a Non-Technical Summary, Environmental Statement and Technical Appendices accompanies the application.
83. Additional environmental information or 'further information' to support the ES was submitted in November 2018 following revisions made to the proposed development and again in March 2019 following further cumulative assessments. Two further consultation exercises were undertaken in November 2018 and March 2019 respectively in accordance with Regulation 25 of the EIA Regulations. Information on the potential environmental impacts of the scheme and mitigation (where required) is included in the various sections of this report.

Alternatives

84. The EIA Regulations requires the ES to provide information on the alternative options considered by the applicant. The 'Do Nothing' alternative would leave the application site in its current state. This scenario is considered in the ES to have no environmental benefits compared with the proposed redevelopment of the site.
85. The ES also describes the design evolution of the scheme which has been influenced by environmental factors, particularly townscape, the acoustic environment, daylight and sunlight and wind microclimate. Other key factors that have informed the design include the protected LVMF Views and how the development responds to heritage assets. As such, the final version of the scheme has been informed by testing various options and having full regard to the constraints and opportunities presented by the site as well as issues raised during the process.
86. Officers are satisfied that the ES has investigated alternatives for the site and that the proposed development maximises the development potential of the site whilst seeking to minimise environmental impacts. The site occupies a prominent central London location in the London Bridge District Town Centre and an Opportunity Area. To not develop the site would lead to a missed opportunity to secure a high quality scheme.

Cumulative impacts

87. The cumulative assessment considers three scenarios:
 - The development plus consented schemes – this is as per the November 2018 ES addendum since no significant new schemes have been approved. This is accepted.
 - The development plus consented schemes plus those submitted but not yet determined. Officers have identified five new projects in the vicinity of the scheme, which have not yet received planning permission but should be considered in the cumulative assessment.
 - The development plus consented scheme, plus submitted schemes and the pre-application scheme at Beckett House / 60 St Thomas Street.

88. In most cases the cumulative impacts of the development were limited however further consideration of the cumulative impact of the development on each topic is set out below.

Conclusions on the EIA

89. A detailed assessment of the likely potential and residual impacts of the scheme is provided in the relevant sections of this report, taking into account the ES and the material planning policy considerations. In summary, officers are satisfied that the ES is adequate to enable a fully informed assessment of the environmental effects of the proposal.

Design

Policy context

90. The NPPF at Paragraph 124 stresses the importance of good design, considering it to be a key aspect of sustainable development. Chapter 7 of the London Plan deals with design related matters. In particular, Policy 7.1 sets out the design principles required for new development and Policy 7.6 requires architecture to make a positive contribution to the public realm, streetscape and cityscape. Policy 7.8 asserts that development affecting heritage assets and their settings should conserve their significance by being sympathetic in their form, scale, materials and architectural detail.
91. The relevant Southwark design and conservation policies are Strategic Policy 12 of the Core Strategy and Saved Policies 3.12, 3.13, 3.15, 3.16, 3.17, 3.18 and 3.20 of the Southwark Plan. These policies require the highest possible standards of design for buildings and public spaces. The principles of good urban design must be taken into account in all developments including height, scale and massing, consideration of local context including historic environment, its character, and townscape strategic and local views
92. The Bankside, Borough and London Bridge Draft SPD identifies this site as being a suitable location for tall buildings, a principle that is also supported by its designation as an Opportunity Area.

Site context

93. The site is located at the southern edge of St Thomas Street at the junction with Weston Street. This is a prominent site within the CAZ. Immediately to the north is the across the road from the site is the recently opened London Bridge Station southern entrance which has ensured that this important transport hub can be accessed from the south on St Thomas Street as well as the north on Tooley Street. The existing property is not listed and is not located in a conservation area. However, the site is close to a number of heritage assets including Statutory Listed Buildings, Conservation Areas and a World Heritage Site.

Site layout and proposed development

94. The proposed building would occupy almost the entire urban block between Melior

Street, Weston Street and St Thomas Street with the western boundary formed by Beckett House at 60 St Thomas Street albeit with generous public space on the St Thomas Street frontage at ground floor level. Principal access to the flexible commercial floorspace at ground floor level would be taken from both Weston Street and St Thomas Street and the main entrance to the student accommodation which is the primary use, would be taken from St Thomas Street. Servicing and entrances to the cycle storage areas would take place from the rear of the site on Melior Street.

Image – Proposed ground floor



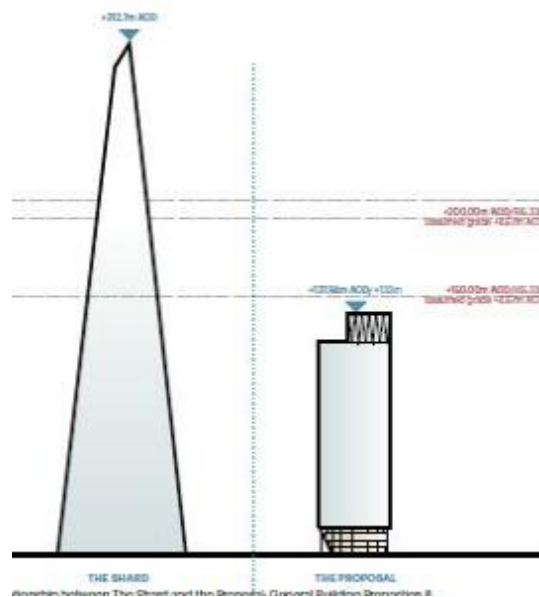
95. The proposed development is set at 137.9m AOD max with a shoulder height at 121m (AOD). It has been designed to respect the limitations of the earlier consented 'Quill' proposal and to prevent harmful impact on the settings of a number of heritage assets most notably, the Tower of London World Heritage Site (to the north of the River), the Bermondsey Street Conservation Area (which abounds the site immediately to the south), and the Grade II Listed viaduct arches on the northern edge of St Thomas Street.
96. Beyond that the proposed development is likely to impact on views of the Shard, especially from the south and east. Whilst the Shard of Glass is not a heritage asset, it is a distinctive modern feature of this part of Borough and strategic landmark in its own right. Its role in the emerging cluster around London Bridge Station has been considered and its pre-eminence in wider London view scape is enshrined in the council's policies and emerging policies.
97. In these circumstances, the council's policies echo the requirements of the NPPF and require all development to conserve or enhance the architectural and historic significance of these heritage assets and their settings and to avoid causing harm. Further, at 137.9m (AOD) in height, this proposal is considered a 'tall building' and as

such it should conform to all the requirements of saved Policy 3.20 Tall Buildings of the Southwark Plan (2007).

Urban Design, Height, Scale, Massing and Arrangement

98. As a tall building, this proposal has to conform to all aspects of saved Policy 3.20 and should be located at a point of landmark significance. Most of these aspects of the policy were considered at the time of the previously consented 'Quill' development consented at a maximum height of 118m AOD. Among other aspects of this policy, a key criterion is that every tall building should contribute positively to the London skyline as a whole consolidating a cluster within that skyline or providing key focus within views.

Image – Height in relation to the Shard



99. In this case the main assessment will relate to the impact of this proposal on the neighbouring heritage assets especially as these have been presented in the various views, including the London-wide, wider and local views. Whilst visibility is not harmful per se, the degree of visibility and the heritage assets that are affected when viewed from various locations would give a measure of any harm caused by the proposal.

Impact on Protected Views

100. The LVMF seeks to protect and manage twenty seven views of London and some of its major landmarks as defined by the London Plan. The information submitted with the application demonstrates that the building is visible in backdrop of LVMF views 2A.1 from Parliament Hill and 3A.1 from Kenwood.
101. In respect of View 2A.1 the Mayor's London View Management Framework SPG states that: "*The form and materials of development in the backdrop of St Paul's Cathedral should preserve or enhance the clarity with which the silhouette of the Cathedral can be distinguished from its background.*"

102. The proposal is largely masked by the Shard in this strategic view and is only glimpsed to the right of the Shard in the backdrop of the Cathedral's Western Towers. Zoomed in significantly and considered together with the Shard, together with the recently implemented Fielden House and Guys Hospital Tower (all of which are in the Wider Setting Consultation Area – the background – of this Strategic Vista), the proposal forms a limited incursion into this view. It is located away from the dome of St Paul's and as such does not affect the viewer's ability to recognise and appreciate the strategic landmark of St Paul's Cathedral.
103. In respect of View 3A.1 the SPG states: "*Development behind St Paul's Cathedral that breaches the Wider Setting Consultation Area should contribute to a composition that enhances the setting of the Strategically Important Landmark, and the ability to recognise and appreciate it when seen from the Assessment Point.*"
104. In this view and zoomed in on the Strategic Landmark of St Paul's Cathedral the proposal appears briefly to the right of The Shard behind the implemented Fielden House proposal. In this view the proposal preserves the gap between the Shard and the Cathedral dome. Set behind the implemented Fielden House scheme to the left of the dome it does not affect the viewer's ability to recognise and appreciate the strategic landmark of St Paul's Cathedral.
105. As such Officers are satisfied that the proposal generally conforms to the guidance in the LVMF SPG in respect of these two Strategic Views and does not cause harm.

Impact on Tower of London World Heritage Site

106. The information submitted with the application and within the ES demonstrates that the proposal is visible from within the Tower of London environs. As a certified World Heritage Site, the Tower is a heritage asset of the highest order which benefits not just from national statutory listing but is recognised internationally as a heritage asset with Outstanding Universal Value. In these cases incursions into views from within the Tower Environs have to be carefully considered and will vary in sensitivity depending on the importance of the building or feature that is being viewed. For example, if a proposal is visible from the ramparts in a view of the wider city and the river, that view may be considered to be less sensitive than, if it is visible from the centre of the World Heritage Site near to the Tower itself.

Image – St Thomas Street



107. As a certified World Heritage Site, the Tower is a heritage asset of the highest order which benefits not just from national statutory listing but is recognised internationally as a heritage asset with Outstanding Universal Value. In these cases incursions into views from within the Tower Environs have to be carefully considered and will vary in sensitivity depending on the importance of the building or feature that is being viewed. For example, if a proposal is visible from the ramparts in a view of the wider city and the river, that view may be considered to be less sensitive than, if it is visible from the centre of the World Heritage Site nearer the Tower itself and the nearby Site of the Scaffold in the Tower of London Inner Ward.
108. In this case, the proposal is visible across the courtyard at the centre of the World Heritage Site and especially from the location where the tourist tour culminates, at the heart of the Tower complex. From this location, the Queens House, to the south of the central court, is a highly significant and important feature of the experience contributing positively to the Outstanding Universal Value of the World heritage Site. The Queens House is an L-shaped group Tudor buildings that take up the south-west corner of the central court opposite the Tower. Like the consented 'Quill' scheme the main body of this proposal would be visible over the top of the Queens House as the viewer crosses the central courtyard with only the set-back top of the building visible at the point where the tour ends. The impact of this incursion into the view is considered to be minor and neutral.
109. The information submitted with the application demonstrates that the proposal would disappear from view at the Site of the Scaffold which is the most historically significant area of the courtyard. The Shard is visible from this location but is located further to the west, was considered earlier by the Inspector, and does not impact on the Queens House itself.
110. Accordingly Officers have concluded that the proposal does not cause harm to the

setting of the Tower of London World Heritage Site and specifically the Queens House when viewed from a number of key locations in the Tower Environs as identified in the adopted Tower of London WHS Management Plan.

111. Further incursions include the visibility of the proposal over the rooftops of the Tower of London World Heritage Site when viewed from the Royal Mint. In this view the proposal will appear in the distant backdrop in the same area as the Shard but to a lesser degree. The impact of this incursion into the view is considered to be minor and neutral.
112. Historic England has been consulted on the proposed development and no longer object to the development following the reduction in the height of the building which they welcomed.
113. Accordingly Officers have concluded that the proposal does not cause harm to the setting of the Tower of London World Heritage Site and specifically the Queens House when viewed from a number of key locations in the Tower Environs as identified in the adopted Tower of London WHS Management Plan.

Impact on Bermondsey Street Conservation Area

Image – View from within Bermondsey Street Conservation Area



114. The information submitted with the application and within the ES demonstrates that this proposal is likely to be visible from a number of vantage points around the conservation area including limited visibility in Bermondsey Street itself. The design has been adjusted and shaped to reflect the height of the previously consented 'Quill' proposal which rose to a maximum 118m in height and angled down to 6/7 storeys at its southern edge - immediately adjacent to the Bermondsey Street Conservation Area. Over the course of the application the proposal has been adjusted and reduced in height to 121m at the shoulder and 134m maximum where it will have a similar impact to the previously consented proposal on the Conservation Area. The information submitted demonstrates that, like The Quill the proposal would not be visible for most of the length of Bermondsey Street. At the junction of Bermondsey Street and Tanner Street, a key location in the Conservation Area, only the crystalline

recessive top of the building would be glimpsed over the roof-tops of the conservation area and its characterful buildings.

115. The scale and degree of visibility on the Conservation Area is not considered harmful and would appear in certain locations as a layered incursion and can be mitigated. Where there may be harm the NPPF directs the local planning authority to consider if the harm is outweighed by the public benefits of the proposal. The public benefits include the re-development of the site, the public realm delivered on St Thomas Street and the route through to Melior Street as well as the affordable housing contribution provided by the application. In this case, it is considered that any harm caused to the character of the Conservation Area due to the limited visibility from Bermondsey Street is outweighed by the public benefits arising from the development. The development would have no demonstrable impact on either of the other nearby Conservation Areas at Tooley Street and Borough High Street

Tall Buildings and Architectural Quality

116. The Tall buildings policy 3.20 of the Southwark Plan requires developments to make a positive contribution to the landscape. This aspect of the policy requires developers of tall buildings to provide a proportionate public benefit to justify the substantial private gain. Normally, the landscape should be provided as public realm on the site. In this case the limitations of the site mean that it is not possible to provide a large public space at the base of the proposed tower. However, the building is raised on substantial columns leaving the ground plane largely open to public use. A small public space is proposed at the northern end of the site which includes space for tree planting and an active entrance lobby/cafe space. In this way the majority of the space at the base is devoted to active uses and public space. On the eastern flank the proposal has been adjusted and set-back from the boundary to respond to the St Thomas Street East Framework for the area which seeks to create a route through to Melior Street from St Thomas Street.

Image – East elevation



117. In respect of whether this site is located at a point of landmark significance: The

location of the development being at the entrance to the major transport interchange of London Bridge was considered at the time to be appropriate as a point of landmark significance and the confluence of a number of modes of transport. Given that the council consented the 'Quill' at 118m AOD in this location, it is considered that this site is appropriate for a tall building due to its prominent location and its proximity with the transport hub.

118. Finally, the policy requires that tall buildings should be of the highest architectural standard. The building has been designed in three parts, the commercial units at ground floor, the student accommodation in the main body of the tower, and the student communal facilities at the top. Each part of the proposal has been designed individually to give it its own distinctive character. At the same time each part has been considered in combination to ensure that it contributes positively to the composition as a whole.
119. The base is characterised by its angled structural supports which are designed to free up the space around the base of the tower and make the most of the corner with Weston Street which is also where the main entrance and cafe facilities would be. At the same time, the base has been designed to match the scale of buildings in the conservation area to the south and the railway viaduct to the north. In this way, the base tries to respond to the datum set by the context of the site. On St Thomas Street the building is well set-back and the structural supports become a colonnade.
120. The tower is designed as a simple chamfered rectangular form expressed as a crystalline glass building. In order to accommodate the needs of the student housing which, by nature is cellular, the facade has been designed in with a randomised folded metal cladding that gives each room a unique design. The folded metal cladding turns the simple glass cladding into a rippling glass and metal facade which extends for the full height of the tower.
121. The top of the tower is cut back at the north-west edge to reveal a roof-top terrace and accommodate the communal student facilities in a dynamic way. The design is elegant and well considered. A consequence of the glass and metal facade is that the building is likely to mitigate against the impact of the wind and micro climate. At the top the main communal facilities for residents have been designed as an elegant crystalline box set in from the northern edge. This striking design feature is not just a simple 'eye-catcher' but it provides a fitting 'crown' to the building. It also encloses all services and associated equipment to ensure that the top would not be further cluttered by these requirements.
122. Officers are satisfied that the design could deliver a high quality development subject to conditions. The adjusted height is welcomed and considered to not cause harm in the context of the surrounding heritage assets including the Tower of London World Heritage Site, the adjacent listed buildings including the railway arches and the Bermondsey Street Conservation Area.
123. In terms of the architectural design of the building, Officers are satisfied that the proposal exhibits the highest standards of design and the evolution of the facades as well as the detailed revisions that have taken place at ground floor level are fully supported.

Design Review Panel

124. The Southwark DRP reviewed the proposal in December 2017 at pre-application stage. At the time the proposal was at 157.5m high and significantly taller than the consented 'The Quill' proposal which the Panel were familiar with. The Panel acknowledged that a significant tower had already been consented on this site but raised significant concerns about the substantial increase in height to 1.5 times the height of the approved consent. They reiterated the importance of the Bermondsey Street Conservation Area and felt the proposal could, at 157.5m in height, have a harmful impact on the conservation area. Whilst they felt there were many merits to the proposal they challenged the designers to improve the design of the base and top of the building. They asked for a more generous public realm at the base and a distinguished top or 'crown'.
125. Since the review in 2017 the proposal has been significantly changed to address all the comments and concerns of the DRP. The tower has been reduced in height to 121m at the 'shoulder' and 134m overall; the public realm around the base has been redesigned and enlarged; the entrance relocated to the northern end; and the top of the building completely redesigned. Most significantly the reduction in height has addressed the most substantive comments from the Panel and avoided causing harm to the Bermondsey Street Conservation Area. In this respect the Applicant has addressed all the points raised by the Southwark DRP and although the proposal has not been reviewed again by the Panel, Officers are satisfied that their detailed concerns have been met.

Affordable Housing

Policy context

126. The applicant proposes to meet the affordable housing requirement for this site through an in lieu payment of £34.1 million. The proposed development would have the equivalent of 973 habitable rooms and as such the affordable housing requirement would be 341 affordable habitable rooms. In line with the SPD requirement of £100,000 per habitable room, the £34.1 million payment would equate to 35%. This is discussed in more detail below.

National policy

127. The NPPF, updated in February 2019 states that local planning authorities should set policies for affordable housing need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified and the agreed approach contributes to the objective of creating mixed and balanced communities. Such policies should be sufficiently flexible to take account of changing market conditions over time.

Regional

128. The regional policies and guidance relating to affordable housing are set out in the London Plan and the Mayor's Homes for Londoners SPG 2017. The key relevant policies within the London Plan in relation to affordable housing are:

129. Policy 3.12 Negotiating affordable housing on individual private residential and mixed use schemes:

Part A of the policy requires that the maximum reasonable amount of affordable housing should be sought with regard to a number of factors including:

- current and future requirements for affordable housing
- the need to encourage rather than restrain development
- the need to promote mixed and balanced communities
- the specific circumstances of individual sites
- resources available to fund affordable housing, to maximise affordable housing output and the investment criteria set by the Mayor
- the priority to be accorded to provision of affordable family housing

130. Part B of the policy sets out that negotiation on sites should take account of their individual circumstances including development viability.

131. Part C of the policy sets out that affordable housing should normally be provided on-site. In exceptional cases where it can be demonstrated robustly that this is not appropriate in terms of the policies in this Plan, it may be provided off-site. A cash in lieu contribution should only be accepted where this would have demonstrable benefits in furthering the affordable housing and other policies in this Plan and should be ring-fenced and, if appropriate, pooled to secure additional affordable housing either on identified sites elsewhere or as part of an agreed programme for provision of affordable housing.

132. The supporting text in paragraph 3.74 repeats part C of the policy setting out that in exceptional circumstances an off-site or payment in lieu contribution may be accepted. Where a payment in lieu contribution is acceptable the text sets out that it should be ring fenced, and if appropriate 'pooled', to secure efficient delivery of additional affordable housing on identified sites elsewhere. These exceptional circumstances include those where, it would be possible to:

- secure a higher level of provision
- better address priority needs, especially for affordable family housing
- secure a more balanced community
- better sustain strategically important clusters of economic activities, especially in parts of CAZ.

Local

133. The local policies are saved Southwark Plan Policy 4.4 Affordable housing, Core Strategy Strategic Policy 6 – Homes for people on different incomes and Strategic Policy 9 – Student homes. Further guidance on how to implement the policies is contained within the Council's adopted Affordable Housing SPD 2008 and draft Affordable Housing SPD 2011.
134. Core Strategy Strategic Policy 6 'Homes for people on different incomes' requires as much "affordable housing on developments of 10 or more units as is financially viable". It also sets a minimum target of 8,558 net affordable homes between 2011 and 2026. It requires a minimum of 35% of affordable housing on developments with

10 or more units.

135. Saved Southwark Plan Policy 4.4: Affordable housing is used alongside the overarching Core Strategy policy 6. Parts iv) and vi) of the policy require that:
- I. The affordable housing provided must be an appropriate mix of dwelling type and size to meet the identified needs of the borough.
 - II. A tenure mix of 70:30 social rented: intermediate housing ratio for the Central Activities Zone.
136. The Council's adopted Affordable Housing SPD 2008 (Section 3.6) together with the draft Affordable Housing SPD 2011 (section 6.3) clarifies the Southwark Plan and Core Strategy policy framework and sets out the approach in relation to securing the maximum level of affordable housing from developments. Specifically, it sets out the sequential tests relating to the delivery of affordable housing as:
1. On site provision: All housing, including affordable housing should be located on the development site.
 2. Off site provision: In exceptional circumstances, where affordable housing cannot be provided on site or where it can be demonstrated that significant benefits will be gained by providing units in a different location in the local area, the affordable housing can be provided on another site.
 3. In lieu payment: In very exceptional circumstances where it is accepted that affordable housing cannot be provided on-site or off-site, a payment towards the delivery of affordable housing will be required.
137. It is therefore expected that the applicant show that the steps as set out above are followed in order to demonstrate that exceptional circumstances exist sufficient to justify the provision of an in lieu payment. The SPDs make it clear that a financial appraisal must be submitted to justify any off-site provision or in lieu contribution. As set out in paragraph 6.3.9 of the draft 2011 SPD the appraisal must justify that at least as much affordable housing is being provided as would have been provided if the minimum 35% affordable housing requirement were achieved on-site. The requirement for a financial appraisal for any application which would have a requirement for affordable housing is further established under the 2016 Development Viability SPD.
138. In line with the SPD, a financial appraisal was submitted to allow an assessment of the maximum level of affordable housing that could be supported by the development. The appraisal was reviewed by Avison Young on behalf of the Council. Following the review of the appraisal Officers have concluded the most beneficial approach for this particular development would be to accept a payment in lieu. This is discussed in detail below.

On site provision

139. Southwark is one of the top four London Boroughs in terms of the provision of student housing. It is noted that London Plan policy specifically requires affordable student accommodation as part of any development for student housing and the GLA have raised this as an issue in their Stage I response. Officers consider that whilst there would be benefits to providing affordable student housing this would be significantly

outweighed by Southwark's pressing need for traditional general needs affordable housing and that that this should take priority over the provision of affordable student accommodation particularly given that Southwark has provided such a large number of student homes and has contributed significantly to London's student housing needs.

140. As such the applicant has investigated the potential to provide general needs affordable housing on site as part of the proposed development. Provision of on site affordable housing would require an additional core to independently service and access the affordable homes. This would lead to significant inefficiencies within the lower levels of the building and would limit the ability to provide active frontages at ground floor level as the space would be taken up by lift cores and separate entrances/lobbies for the student housing and affordable housing. In order to limit the inefficiencies, the affordable housing would need to be provided at the lower levels in order to remove the need to take a second core up the entire height of the building. This would lead to poorer quality accommodation and given the layout of the site and building as well as the need to provide cores centrally within the building, it would result in a high proportion of single aspect units as well as a majority of one and two bedroom units with limited scope to provide larger family homes.
141. Delivering on site provision would therefore be less advantageous and would not maximise the amount of affordable housing that could be delivered. It is considered that the New Homes Building Programme would enable the delivery of more affordable housing, and also more family affordable housing, which would better meet the housing needs of the borough's residents.

Off site Provision

142. The applicant has undertaken a site search in conjunction with CBRE consultants. This site search identified approximately 80 sites and the developer entered into discussions to deliver three of the sites. The sites the developer identified for delivery included the sites at Albion Civic Centre, Albion Primary School and the extension to the Guinness Trust buildings on Snowfields. Subsequent to the developers initial discussions on these sites the Council have now decided to deliver these two Albion schemes independently. Currently, although a number of sites have been investigated by the developer, no suitable sites have been firmly identified as available and deliverable, or secured by the applicant.
143. Delivering off-site affordable housing is therefore considered to be very challenging, as there are few sites likely to come forward that are not within the Council's control. This has certainly been the experience in relation to other schemes that included off-site affordable housing such as the Neo Bankside development. Sites are either not for sale or have recently been sold and are therefore not available for the purpose of off-site affordable housing. Bringing forward off-site affordable housing in the immediate vicinity of the application site would limit the number of new homes that could be provided given the significant land costs and development values. Delivery of offsite affordable housing through securing sites on the open market would not maximise delivery of affordable housing and would impact on the number of new affordable homes that could be delivered.

Justification for an In Lieu Payment

144. The Core Strategy requires as much affordable housing as is financially viable and the London Plan requires the maximum reasonable amount. The in lieu payment proposed by the applicants, as justified through the financial appraisal, meets both of these criteria.
145. The NPPF, London Plan and local policies all set out that in exceptional circumstances (the local policy refers to “very exceptional” circumstances) a commuted sum may be acceptable in lieu of on-site or off-site affordable housing. In the case of this application, a commuted sum is the preferred approach as this will deliver the maximum amount of affordable housing to help meet local need. This will help deliver the aspirations of the London Plan, Core Strategy and saved Southwark Plan. The key aspirations and policy requirements that it will help deliver are as follows:
- It would deliver more affordable housing to help meet housing need. This is in accordance of bullet point 1 of paragraph 3.74 of the London Plan which sets out that a commuted sum may be acceptable if it would “secure a higher level of provision”. It will also help deliver the aspirations of Core Strategy policy 6.
146. It is proposed that the money would be used for new affordable housing which would be Council developed and managed, which will subsequently allow greater control over rent levels and management. This could also potentially allow for local lettings, where new housing is let to local residents in priority need, enabling the council to re-let existing homes and create better mobility on estates, and provide people with appropriate housing to suit their needs. It is also proposed that the provision of specialist housing such as accessible, or wheelchair adapted homes, be delivered through Council’s New Homes Building Programme.
- Maximising resources available to fund affordable housing. London Plan policy 3.12 requires consideration of resources available to fund affordable housing to maximise affordable housing. Accepting an in lieu payment would help to maximise affordable housing provision. The £34.1 million payment could therefore deliver up to 129 new homes. This is considerably in excess of what could be provided on site.
147. The money secured through the commuted sum would be used to deliver more affordable housing through the Council’s directly funded New Homes Building Programme. The Council’s Cabinet initially pledged to build 1,000 new council homes by 2020. A further commitment has also now been made to build a further 10,000 council homes (therefore 11,000 in total) over the next 30 years. The in lieu payment secured as part of this application would be paid into the council’s Affordable Housing Fund, effectively ring fencing the money so that it can only be used to deliver new affordable homes. Money from this fund will be used to deliver the directly funded New Homes Building Programme. At least 81 sites have been identified for development under this programme of which 18 have been competed. The remaining 63 sites are in various stages of planning including application stage, pre-application stage and feasibility studies. Further work is currently being carried out to work up these schemes and to identify further schemes. Whilst an applicant is limited to finding sites on the open market, this programme provides the Council with the opportunity to provide housing on sites within its ownership or within existing estates which are not appropriate to dispose of on the open market. It provides a coherent strategy for

delivering new council homes at affordable social rents to help meet the council's housing need.

148. Following the negotiations with the Council's consultants Avison Young and Council Officers, the applicant has offered to make a commuted payment of £34.1 million in lieu of providing any affordable housing either on or off site. The scheme would provide the equivalent of 973 habitable rooms which would have an affordable housing requirement of 341 habitable rooms. Based on the SPD figure of £100,000 per affordable habitable room, the £34.1 million payment would equate to a 35% provision.
149. In the review of the applicants Financial Viability Assessment, the Councils appointed consultants Avison Young determined that there would be a scheme surplus of £6.96 million that could be used to fund affordable housing and this would equate to a 7% affordable housing provision. The applicants offer of £34.1 million equates to a 35% provision based on the £100,000 figure per habitable room as set out in the SPD and would exceed the maximum amount available as set out in the viability assessment and confirmed by Avison Young by approximately £27.1 million.
150. It is important to note that the proposed in lieu payment exceeds the maximum reasonable amount of affordable housing that the development can provide by a significant margin. Given the fact that the proposed affordable offer of £27.1 million above the figure that the Council's consultants consider that the scheme can viably sustain, Officers are satisfied that the proposed approach to affordable housing is acceptable and would maximise provision of affordable housing.
151. Ordinarily, developments would be subject to review mechanisms within the S106 agreement in order to revisit developments once the later stages of construction have been reached in order to capture any uplift in values and enhance the affordable housing provision. In this instance, given that the scheme exceeds the maximum reasonable amount of affordable housing by such a significant margin, officers are satisfied that the development should proceed without being subject to any late stage review mechanisms. An early stage (implementation based review) will still be secured in order to expedite delivery of the scheme.

Conclusion on Affordable Housing

152. Policies in the London Plan, saved Southwark Plan and Core Strategy seek to maximise reasonable and financially viable amount of affordable housing. The NPPF acknowledges that there may be circumstances where an in lieu payment can be justified.
153. Policy at National, Regional and Local levels allow for a commuted sum in exceptional circumstances (the Local policy refers to "very exceptional"). As per London Plan policy, it is clear where the approach would deliver more and more appropriate affordable housing it is acceptable. The New Homes Building Programme delivering affordable housing using the contribution money would mean more affordable housing, more family affordable housing, and is within an agreed programme which the council are committed to delivering.
154. The in lieu payment of £34.1 million is very substantial and could deliver a substantial

number of new affordable homes which would be considerably in excess of what could be provided on site. Accordingly, the acceptability of an in lieu payment is based on the specific merits of this proposal taking account of all the material considerations highlighted above.

155. Given the above, it is considered that the New Homes Building Programme is the most effective way to provide truly affordable housing ensuring mixed and balanced communities, to the extent that any departure from what is normally required by the NPPF, London and Southwark Plan is justified for the above reasons based on the specific merits of this proposal and taking account of all the matters set out above

Housing

156. There are no specific housing standards for student housing and given the different needs to student housing in comparison to general needs student housing it would not be appropriate to impose the Council's adopted Residential Design Standards to student housing. However, in terms of quality of accommodation, officers consider that the student homes would be well lit and well ventilated with an acceptable standard of outlook. All rooms would be suitably sized and would offer a high standard of student accommodation. At least 5% of the student rooms being proposed would be suitable for wheelchair users and this is in line with the previously consented scheme.

Image – Typical student floor layout



157. The development would offer high quality amenities for student residents, including extensive shared amenity spaces and lounges at 2nd floor level and levels 37-39 (inclusive), including an external terrace. This is considered to offer a wide choice of high quality shared amenity spaces for student residents.

Impact of proposed development on amenity of adjoining occupiers and

surrounding area

158. Strategic Policy 13 of the Core Strategy sets high environmental standards and requires developments to avoid amenity and environmental problems that affect how we enjoy the environment. Saved Policy 3.2 of the Southwark Plan states that planning permission for development will not be granted where it would cause a loss of amenity, including disturbance from noise, to present and future occupiers in the surrounding area or on the application site. Furthermore, there is a requirement in Saved Policy 3.1 to ensure that development proposals will not cause material adverse effects on the environment and quality of life.
159. A development of the size and scale proposed will clearly have potential significant impacts on the amenities and quality of life of occupiers of properties both adjoining and in the vicinity of the site. The proposal is accompanied by an Environmental Impact Assessment in order to ascertain the likely associated environmental impacts and how these impacts can be mitigated. The accompanying Environmental Statement (ES) and Addendum deals with the substantive environmental issues. An assessment then needs to be made as to whether the residual impacts, following mitigation, would amount to such significant harm as to justify the refusal of planning permission.

Overlooking

160. 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. The closest residential properties are located directly opposite the site to the south across Melior Street and the separation distance at its closest point would be 15 metres which achieves the standard set out in the SPD and as such will ensure that there is no harmful overlooking.

Daylight

161. A daylight and sunlight report has been submitted as part of the Environmental Statement. The report assesses the scheme based on the Building Research Establishments (BRE) guidelines on daylight and sunlight.
162. The BRE Guidance provides a technical reference for the assessment of amenity relating to daylight, sunlight and overshadowing. The guidance within it is not mandatory and the advice within the guide should not be seen as an instrument of planning policy. The guidance notes that within an area of modern high rise buildings, a higher degree of obstruction may be unavoidable to match the height and proportion of existing buildings. This area has been identified as an area where tall buildings are appropriate and there are existing tall buildings in close proximity such as The Shard, Fielden House (currently under construction) and Guys Hospital Tower.
163. The BRE sets out three detailed daylight tests. The first is the Vertical Sky Component test (VSC), which is the most readily adopted. This test considers the potential for daylight by calculating the angle of vertical sky at the centre of each of the windows serving the residential buildings which look towards the site. The target figure for VSC recommended by the BRE is 27% which is considered to be a good level of daylight

and the level recommended for habitable rooms with windows on principal elevations. The BRE have determined that the daylight can be reduced by about 20% of the original value before the loss is noticeable. In terms of the ES, the level of impact on loss of VSC is quantified as follows;

Reduction in VSC	Level of Impact
0- - 20%	Negligible
20.1% – 30%	Minor
30.1% – 40%	Moderate
40.1% +	Major

164. The second method is the No Sky Line (NSL) method which assesses daylight distribution, 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

165. The ES considers the impact on the following neighbouring buildings:

- Wolfson House (student accommodation)
- Melior Street Nos. 14 and 16
- 62 West Street
- Margaret House (patient relatives accommodation)
- Weston Street Nos. 70 and 75
- Bridgewalk Heights
- The Rose Public House
- Snowfields No.s 8-20, 38, 39, 40, 41, 42, 43, 147
- Snowfields Yard
- Guinness Court (Blocks A, B and C)
- The Glasshouse
- The Horseshoe Public House
- Printworks House
- More Cooper House

166. The daylight report has considered a large number of rooms around the site. It assessed 1000 windows serving 627 rooms. Of the 1000 windows assessed 758 (75.8%) would satisfy the BRE recommended levels for VSC.

167. Of the 627 rooms assessed, 610 (97%) would meet the BRE standards for NSL. The tables below outline the general results in terms of the loss of VSC and NSL that would be experienced by the remaining buildings and a more localised assessment of the affected properties is detailed below;

Existing baseline V. Proposed Vertical Sky Component and cumulative 2 ()

Property	No. of windows tested	No. retaining at least 80% of their baseline	No. with minor adverse impact of up to 29.9%	No. with moderate adverse impact of between 30%-	No. with substantial adverse impact of over 40% reduction

		value	reduction in VSC	39.9% reduction in VSC	in VSC
Wolfson House	225	46 (68)	40 (52)	81 (83)	58 (22)
16 Melior Street	66	26 (22)	3 (0)	6 (4)	31 (40)
62 Weston Street	12	5 (4)	7 (1)	0 (7)	0 (0)
Margaret House	24	24 (23)	0 (1)	0 (0)	0 (0)
75 Weston Street	28	28 (28)	0 (0)	0 (0)	0 (0)
70 Weston Street	5	5 (5)	0 (0)	0 (0)	0 (0)
Bridgeway Heights	40	40 (40)	0 (0)	0 (0)	0 (0)
The Rose (PH)	14	14 (14)	0 (0)	0 (0)	0 (0)
43 Snowfields	6	6 (4)	0 (2)	0 (0)	0 (0)
42 Snowfields	13	8 (8)	3 (3)	2 (2)	0 (0)
41 Snowfields	13	12 (11)	1 (2)	0 (0)	0 (0)
Guinness Court Block C	65	65 (65)	0 (0)	0 (0)	0 (0)
40 Snowfields	18	14 (11)	4 (5)	0 (2)	0 (0)
14 Melior Street	9	7 (0)	2 (2)	0 (0)	0 (7)
39 Snowfields	18	17 (12)	1 (5)	0 (1)	0 (0)
38 Snowfields	5	5 (3)	0 (2)	0 (0)	0 (0)
Snowfields Yard	97	94 (73)	1 (3)	2 (1)	0 (20)
Guinness Court Block B	21	21 (21)	0 (0)	0 (0)	0 (0)
Guinness Court Block A	20	20 (20)	0 (0)	0 (0)	0 (0)
The Glasshouse	16	16 (13)	0 (2)	0 (0)	0 (1)
The	17	17	0	0	0

Horseshoe (PH)		(16)	(1)	(0)	(0)
8-20 Snowsfields	57	57 (45)	0 (4)	0 (0)	0 (8)
147 Snowsfields	83	83 (83)	0 (0)	0 (0)	0 (0)
Printworks House	53	53 (53)	0 (0)	0 (0)	0 (0)
More Copper House	75	75 (75)	0 (0)	0 (0)	0 (0)
Total	1000	758 (717)	62 (85)	91 (100)	89 (98)

Existing baseline V. Proposed Daylight Distribution and cumulative 2 ()

Property	No. of rooms tested	No. retaining at least 80% of their baseline NSL value	No. with minor adverse impact of up to 29% reduction in NS:	No. with moderate adverse impact of between 30%-39.9% reduction in NSL	No. with substantial adverse impact of over 40% reduction in VSC
Wolfson House	165	157 (159)	4 (2)	4 (4)	0 (0)
16 Melior Street	18	18 (6)	0 (0)	0 (1)	0 (11)
62 Weston Street	12	10 (8)	1 (3)	1 (0)	0 (1)
Margaret House	9	9 (6)	0 (2)	0 (1)	0 (0)
75 Weston Street	6	6 (6)	0 (0)	0 (0)	0 (0)
70 Weston Street	4	4 (4)	0 (0)	0 (0)	0 (0)
Bridgeway Heights	16	16 (16)	0 (0)	0 (0)	0 (0)
The Rose (PH)	6	6 (6)	0 (0)	0 (0)	0 (0)
43 Snowsfields	6	5 (5)	1 (1)	0 (0)	0 (0)
42 Snowsfields	13	13 (13)	0 (0)	0 (0)	0 (0)
41 Snowsfields	13	13 (12)	0 (1)	0 (0)	0 (0)
Guinness Court Block C	48	45 (45)	1 (1)	2 (2)	0 (0)
40	14	14	0	0	0

Snowsfields		(14)	(0)	(0)	(0)
14 Melior Street	6	6 (4)	0 (2)	0 (0)	0 (0)
39 Snowsfields	14	13 (13)	1 (1)	0 (0)	0 (0)
38 Snowsfields	5	5 (5)	0 (0)	0 (0)	0 (0)
Snowsfields Yard	60	60 (57)	0 (3)	0 (0)	0 (0)
Guinness Court Block B	20	19 (19)	1 (1)	0 (0)	0 (0)
Guinness Court Block A	20	20 (14)	0 (4)	0 (2)	0 (0)
The Glasshouse	6	5 (4)	1 (1)	0 (0)	0 (1)
The Horseshoe (PH)	7	7 (7)	0 (0)	0 (0)	0 (0)
8-20 Snowsfields	50	50 (25)	0 (9)	0 (6)	0 (10)
147 Snowsfields	30	30 (30)	0 (0)	0 (0)	0 (0)
Printworks House	33	33 (33)	0 (0)	0 (0)	0 (0)
More Copper House	46	46 (46)	0 (0)	0 (0)	0 (0)
Total	627	610 (557)	10 (31)	7 (16)	0 (23)

168. The following properties will continue to receive fully compliant VSC and NSL in line with BRE Guidelines:

- Margaret House
- 75 Weston Street
- 70 Weston Street
- Bridgewalk Heights
- The Rose (PH)
- 38 Snowsfields
- Guinness Court Block A
- The Horseshoe (PH)
- 8-20 Snowsfields
- 147 Snowsfields
- Printworks House
- More Copper House

169. The remaining properties will see some impacts on either VSC, NSL or both and will be considered in turn below:

Wolfson House

170. Wolfson House provides student accommodation and as such is transiently occupied. Whilst there would be some impacts on VSC, the losses are considered to be moderate to major adverse in terms of loss of VSC with the most affected windows being located on the lower levels. However, in terms of NSL, of the 165 rooms assessed, 157 would retain BRE compliant daylight distribution with the eight rooms that would see losses beyond the BRE guidelines having impacts that would be considered as minor to moderate in significance. Given the high proportion of rooms that would continue to see BRE compliant daylight distribution (955) as well as the temporary and transient nature of the accommodation, the impact of the development on daylight and sunlight to this building is considered acceptable.

16 Melior Street

171. 16 Melior Street lies to the south of the application site and has 66 windows serving 18 rooms. Whilst it is noted that there would be some impacts in terms of VSC. However, with the exception of six bedrooms, all of the other rooms are served by windows that would continue to receive BRE compliant VSC. Whilst bedrooms are considered less sensitive to daylight loss it should be noted that all rooms at 16 Melior Street would continue to achieve BRE compliant daylight distribution. Overall the impact of the development on Melior Street is considered acceptable and would be classified as being of minor significance.

14 Melior Street

172. Nine windows have been tested for VSC at 14 Melior Street and seven would remain fully compliant with the BRE. The two affected windows would see minor reductions of less than 29% whilst all rooms tested for NSL would remain fully compliant. The impact on this property is therefore acceptable.

62 Weston Street

173. 12 windows and 10 rooms have been assessed at this property for VSC and NSL respectively. Five of the windows would continue to receive BRE compliant VSC and seven would see reductions of less than 29% which is considered to be of negligible significance. Two of the ten rooms would see reductions in daylight distribution however this is considered to be acceptable given the high compliance rate (80%) alongside the limited impact on VSC. As such the impacts on this property are considered acceptable.

43 Snowfields

174. This property would achieve 100% compliance with the BRE in terms of VSC. Only one room of five tested would see a reduction in daylight distribution however the loss would be less than 29% and would be considered as a minor impact.

42 Snowfields

175. The property at 42 Snowfields would see five of 13 windows affected in terms of a

loss of VSC however three of these windows would see reductions of less than 29% VSC and two would see reductions of between 30% and 39% VSC. In terms of NSL, all rooms assessed would continue to receive BRE compliant daylight distribution which is considered acceptable.

41 Snowfields

176. The property at 41 Snowfields would see a single window out of 13 windows tested for VSC experience a loss beyond the BRE guide and the reduction would be less than 29%. In terms of NSL, all rooms assessed would continue to receive BRE compliant daylight distribution which is considered acceptable.

40 Snowfields

177. Of the 18 windows tested for VSC, 14 would remain compliant with the BRE guide whilst four windows would see minor reductions in VSC of less than 29%. All rooms tested for NSL would remain fully compliant with the BRE.

39 Snowfields

178. 18 windows have been tested for VSC with 17 remaining fully compliant and the single affected window would experience a minor loss of VSC of less than 29%. Furthermore, of the 14 rooms tested for NSL, only one would experience a loss of VSC beyond the BRE guide and the loss in this instance would be less than 29% which is considered to be of minor significance.

Snowfields Yard

179. 97 windows have been tested for VSC at Snowfields Yard and 94 would remain fully compliant with the BRE which equates to 97% compliance. This property would be unaffected in terms of NSL with all rooms tested achieving BRE compliant daylight distribution.

The Glasshouse

180. The Glasshouse would remain fully compliant in terms of VSC which is positive. In terms of NSL, only one of the six rooms assessed would see a loss of daylight distribution and this loss would be less than 29% which is considered to be of minor significance.

Guinness Court Blocks B and C

181. Guinness Court Blocks B and C would remain fully compliant with the BRE in terms of the impact on VSC. In terms of NSL, 68 rooms have been assessed between these two properties and only four would see losses beyond the BRE which is a compliance rate of 95%. The losses of NSL are minor to moderate in significance but taken together with the fully compliant VSC, the impact on this property is considered to be negligible.

Sunlight

182. In considering the impact upon sunlight to residential properties, the test is based upon a calculation of annual probable sunlight hours (APSH) for all window faces within 90 degree of due south. BRE guidelines require that a window should receive a minimum of 25% of the annual probable sunlight hours, of which, 5% should be received in winter months. Where window sunlight levels fall below this recommendation, the window should not lose more than a 20% loss of its former value. There are 176 residential rooms that face within 90 degrees of due south and as such have been assessed for impacts on sunlight availability. All properties assessed in terms of sunlight would remain fully compliant with the BRE guide.

Overshadowing of amenity spaces

183. The closest and most directly affected amenity space is the open space/garden area located on Melior Street close to the junction with Fenning Street. The applicant's transient overshadowing study demonstrates that, given the position of the existing buildings and the proposed development, the majority of overshadowing would take place to the north with only minor overshadowing of the open space on Melior Street occurring later in the day.

Cumulative Daylight and Sunlight Impacts

184. The applicant has completed a cumulative assessment to assess the impact of the development alongside those schemes that have approval, are currently being assessed and those which are currently at pre-application stage. The applicants assessment takes forward future baseline scenarios as described below:
- Cumulative Baseline 1, which includes the application schemes at Vinegar Yard, Three Ten Bermondsey and 2-4 Melior Place; and
 - Cumulative Baseline 2, which is the same as Cumulative Baseline 1 but also includes the pre-application scheme at Beckett House, 60 St Thomas Street.
185. For each scenario, the potential effects of the proposed development have been calculated relative to (a) the existing site massing and (b) the 2015 consented massing ("the Quill"). The other cumulative projects shown in Figure 2.1 of March 2019 ES Addendum are considered to be too far away or too small to be of relevance. The detail of the cumulative assessment reviewed by officers focuses on Cumulative Scenario 2 as a worst case scenario.
186. The submitted assessments for Cumulative Scenario 2 demonstrate that in this future baseline, 223 fewer windows (180 No.) and 101 fewer rooms (330 No.) would enjoy BRE-recommended daylight levels than in the existing baseline. The further reduction in daylight levels is a consequence of the introduction of Beckett House, 60 St Thomas Street. The level of adherence to the BRE daylight impact guidelines would be slightly worse than Cumulative Scenario 1 (71.7% VSC adherence and 88.8% NSL adherence) and the sunlight impacts would still be 100% BRE adherent.
187. The overall significance of the daylight, sunlight and overshadowing effects of the amended proposed development in this scenario would change from that stated in the November 2018 ES Addendum for the following properties:
- 14 Melior Street – increases from minor adverse to minor-to-moderate adverse

- 16 Melior Street – increases from minor adverse to moderate-to-major adverse
- 62 Weston Street – increases from minor adverse to minor-to-moderate adverse
- Margaret House – increases from negligible to minor adverse
- Snowfields Yard – increases from minor adverse to minor-to-moderate adverse
- Guinness Court Block A Street – increases from negligible to minor adverse
- Horseshoe Public House – increases from negligible to minor adverse
- 8-20 Snowfields – increases from negligible to minor adverse

Solar Glare

188. Solar Glare has been examined as part of the ES and the outcome shows that this is limited to travel on the railway line from both the south east and north west where the impacts from solar glare would be considered as minor adverse in significance.

Conclusions on Daylight and Sunlight

189. The proposed development would have a very limited impact on the daylight and sunlight to adjacent occupiers and would not result in any detrimental overshadowing to the Melior Street amenity space. The daylight report demonstrates that 75.8% of all assessed windows would continue to meet BRE guidance and those that would not meet the BRE would not be affected to a significantly adverse degree. This is supported by the fact that of the 627 rooms assessed for daylight distribution, 610 (97%) would meet the BRE standards. Officers therefore conclude that the impact of the development on daylight and sunlight would be limited and is considered acceptable.

Wind

190. An assessment of the wind implications of the Development has been undertaken as part of the ES. The assessment focused on those locations likely to result in the highest exposure for pedestrians such as building entrances, amenity spaces and public realm areas. 124 different locations were tested for wind environment, 114 of which were at ground level. The wind assessment indicated that current conditions around the site were benign albeit with higher wind speeds recorded closer to the Shard.
191. The wind assessment considers the impact of wind on pedestrian comfort and the potential to cause distress using well established wind speed criteria known as the Lawson Comfort Criteria that relate wind speeds to particular uses and activities, such as sitting and standing, leisure walking and business walking. A number of locations were identified whereby the wind conditions would exceed the relevant comfort and safety criteria. Applying mitigation locally to these affected areas which successfully mitigated any wind impacts.
192. With appropriate mitigation in place, the predicted pedestrian level wind environment in and around the completed development is rated as suitable, in terms of safety, for all users throughout the year. In terms of wind comfort, all locations on the ground and elevated levels are predicted to have wind conditions that would be suitable for the

intended uses. Based on the results of the tests on the final design it has been established that the wind conditions within and around the Development would be appropriate given the uses proposed. The effects on the wind microclimate would therefore be of negligible significance.

Noise and vibration

193. Noise and vibration impacts have been considered as part of the ES (and as part of the cumulative assessment) taking into account both the demolition/construction phase and impacts from the completed development itself. The noise and vibration impacts from the site would be highest during the demolition of the existing buildings and substructure works (which would include excavation and piling works) and lowest during the internal fit out and landscaping. The construction of the basement, formation of foundations and piling are likely to be the most significant noise and vibration sources although these impacts would be temporary. There would also be a degree of disturbance from increased vehicle movements during the construction phase. And this is likely to result in increased noise levels along local roads and streets. A Demolition/Construction Environmental Management Plan (CEMP) would be secured as part of the legal agreement to reduce excessive noise as far as is possible. The noise impacts from demolition and construction would be temporary in nature and it is not envisaged that any long term disturbance would be caused.
194. In terms of the completed development, noise from plant can be controlled by condition. The development itself is not anticipated to result in a detrimental increase in traffic once the development is complete and operational and impacts are expected to be negligible in significance.
195. The development would result in a significant increase in the number of residents (students) as a result of the new student accommodation. However, it is not anticipated that there would be any demonstrable harm caused to existing residential amenities from their comings and goings. The site is located within a busy major town centre environment and adjacent to a busy transport node where some noise should be expected.

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

196. The application site is located in a Central London location characterised by a range of uses and there is not anticipated to be any conflict of use that would be detrimental to amenity.

Transport issues

197. The NPPF states that planning decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised (para. 34).
198. Core Strategy Strategic Policy 2 encourages walking, cycling and the use of public transport rather than travel by car. Saved Policy 5.1 of the Southwark Plan states that major developments generating a significant number of trips should be located near

transport nodes. Saved Policy 5.2 advises that planning permission will be granted for development unless there is an adverse impact on transport networks; and/or adequate provision has not been made for servicing, circulation and access; and /or consideration has not been given to impacts of the development on the bus priority network and the Transport for London (TfL) road network.

199. An assessment of the likely significant environmental impacts of the development on transport is included within the ES. A Framework Travel Plan has also been submitted.

Site context

200. The application site lies immediately adjacent to the southern entrance to London Bridge Station on St Thomas Street which is a classified road. The site has a PTAL rating of 6B which represents the highest level of access to public transport availability. The site also sits within the London Bridge Controlled Parking Zone.

Site layout

201. The main entrance to the student accommodation, which is the primary use, would be gained from St Thomas Street. Further entrances to the flexible commercial units would be obtained from both St Thomas Street and Weston Street. Access to the cycle stores would be from Melior Street. Servicing would take place from Melior Street as well in the form of a semi on street lay by which would provide direct access to the loading bay.

Traffic Impact

202. This proposed development is in an area with excellent PTAL of 6B and directly opposite the new entrance to London Bridge Station on St Thomas Street as well as being close to the bus routes on Tooley Street and the riverboat service on River Thames. Concerning the vehicle movements ensuing from this development proposal, the Council Transport Team's interrogation of comparable sites' travel surveys within the TRICS travel database has revealed that this development proposal in its entirety would produce 14 and 27 two-way vehicle movements in the morning and evening peak hours respectively, which when compared to the 21 two-way vehicle movements in the morning or evening peak hours that are estimated for the existing building on this site, means that it would create 7 less two-way vehicle movements in the morning peak hour and 6 additional two-way vehicle movements during the evening peak hour and it is considered that the development would not have any noticeable adverse impact on the existing vehicular traffic on the adjoining roads.
203. The applicant has proposed few travel plan measures encompassing provision of bicycles for students and cycle parking facilities for staff/residents/patrons as well as public transport information. It is also estimated that 15 delivery vehicles and an additional 15 motor/pedal cycles would service this development per day. Subject to the provision of a Service Management Plan as part of the S106 agreement, the proposed development is considered acceptable in terms of impact on local traffic and servicing.

Car Parking

204. The proposed development would be car free which is fully supported and future residents and staff would be made exempt from obtaining parking permits. The S106 agreement will secure the provision of a car club bay and a disabled parking bay within the immediate vicinity of the development.

Cycle Parking

205. The applicant has proposed 507 long stay cycle parking spaces comprising 64 folding bike spaces, 140 double-stack spaces and 15 Sheffield cycle racks containing 30 cycle parking spaces as well as 255 fully equipped cycle hire bike spaces in the basement for use by student. Moreover, 18 of the cycle parking spaces would be provided on the ground floor and a further 18 cycle parking spaces would be provided in the basement for staff. The proposed development is considered to be acceptable in terms of cycle parking provision.

Walking and Cycling

206. The footways next to this site on St Thomas Street/Weston Street connect well with London Bridge tube/train station opposite this site via a signalised pedestrian crossing on the adjoining St Thomas Street and, southerly with the pedestrian routes running through the neighbouring Guy Street Park and Leathermarket Community Park. In the northbound direction, these footways link with the riverside walk/riverboat service along River Thames and the walking route on Potters Field plus the bus routes on the nearby Tooley Street
207. This site also links with various cycle routes in this locality including the Cycle Superhighway and the results of the Cycling Level of Service assessment that was carried out by the applicant's consultants have indicated that this area has adequate and suitable cycle routes. The applicant has proposed the setting back of this development from St Thomas Street/Weston Street/Melior Street to create space for pedestrian movement that would supplement the adjacent footways, especially to address the problems of narrow footways on Melior Street/Weston Street.

Cycle Hire

208. As well as providing facilities on site for student cycle hire, the proposed development will be required to make a contribution to extending London Cycle Hire Scheme facilities on St Thomas Street and this will be secured as part of the S106 Agreement.

Public Transport

209. The proposed development is not considered to have any adverse impacts on the public transport availability within the immediate area given its location within a high PTAL area immediately adjacent to London Bridge Station. A contribution towards the improvement of bus routes will be secured as part of the S106 Agreement in order to mitigate any potential increase in demand.

Construction

210. It is acknowledged that construction within Central London can lead to noise and

disturbance to adjacent properties and occupiers. This will be particularly important on this site given the close proximity to Guys Hospital and London Bridge Station. As such a Construction Logistics Plan and a Demolition/Construction Environmental Management Plan will be secured as part of the S106 Agreement and both Networks Rail and Guys Hospital will be consulted on the detail of those plans at the time of submission,

Environmental Impacts

211. Transport has been considered as part of the Environmental Statement. It notes that during construction, environmental impacts would be temporary, short term and of negligible/minor adverse significance. It also concludes that the impact of the development on London Underground, National Rail and bus services would be negligible. Further consideration has been given to traffic generation, pedestrian and cycle impacts all of which are considered to have residual effects of negligible significance. In terms of cumulative impacts, with appropriate mitigation taken into account, the impacts of the development would generally be negligible to minor in significance.

Archaeology

212. The site lies within the 'Borough, Bermondsey and Rivers' Archaeological Priority Zone (APZ). Saved Policy 3.19 of the Southwark Plan (2007) requires that applications for development in APZs should be accompanied by an archaeological desk-based assessment (DBA) and an evaluation report. The site has the potential to contain significant archaeological remains which should be appropriately managed. The archaeological potential of the general area is assessed as high, particularly with regard to medieval and post-medieval settlement and water management regimes - as well as high-status Roman deposits, structures and finds from nearby sites. However, this site appears to be located on a low-lying gravel eyot which may have not been as intensively utilised in the Roman period, but nevertheless, has high potential for paleo-environmental remains and deposits dated from the early medieval period onwards. It is also possible that Roman deposits may survive within the alluvial sequence at depth.
213. As high archaeological potential is recognised across the site this endorses the need for further information to properly understand the nature and significance of the buried remains. On present evidence it is reasonable to expect that the site will contain archaeological remains which will inform recognised national and Greater London archaeological research objectives - that is non-designated heritage assets of archaeological interest in NPPF terminology.
214. The applicants have submitted an archaeological Desk Based Assessment (DBA) by Museum of London Archaeology (MoLA) and dated March 2018. The desk based assessment is sufficient to fulfil the requirement for a DBA, but does fail to mention the nearby scheduled ancient monument of the 1st century Roman boat found and preserved in situ under the new Guy's Cancer Centre. The applicants have not carried out an archaeological evaluation for this application, although a very small scale evaluation was carried out on this site by PCA in 2010 to support an earlier application. The site has also been subject to impacts from previous developments, which will have compromised the archaeological deposits on the site.

215. Archaeology has been fully considered as part of the ES which determines that the development would have a major impact on any surviving remains however, when taking the proposed mitigation into account the residual effects on archaeology and buried heritage assets would be negligible. The Council's Archaeologist has reviewed the submission and is satisfied that the development would not cause significant harm to the buried heritage subject to conditions being imposed.

Ecology

216. The site currently has limited biodiversity and ecological value. As such landscaping, tree planting and provision of green walls and green roofs has the ability to make improvements to the site. And on that basis appropriate conditions will be imposed on any consent issued. The ES indicates that the potential for bat roosting is low. The ES also concludes that the removal of the existing building and the loss/change of the existing habitats outside of the site itself would be of negligible significance and that there would be no effects on any nationally or internationally designated habitats or SINC's. Appropriate mitigation by way of conditions to manage the construction process would result in residual effects of negligible significance in all scenarios.

Impact on trees

217. The proposed development would result in the loss of the three existing trees which are located within a large planter on St Thomas Street. The principle of the loss of these trees was accepted on the previous two consents for this site and is considered acceptable subject to the applicants proposed planting with three new replacement trees on St Thomas Street. Appropriate conditions will be imposed to secure replanting, landscaping and green wall/roofs.

Water resources and flood risk

218. The application site sits within a Flood Risk Zone and has been reviewed by both the Environment Agency and the Council's Flood and Drainage Team. No objections have been raised subject to conditions which will be imposed on any consent issued.
219. In terms of assessment as part of the ES, as part of the existing versus proposed and existing versus proposed/cumulative, the effects of the development in terms of water resources and flood risk is considered to be acceptable and of negligible significance.

Waste

220. The development makes provision for waste storage and collection. This includes a storage area within the loading bay for collection days after which the bins will be returned to their location within the basement store. The principle of this arrangement is acceptable and will be secured in the S106 agreement as part of the required Service Management Plan.
221. In terms of the ES, the development would generate demolition, construction and excavation waste. The quantities involved, in comparison to the baseline, would have an effect of minor adverse significance however this would be short term and temporary in nature and could be adequately mitigated by way of the

Demolition/Construction Environmental Management Plan that would be secured as part of the ES.

Socio-economics

222. As the development would result in the loss of the existing employment floorspace a payment of £114,599 will be secured as part of the S106 agreement to offset this loss. Additional obligations have been agreed in order to secure employment and training during the course of construction.
223. In terms of economic benefits to the area, the provision of 905 student bedrooms would result in additional patronage to local shops, bars and restaurants. The development itself would provide 92 full time jobs and 33.5 part time jobs. Whilst beneficial, these effects are likely to be negligible in significance. The increase in demand for primary healthcare facilities is expected to result in a residual minor adverse effect however the development would be subject to the Southwark Community Infrastructure Levy which would mitigate these impacts somewhat.

Air quality

224. The application site is located within an Air Quality Management Zone. Air quality could be compromised by demolition and construction, the use of a CHP boiler as part of the centralised plant being proposed for the development and further impacts from servicing traffic. Subject to mitigation, the impacts from demolition and construction would have a negligible impact on air quality and would be temporary. Impacts from the CHP scheme would be of negligible to minor adverse in significance. The Council's Environmental Protection Team has recommended conditions to minimise impacts of the CHP on local air quality and these will be attached to any consent issued.

TV and Radio reception

225. Tall buildings have the ability to affect radio and TV reception by blocking signals to surrounding buildings. In the case of Capital House this would be a result of signal shadowing in a north/north west direction of the site. These are classified in the ES (including in the cumulative assessment) to be of minor adverse significance with effects on satellite signals likely to be of negligible significance. A condition is therefore recommended in order to identify any interference and put appropriate mitigation measures in place.

Aviation

226. The proposed development is of a height that could interfere with radar signals. This can however be mitigated through modifications to the radar system and NATS have therefore advised that two aviation conditions should be imposed on any grant of planning permission to secure details of a Radar Mitigation Scheme (RMS). The relevant conditions will be attached to any consent issued.

Soil and Ground Contamination

227. An assessment of soil environment and ground conditions has been undertaken in as

part of the ES in order to establish the potential for past contamination to exist at the site. The ES advises that there is little evidence of potentially contaminative uses on the site in the past. Moreover, the redevelopment of the site for the proposed building would involve extensive basement excavation which is likely to remove potential contamination. The Council's Environmental Protection Team has recommended a range of conditions regarding land contamination and appropriate remediation works. Further protection from impacts during construction can be achieved through the requirement for the applicant to submit a Construction and Environmental Management Plan. With appropriate mitigation in place, the impacts are considered to be negligible.

Planning obligations (S.106 undertaking or agreement)

228. 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

229. Following the adoption of Southwark's Community Infrastructure Levy (SCIL) on 1 April 2015, much of the historical toolkit obligations such as Education and Strategic Transport have been replaced by SCIL. Only defined site specific mitigation that meets the tests in Regulation 122 can be given weight

Planning Obligation	Mitigation	Applicant Position
Affordable Housing In Lieu Payment	£34,100,000	Agreed
Archaeology	£11,171	Agreed
Car Club	Secure the provision of at least one disabled car parking space and one car club space for approval.	Agreed
Carbon Offset – Green Fund	£155,839	Agreed
Employment During Construction	77 sustained jobs to unemployed Southwark residents 77 residents trained in pre/post employment short courses. 19 new apprenticeships.	Agreed

	Or a payment of £371,150	
Employment Floorspace Offset	£114,599	Agreed
Pedestrian Route Improvements	£14,200	Agreed
Transport Improvements	£288,000	Agreed
Transport for London	Cycle hire docking station - £75,000 and £10,000 towards Legible London wayfinding signage	Agreed
Trees	Not specifically required unless unforeseen issues prevent trees from being planted or they die within five years of completion of the development in which case a contribution will be sought - £6,000 per tree.	Agreed
Admin Charge (2%)	£19,460.	Agreed

S106 provisions

230. The legal agreement will also secure an Estate Management Plan; Demolition and Construction Environmental Management Plan; Construction Logistics Plan, Site Wide Energy Strategy, Service Management Plan; Student Housing Management Strategy; Wind Mitigation Plan; Energy Strategy; car club bay and disabled parking bay; and a Landscaping Plan. Additional transport details will be secured under the legal agreement to secure details of the 507 long stay cycle parking spaces including 64 folding bike spaces, 140 double-stack spaces, 15 Sheffield cycle racks containing 30 cycle parking spaces, 255 fully equipped cycle hire bike spaces plus 18 staff cycle parking spaces.
231. The legal agreement will also secure the following S.278 Highways works:
- Construction of a raised table across the segment of Weston Street abutting this development;
 - Creating a raised entry treatment at the junctions of Weston Street with Melior Street and St Thomas Street;
 - Resurfacing of the road section adjoining this site on Weston Road;
 - Reconstruction of the footways flanking this site on Weston Street, Melior Street and St Thomas Street including raised kerb lines on Weston Street/Melior Street.
 - Repave the footway including new kerbing fronting the development on Melior Street and Weston Street using materials in accordance with Southwark's Streetscape Design Manual.
 - Resurface the carriageway including new road markings fronting the development on Melior Street and Weston Street using materials in accordance with Southwark's Streetscape Design Manual.
 - Construct the proposed layby on Melior Street using materials in accordance

with Southwark's Streetscape Design Manual.

- Upgrade current crossing points on Weston Street (junction with Melior Street) and St Thomas Street (junction with Weston Street) to SSDM standards.
- Relocate existing lamp columns on Melior Street and Weston Street. Street lighting relocation will require approval from the Street Lighting department.

232. In the event that an agreement has not been completed by 30th November 2019, the Committee is asked to authorise the Director of Planning to refuse permission, if appropriate, for the following reason:

In the absence of a signed S106 legal agreement there is no mechanism in place to secure adequate provision of affordable housing and mitigation against the adverse impacts of the development through contributions and it would therefore be contrary to Saved Policy 2.5 Planning Obligations of the Southwark Plan 2007, Strategic Policy 14 Delivery and Implementation of the Core Strategy (2011) Policy 8.2 Planning Obligations of the London Plan (2016) and the Southwark Section 106 Planning Obligations and Community Infrastructure Levy SPD (2015).

Community Infrastructure Levy (CIL)

233. Section 143 of the Localism Act states that any financial contribution received as community infrastructure levy (CIL) is a material 'local financial consideration' in planning decisions. The requirement for payment of the Mayoral or Southwark CIL is therefore a material consideration. However, the weight attached is determined by the decision maker. The Mayoral CIL is required to contribute towards strategic transport invests in London as a whole, primarily Crossrail. While Southwark's CIL will provide for infrastructure that supports growth in Southwark. In this instance an estimated Mayoral CIL payment of £4,982,504 and a Southwark CIL payment of £26,570,760 are due.

Energy and Sustainability

234. The London Plan Policy 5.2 sets out that development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the energy hierarchy Be lean: use less energy; Be clean: supply energy efficiently; Be green: use renewable energy. This policy requires development to have a carbon dioxide improvement of 35% beyond Building Regulations Part L 2013 as specified in Mayor's Sustainable Design and Construction SPG
235. Policy 5.3 states that developments should demonstrate that sustainable design standards are integral to the proposal, including its construction and operation, and ensure that they are considered at the beginning of the design process. LP5.7 Within the framework of the energy hierarchy major development proposals should provide a reduction in expected carbon dioxide emissions through the use of on-site renewable energy generation, where feasible.
236. Strategic Policy 13 of Core Strategy states that development will help us live and work in a way that respects the limits of the planet's natural resources, reduces pollution and damage to the environment and helps us adapt to climate change.
237. The applicants have submitted an energy strategy and a sustainability assessment for

the proposed development which seek to demonstrate compliance with the above policy.

Energy

238. An energy statement has been submitted which provides an initial assessment of the energy demand and carbon dioxide (CO₂) emissions from a baseline building and estimates the expected energy and CO₂ emissions savings associated with the proposed development. The applicant proposes to use a range of 'be lean, be clean and be green' measures in order to achieve an appropriate carbon reduction.

Be Lean

239. The measures proposed include:

- Building envelope will act as an important climatic modifier, with a well-designed façade significantly reducing the building's energy demand and U-Values that exceed the minimum standards;
- Façade optimisation of the glazing for balancing cooling loads against daylighting to ensure good daylight without unwanted solar gain and heat loss. This will also allow the accommodation to be naturally ventilated;
- Natural Ventilation and Cooling;
- The building form and massing will provide passive control of solar gains to ensure that solar gains are maximised in winter months and minimised in summer;
- Building orientation, percentage of glass and shading devices on the façade have been designed with the aim to minimise solar heat gains entering the building;
- Reduced water usage through use of low flow water outlets for all water outlets in the building. The student residential units will be designed to achieve a water consumption of 105 litres per person or less per day;
- The energy required to heat or cool the incoming fresh air supply to the buildings will be significantly reduced by using an efficient heat recovery system. The heat recovery systems will utilise the thermal properties of the return air to transfer 'free' heat/cooling to the incoming fresh air supply;
- Presence detection and daylight dimming within spaces which have access to daylight will reduce the lighting levels for times when the required lighting levels are available via natural daylight. Furthermore LED lighting will be required to achieve desired lighting levels;
- Mechanical cooling will be only required for the retail and the amenity areas in the student accommodation plus the staff areas. The intention is to provide a local systems using high-efficiency air-source variable refrigerant flow (VRF) heat pumps together with ceiling-mounted fan coil units to serve these parts of the development, with the system designed to optimise performance in line with the differing load profiles.

Be Clean

240. The measures proposed include:

- The development will utilise an on site gas fired Combined Heat and Power unit (CHP), in the absence of any ability to connect to an existing district heating network it is proposed that a central community heating system with high-efficiency CHP units and low NOx emissions is installed on the site to serve the base space heating and domestic water demand. The basement plant space has also been designed to allow for future connection to a district CHP should one be brought forward in the area.

Be Green

241. The application site has limited ability to provide renewable energy. However, it is considered that the use of Photovoltaic panels on the roof of the building could be utilised to maximise carbon savings.

Conclusions on Energy and Sustainability

242. Taken together, the Be Lean, Be Clean and Be Green measures would achieve a total carbon reduction of 17.6% over the 2013 building regs. It is noted that this is significantly below the 35% required by policy however as set out in Section 106 Planning Obligations and Community Infrastructure Levy (CIL) Supplementary Planning Document (SPD) a financial contribution to the carbon offset fund can be secured on schemes which do not meet the 35% target in CO2 reductions. These contributions would be placed in a green fund and used to reduce carbon dioxide emissions in projects elsewhere in the borough. This has benefits in that the fund can be used to reduce carbon emissions from buildings that are much older and much less energy efficient than modern buildings which have many passive design features that lower emissions. On that basis the applicant is proposing a contribution of £155,839 and this is considered acceptable as it will bring the 17.6% on site reduction to the required 35% reduction overall. A condition will be imposed to secure BREEAM excellent rating.

Community Engagement

243. The developer has undertaken consultation events linked to the proposed development and the wider St Thomas Street East Framework. The consultation exercise has included:
- Presentation to representatives of Guy's and St Thomas' NHS Trust;
 - Presentation to representatives of Team London Bridge BID;
 - 2,630 letters sent to local residents and businesses, providing information on the proposed development and an invitation to a public consultation exhibition;
 - A public consultation exhibition;
 - Provision of feedback forms at the exhibition, enabling residents and businesses to provide feedback.

Conclusion on planning issues

244. The proposed redevelopment of the site would provide a high density, mixed use development with student homes and a flexible Class A1/A3B1 space. The development would make a significant contribution to London's student housing needs and it is acknowledged that students and educational establishments make a positive

contribution to London's economy. In addition the proposed development would result in improved public realm within the district town centre and Opportunity Area.

245. The development would make a significant and substantial financial contribution towards affordable housing which would equate to a 35% provision and would significantly exceed the maximum reasonable amount of affordable housing that the scheme could provide based on viability testing. Given the fact that the proposed affordable offer of approximately £27.1 million above the figure that the Council's consultants consider that the scheme can viably sustain, Officers are satisfied that the proposed approach to affordable housing is acceptable and would maximise provision of affordable housing.
246. The development is in an appropriate location for a tall building being located within a district town centre, the CAZ and an Opportunity Area. Furthermore the principle of a tall building in this location has already been established by two previous consents. Officers are satisfied that the proposal is of the highest architectural standard and would provide high quality student homes. The proposal provides an appropriate response to context and would not harm the character or setting of the nearby heritage assets including the Bermondsey Street Conservation Area. Careful consideration has been given to the impact of the proposal on townscape views including LVMF views and views from within the Tower of London World Heritage Site. Officers consider that the development would not cause any substantial harm to these views, despite being visible from a number of vantage points. The GLA are also supportive of the development and do not consider that the proposal would harm strategic views.
247. Developments of this size and nature have the potential for significant environmental impacts and therefore an Environmental Statement has been submitted. Officer have fully assessed the Environmental Statement and have taken the view that whilst there would be some impacts in terms of daylight and sunlight; wind; townscape and heritage; and transport, the level of impact would not be so significant to warrant refusal of the application and in many instances, appropriate mitigation would reduce impacts to a negligible level. Following mitigation measures, there are likely to be some adverse impacts association with the demolition and construction phases but these impacts would be short term.
248. Officers consider the development to offer a range of significant benefits including student housing, commercial floorspace including retail and some office space and an improved public realm. The development would make a substantial contribution to affordable housing provision which would enable to the Council to maximise delivery of affordable housing through the New Homes Building Programme. Having regards to the development plan and national, regional and local guidance, officers recommend that planning permission be granted, subject to conditions, completion of a legal agreement and referral to the Mayor of London.

Consultations

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

Consultation replies

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

Summary of consultation responses

251. Following neighbour consultation, a total of 89 objections have been received in response to the proposed development. The main points of objection have been summarised and addressed below.

252. Objection – The proposed development is excessive in height, scale and massing.

Response – The principle of a tall building in this location has been accepted by the two previous consents. Furthermore, the proposed height is not considered to be harmful when viewed from within important local and strategic view vantage points. The proposed height is considered appropriate for this site given its location within the CAZ, an Opportunity Area, a district town centre and taking into account the surrounding cityscape.

253. Objection – The proposed building would be over dominant within its surroundings and would be an oppressive form of development.

Response – Whilst the proposed building would be a significant increase over both the existing building and the previously consented schemes the building is not considered to be oppressive within its surroundings which is a zone of transition from low rise buildings to the south to buildings of a more city scale to the north and west.

254. Objection – The proposal would fail to provide affordable housing on site.

Response – No onsite affordable housing is being provided as an in lieu payment is considered to be the best way to maximize the delivery of affordable housing to meet the Council's strategic objectives and pressing need for affordable housing.

255. Objection – There are plans to redevelop other sites on St Thomas Street which adjoin this application site and as such there is a critical need to understand the wider development plans for the area and the impacts they may have. The development plan for Capital House needs to be assessed in the context of the development plans for the adjoining sites.

Response – Each site will be assessed on its own merits however cumulative impacts will be taken into account within the Environmental Statements for each application. The adjoining sites on St Thomas Street have been developed with a high level of collaboration between the respective landowners.

256. Objection - The local infrastructure cannot support such a large scale, high density development. The roads in the immediate area are small and narrow and are already struggling to cope with the volume of van and lorry usage. Increasing this volume to support a building with hundreds of occupants would not be feasible and would create constant traffic and maneuvering problems.

Response – The council's transport team has reviewed the submission and consider the transport arrangements to be acceptable. The ES indicated that there would be no significant adverse impacts and there would be no significant impacts on traffic generation. Various management plans for servicing, construction logistics and environmental management plans will be secured as part of the legal agreement and these will ensure that going forward impacts will be minimized and mitigated.

257. Objection – The proposal fails to provide on-site affordable housing. The documents refer to off-site affordable housing but do not make any formal commitments.
Response – the applicants investigated the provision of off-site affordable housing however it was considered that an in lieu payment would be the optimum way to secure the maximum amount of affordable housing. In this instance the payment of £34.1 million will allow the Council to deliver affordable housing as part of the New Homes Building Programme.
258. Objection – On-site provision of social housing should take priority and should not be forgone as a result of the migration museum.
Response – The migration museum has now been removed from the proposal.
259. Objection - The proposed development would have an unacceptable impact on a number of views including protected views from Tower Bridge, views from Parliament Hill, and those from within the Bermondsey Street Conservation Area, all of which would be adversely affected to an unacceptable extent.
Response – The views set out above have all been reviewed as part of the ES and have also been scrutinised by the Council's Design and Conservation Team. In all cases it is considered that the proposed development would not result in any harmful impacts.
260. Objection – The proposed development would have an unacceptable impact on surrounding streets in terms of wind tunneling which is already a significant problem on St Thomas Street. The environmental impact submitted states that the building would have a moderate adverse or a moderate beneficial impact. An environmental impact assessment that cannot come to a conclusion on the impact of the proposed building is therefore simply unacceptable.
Response – Wind has been reviewed in the ES. With appropriate mitigation in place, the predicted pedestrian level wind environment in and around the completed development is rated as suitable, in terms of safety, for all users throughout the year. In terms of wind comfort, all locations on the ground and elevated levels are predicted to have wind conditions that would be suitable for the intended uses. Based on the results of the tests on the final design it has been established that the wind conditions within and around the Development would be appropriate given the uses proposed. The effects on the wind microclimate would therefore be of negligible significance.
261. Objection – The development provides very few on-site amenities and fails to address the lack of local amenities to support the occupants. Local infrastructure cannot cope with such an increase in people.
Response – The development would be subject to the Community Infrastructure Levy which would contribute towards infrastructure improvements within the area and would help to mitigate any impacts.
262. Objection - The community consultation and involvement has been inadequate. It was poorly publicized and attracted few responses and involved a set of questions that were generally framed to the advantage of the developer and even then, the majority of respondents either generally or somewhat disagreed with the proposed design. The Executive Summary submitted in the proposal makes no reference to this majority disagreement with the design which is disappointing. The views of local people have been ignored.

Response – The developer has undertaken consultation events linked to the proposed development and the wider St Thomas Street East Framework. The consultation exercise has included:

- Presentation to representatives of Guy's and St Thomas' NHS Trust;
- Presentation to representatives of Team London Bridge BID;
- 2,630 letters sent to local residents and businesses, providing information on the proposed development and an invitation to a public consultation exhibition;
- A public consultation exhibition;
- Provision of feedback forms at the exhibition, enabling residents and businesses to provide feedback.

263. Furthermore, the Council has undertaken three rounds of consultation each including advertisement in the local press, posting of site notices and letters sent to local residents.

264. Objection – The proposed building is of a very poor design and will result in a low quality, high density development.

Response – The proposed design is considered to be of the highest standard and would be visually appealing. Conditions will be imposed to secure high quality finishes and materials and in design terms the building is considered to be a positive addition to the borough.

265. Objection – Should the development proceed then there should be a significant proportion of affordable housing made available for local staff, including Guys Hospital, rather than just students.

Response – Southwark Council is one of the top four London Boroughs in terms of the provision of student housing. It is noted that London Plan policy specifically requires affordable student accommodation as part of any development for student housing and the GLA have raised this as an issue in their Stage I response. Officers consider that whilst there would be benefits to providing affordable student housing this would be significantly outweighed by Southwark's pressing need for traditional general needs affordable housing and that that this should take priority over the provision of affordable student accommodation particularly given that Southwark has provided such a large number of student homes and has contributed significantly to London's student housing needs.

266. Objection - The size of this student accommodation is oversized for the area and the number of students likely to require accommodation.

Response – The applicant has demonstrated that there is demand for student housing and this is supported by the London Plan.

267. Objection – Any proposal to mitigate wind impacts through the use of trees is not long term or infallible. The wind survey is flawed as it suggests there are four trees on Guys land at the corner of Weston and St Thomas St when there are only two rather poor specimens that have compromised canopies because of their proximity to Guy's building.

Response – The error with the trees has been rectified by the later wind study and the impacts were not considered to be significant. A Wind mitigation Strategy will be secured as part of the S106 Agreement to ensure the appropriate mitigation is secured and implemented.

268. Objection - The three trees proposed for St Thomas Street will need to go into planters as there are existing services and new basement below ground. Obviously the planters would need to be substantial if they are to support these large trees however planters would form a substantial barrier to pedestrian movement.
Response – The Council’s Urban Forester has reviewed the updated plans and considers that the tree pits are feasible and appropriate. As such trees will not need to be placed in planters.
269. Objection - Trees in planters here would set a very poor precedent for delivering the vision in the St Thomas St Framework for new, long-living trees all the way down the south side of the street. Delivery of this aspect of the vision seems to be at risk because of the services below the pavement, the north facing aspect and very narrow setback of the building line.
Response – As set out above the Council’s Urban Forester has reviewed the updated plans and considers that the tree pits are feasible and appropriate. As such trees will not need to be placed in planters.
270. Objection – There is inconsistency between the location of trees proposed for mitigation and the locations of the trees shown on the proposal plans. The RWDI model has positioned the three proposed trees required for mitigation close together at the western corner of the building façade. Whilst the development plans show the trees spaced evenly across the frontage.
Response – The tree locations have been rectified by the updated wind study. Nevertheless, appropriate mitigation will be secured as part of the Wind Mitigation Strategy that will be an obligation within the S106 Agreement.
271. Objection – The development would result in excessive noise and disturbance to local residents.
Response – Whilst there would be some noise and disturbance during demolition and construction phases it is not considered that the completed development would result in any significant disturbance to adjoining occupiers.
272. Objection - The consultation events undertaken by the developers were vague and misleading with plans that were only shown on a model at ground level and did not show the impact on the local conservation area. The council needs to consult properly with local community and general public.
Response – The developers have undertaken consultation events and the Council has undertaken three comprehensive consultation exercises with the local community. As such the level of consultation undertaken for this application is considered to be appropriate.
273. Objection – The reduction in the building height does very little to overcome the serious impact of the development on the Bermondsey Street Conservation Area or the Tower of London World Heritage Site due to its overbearing heights, massing, design and appearance.
Response – The proposed development, whilst visible from Bermondsey Street Conservation Area and the Tower of London, is not considered to have a harmful impact on these views, particularly now that the building height has been reduced.
274. Objection – The height of the building would be excessive on St Thomas Street and

Weston Street and would result in an excessive height and scale of development on what is a very small footprint.

Response - The principle of a tall building in this location has been accepted by the two previous consents. Officers do not consider the height or quantum of development to be excessive or harmful. Nor would it have an adverse impact on views along St Thomas Street and Weston Street.

275. Objection – Such an excessive development will cause overshadowing, wind-tunnel and noise-canyon issues that will have a significant negative affect on residents, businesses and pedestrians on St. St. Thomas, Weston St and Melior Street.

Response – All of these issues have been considered as part of the assessment of the application and within the ES and in all cases officers have concluded that there would be no significant adverse impacts.

276. Objection – The developers have not shown models of the tower that demonstrate the proposal in true context and relation to the local area. The plans also don't show how this will create a wall of glass between the conservation area and the listed railway arches and the plans do not show how the building will sit with the wider local framework plans proposed.

Response – The ES contains plans that show the context of the site with the other proposed developments in place. Each development will be considered on its own merits as well as cumulatively.

277. Objection - The proposed development, owing to its design and excessive height would not be in keeping with the surrounding area which is predominantly low rise buildings and warehouse conversions. As a result the proposed development would result in significant damage to the character of the area, particularly the adjacent conservation areas. This is of key importance given the warehouse heritage and low rise neighbourhood feel of the area where most residents and local businesses are located. The proposed design does not seem in keeping with the values of current local residents.

Response - Whilst the proposed building would be a significant increase over both the existing building and the previously consented schemes the building is not considered to be oppressive within the immediate vicinity which is a zone of transition from low rise buildings to the south to buildings of a more city scale to the north and west. Officers consider that the scale and quantum of development is appropriate in terms of the application site and its immediate surroundings.

278. Objection - Development of this scale would obstruct light to other buildings in the area to an unacceptable level. Any open space would be significantly overshadowed by the proposed development.

Response – The daylight and sunlight assessment demonstrates that the proposed building would have a limited impact on daylight to surrounding properties with 97% of rooms that have been assessed remaining compliant with the BRE guidance. The closest and most directly affected amenity space is the open space/garden area located on Melior Street close to the junction with Fenning Street. The applicant's transient overshadowing study demonstrates that, given the position of the existing buildings and the proposed development, the majority of overshadowing would take place to the north with only minor overshadowing of the open space on Melior Street occurring later in the day.

279. Objection - The proposal does not discuss what the compound (cumulative) wind effects would be.

Response – Cumulative wind impacts have been fully assessed and reviewed as part of the ES.

280. Objection - The significant increase in population in such a small area, and so close to a major rail hub, would have a significant detrimental impact on foot and vehicle traffic in the area, which is characterised by narrow roads and one-way streets. This has not been adequately addressed in the plans. Any businesses would require goods deliveries and vehicles stopping would block access routes entirely given the narrow space of the streets.

Response - The council's transport team has reviewed the submission and consider the transport arrangements to be acceptable. The ES indicated that there would be no significant adverse impacts and there would be no significant impacts on traffic generation. Various management plans for servicing, construction logistics and environmental management plans will be secured as part of the legal agreement and these will ensure that going forward impacts will be minimized and mitigated.

281. Objection - The development gives nothing to the local area, it will not provide additional amenities such as housing, shops, or medical facilities, or provide meaningful improvements to communal or green spaces. However, the development will consume existing local amenities. Any additional contribution seems to benefit workers stopping by, rather than residents who live in the area.

Response – The proposed development would provide additional commercial floorspace for Class A1/A3/B1 purposes. The development would also be subject to the Community Infrastructure Levy which would contribute towards infrastructure improvements within the area and would help to mitigate any impacts.

282. Objection - The transient nature of student living is such that the development and its residents would not be able to contribute to the local community in a meaningful way.

Response – Students will be living within the block for the academic year and will be able to integrate within the local community using local shops, bars and restaurants as well as local services.

283. Objection – Given the shortage of housing in London (particularly affordable housing), it is inappropriate to provide such a large amount of designated student accommodation in this area, particularly given the potential impacts of Brexit on international student numbers without including true affordable housing for locals remaining long term in this area rather than re-located elsewhere in the borough.

Response – The development would not be able to provide on-site affordable housing to the quantum and standard that the Council require. As such the developer is making a payment to the Council's New Homes Building programme which will maximize the provision of affordable housing which is a strategic objective of the borough.

284. Objection - There is insufficient vehicle and cycle parking in the area and local amenities will not be able to cope with the increase in the number of people.

Response – The proposed development would be car free and the developer would make a contribution to the London Cycle Hire scheme to extend cycle hire facilities in the area.

285. Objection – The demolition and construction process will be very disruptive to local residents and businesses.
Response – Demolition and construction can cause disturbance however this will be short term and temporary and will be mitigated by environmental management plans secured in the legal agreement.
286. Objection – The consultation on the proposed development has been insufficient and poorly handled. With the timing of the consultation and the manner of summarisation, it feels as if the council is colluding in the development rather than acting on behalf of the borough to undertake a fair consultation and an even handed decision.
Response – The developer has undertaken their own consultation both in advance and subsequent to the submission of the application. The Council has also undertaken three rounds of comprehensive consultation. The consultation process for this application is considered to be extensive, appropriate, transparent and robust.
287. Objection – The proposed development would threaten employment in the area.
Response – The loss of employment space has been accepted on this site on two previous occasions and is considered acceptable as part of the current application. The current occupiers, Kings College, would be displaced from the site however the existing building is in use as ancillary education support for the wider campus. In addition, the uses currently occupying the building are to be redistributed to other premises on the adjacent Guys and St Thomas' Campus
288. Objection - The development is inconsistent with the proposed new Southward Local Plan which advocates the primacy of The Shard as a tall building in the area, as well as any new development being sensitive to the surrounding context, and sustaining and enhancing the adjoining Conservation Area. The Local Plan also states that any planning approval should be subject to the impact on the existing character, heritage and townscape of the area. This development would detract from The Shard's primacy, and also clash with the character of the surrounding buildings.
Response – The proposed building is significantly smaller than the Shard and is located a sufficient distance from the Shard to ensure that it will not challenge the Shard in terms of views or primacy.
289. Objection - The proposed height of this development would impact the protected view of St Paul's Cathedral and other protected views.
Response – The proposed building would be visible but not harmful. This has been quantified in the ES and reviewed by the Design and Conservation Team.
290. Objection – The proposed development would result in a significant increase in traffic to the area which will negatively impact on the local roads, streets and pedestrians.
Response – The development would not result in a significant increase in traffic to the area. The development would create seven less two-way vehicle movements in the morning peak hour and six additional two-way vehicle movements during the evening peak hour and it is considered that the development would not have any noticeable adverse impact on the existing vehicular traffic on the adjoining roads.
291. Objection - The information submitted on public realm and vehicular movement is inaccurate and unacceptable. The new scheme will make the existing problems considerably worse by proposing building closer than the current to the site boundary and justifying this by incorrect information. Large vehicles struggle to maneuver

around the narrow streets and tight corners and there have been several collisions with buildings and balconies over the years. The plans around boundary lines and highways layout are inaccurate and large vehicles would need to undertake complex maneuvers which could risk accidents and collisions.

Response – The Council's Transport Team has reviewed the application and do not consider that the proposed building would result in any significant issues with regards to vehicle maneuvering. A Construction Logistics Plan will manage vehicle movements during the construction phase and a Service Management Plan will be secured as part of the S106 Agreement and this can specify the size and type of vehicle that can be used to service the development, thereby minimising the risk of any impacts.

292. Objection - Proposals for permeable paving and 'sustainable' tree pits are not deliverable and should not be presented as part of the public realm benefits.

Response – The tree pits and drainage have been reviewed by officers and are considered feasible and deliverable.

293. Objection – The submission states that there would be a public garden to the rear of the Beckett House site however this is not within the applicants control and cannot be guaranteed for delivery. This area would also be subject to severe wind impacts which would threaten its use as a garden/public space.

Response – The Beckett House site is currently the subject of pre-application discussions however the current iteration of the plans for the Becket House site shows a public open space on Melior Street. Wind impacts to this space could be mitigated through design measures and this will be considered when an application is submitted for that site.

294. Objection – The local junctions are unsafe for existing vehicles, pedestrians and cyclists and are not a suitable entry point for vehicles servicing the development.

Response - The Council's Transport Team have reviewed the application and do not consider that the proposed building would result in any significant issues with regards to vehicle maneuvering or pedestrian safety and measures will be secured in a S.278 agreement that would enhance pedestrian safety. A Construction Logistics Plan will manage vehicle movements during the construction phase and a Service Management Plan will be secured as part of the S106 Agreement and this can specify the size and type of vehicle that can be used to service the development, thereby minimising the risk of any impacts.

295. Objection - The Capital House proposals should not be approved ahead of resolution of the St Thomas St masterplan. The plan also needs further consultation, development and detail.

Response - The various landowners have been co-operating on an informal basis about a range of issues including design, public realm, new pedestrian routes, and the management of the construction and operational phases of the proposed developments. The landowners have devised a framework document which sets out the co-operation and co-ordination on these issues between the proposed developments and this has been subject to community consultation. The framework is a tool to bring the landowners together to work collaboratively to address the main issues of the redevelopment of these sites. The framework itself is an informal document and is not a masterplan or an instrument of planning policy.

296. Objection – Wind mitigation should not rely on trees nor should it rely on trees and

landscaping on other sites.

Response – Trees within an application site can be used as wind mitigation. A Wind Mitigation Strategy will be secured as part of the S106 Agreement to ensure that any residual wind impacts will be suitable mitigation with appropriate and deliverable mitigation.

297. Objection – No consideration has been given to the welfare of students. Mental health issues amongst first year students has increased significantly and moving 905 students into small rooms in a tower block will not help to build community cohesion, and being without the traditional on-site welfare services offered by university-based accommodation is an unconscionable risk to their wellbeing.

Response – The development includes on site amenities for students

298. Objection – No thought has been given to move in and move out dates for students. These events are likely to result in significant congestion on local streets, roads and public transport.

Response - Move in and move out events would be staggered and will be managed through a Student Housing Management Strategy, secured as part of the S106 Agreement.

299. Objection – The proposed payment towards affordable housing does not guarantee social housing.

Response – The payment towards the Council's New Homes Building Programme will be ring fenced and would only be used for the development of affordable housing.

300. Objection – The provision of a tower in this location is the result of a secret masterplan which completely disregards public consultation and makes further consultation on the masterplan meaningless.

Response – There is no masterplan for the site nor have plans been developed in secret. The St Thomas Street Framework sets out the co-operation and co-ordination on issues between the proposed developments and this has been subject to community consultation. The framework is a tool to bring the landowners together to work collaboratively to address the main issues of the redevelopment of these sites. The framework itself is an informal document and is not a masterplan or an instrument of planning policy. The Council has also undertaken three rounds of consultation in addition to that undertaken by the developer. Consultation has been meaningful and transparent.

301. Objection - Drilling and piling on a building of this height is likely to have a dramatic effect on local buildings, including damage. How will this be managed and how will the developer make good any damage.

Response – Issues relating to construction will be mitigated through the Demolition and Construction Management plans secure in the legal agreement. The developer would be obligated to make good any damage caused to adjacent buildings that occurs as a direct result of construction work on the proposed development.

302. Objection – The New Southwark Plan designates this site as suitable for tall buildings however for this site (listed within NSP52) it suggests a density of 50% of the land area and an average height of 18 storeys (65m). These are sensible densities and volumes. This current proposal totally ignores those suggestions and therefore makes a complete mockery of the NSP guidelines.

Response – The site sites within part of the New Southwark Plan Proposal Site 52. Whilst the designation makes reference to the uses that should be included on future development of the whole site it does not specify an appropriate height. The site has been identified as suitable for tall buildings and this has been established by the two previous consents.

303. Objection – The NSP recommends a sloping down of heights from the West to the East - namely from Guys Hospital Tower at 120m down to the strictly enforced limit on Bermondsey Street of 20m. Virtually all developers, planners and the entire local community alike are all agreed on the importance of heights sloping downwards from Guys down to Bermondsey Street. The current proposal does not step down significantly enough and as such impacts on Bermondsey Street.

Response – The proposed building meets this requirement, stepping down significantly from the height of the Shard and also stepping down from the height of Guys Hospital Tower. The height of the proposed development is considered acceptable within the local context.

304. Objection – The development will result in significant overlooking to residents on Melior Street and Snowfields.

Response – The separation distances specified in the Residential Design Standards SPD would all be met comfortably and as such there would be no adverse impacts in terms of overlooking.

305. Objection - The promise of off-site affordable housing is simply not equivalence in this case - for the cost to the council of acquiring the lease back from GS Quill (£12 million for the proposed off-site housing) the existing building could be renovated and repurposed as affordable housing, providing much needed homes in a city in the midst of housing crisis.

Response – The proposed in lieu payment of £34.1 million is significantly in excess of the financial surplus generated by the scheme to provide affordable housing which works out at £6.96 million. This is considered to maximize the provision of affordable housing and would provide more affordable housing than could be provided on site within the proposed development or within a refurbished and re-purposed Capital House.

306. Objection – The change in plan to forgo the museum for a café/shop does not seem to have been well thought out and it seems to lack any conceptual idea or consideration to the area and local community. There are sufficient cafes and shops in the area.

Response – The proposed commercial floorspace at ground floor is not of a size that would challenge any local businesses and the location of the site beside London Bridge Station on a principle thoroughfare will ensure that there is enough foot fall to make any commercial operation viable.

307. Objection – The proposed trees would block the pavement and would not receive enough light to thrive.

Response – The ground and first floor of the proposed building are set back significantly from the pavement and the proposed trees ensuring that there will be sufficient room for pedestrian movement as well as ability for the trees to mature.

308. Objection – The proposal does not provide enough cycle parking to satisfy either the Southwark Plan or the London Plan and the provision of such a high proportion of

folding bike storage should be resisted. Furthermore, is it not a policy requirement that at least 50% of the cycle parking is in the form of Sheffield Stands as opposed to double stackers that are not as accessible for all people.

Response – The quantum of cycle parking is considered acceptable. Final details of the type of cycle parking will be secured by condition.

309. Objection - The Mayors Transport Strategy states that cycle parking for the public will need to be provided in addition to that required for the occupants and visitors to the building, particularly where it is located next to transport hubs, in town centres and in key destinations. The locality of the site next to London Bridge station falls within this policy, and the scheme should therefore make a significant provision for cycle parking for the public.

Response – The development will make a financial contribution to extend cycle hire facilities in the area in line with the request from Transport for London.

310. Objection - There is a suggestion that the Quill planning permission has been implemented, which is questionable. The building is still fully occupied and there has been no material development.

Response - A number of pre-commencement conditions were submitted and approved. The pre-commencement condition relating to the drainage strategy was approved and works to the drainage were carried out, which supports the applicant's point that this permission has already been implemented. No Certificate of Lawfulness has been submitted to formally confirm this.

311. Objection – The Council's pre-application advice was very clear that the proposal was excessive and yet the developer appears to have ignored this advice. It is unclear why the application is now being recommended for approval.

Response – The pre-application advice was based on a building of 46 storeys in height which had significant impacts on important views. The building has been reduced in height as part of this application and officers are now satisfied that the height is acceptable and would not lead to any significant adverse impacts on any important views.

312. Objection - To house 1,028 students on the site is a density of 11,422 per hectare, which is over 10 times the Council's maximum habitable rooms per hectare guidance and the average room size appears to be 27.1 sq m per student, which is significantly below any design standard.

Response – There are no prescribed standards for student housing and it would be inappropriate to assess it on the same standard as traditional homes. Officers consider that the proposed student units would be well lit, well ventilated and suitably sized for student needs.

313. Objection – The applicants Financial Viability Assessment figures are inaccurate and do not maximise affordable housing provision.

Response – The proposed affordable housing payment is £34.1 million which is approximately £27.1million more than the £6.96 million that is considered to be the maximum that the scheme could sustain. This has been reviewed by the Council's consultants Avison Young who conclude that the proposed offer exceeds the maximum reasonable amount of affordable housing.

314. Objection - There should be a covenant stipulating that any development can only be

used as student accommodation and not sold as private flats.

Response – The student housing would be secured as such within the S106 legal agreement.

315. Objection - There was a previous regulation specifically designed to prohibit the overtaking of the area by inappropriate development and to maintain the character of the area. This regulation included the prohibition of buildings taller than 6 stories. This is almost 8 times taller.

Response – The principle of a tall building in this location has been accepted on the two previous consents and as part of the draft SPD.

316. Objection - There are already problems with the existing student accommodation on Weston Street, where students spill out on to the street during fire drills. There is no room for students to gather on site and in the event of fire on the Melior Street side of the building it is not clear how the fire services would be able to access the building with the necessary fire equipment for a tall building given the narrowness of Melior Street.

Response – The building would be fitted with dry risers and a sprinkler system and there is sufficient room around the building to allow emergency services to service the development. The operator of the student homes will assign a muster point for students to gather in the event of an evacuation.

317. Objection – Construction work will inevitably lead to disruption and restricted access along Melior Street which would be unacceptable, particularly to those with mobility issues.

Response - The Council's Transport Team have reviewed the application and do not consider that the proposed building would result in any significant issues with regards to pedestrian safety or mobility issues and a Construction Environmental Management Plan will be secured in the legal agreement and through this the Council will ensure that safe and appropriate pedestrian routes including for the mobility impaired, will be maintained during the construction process.

Objections – The proposed development fails to provide any public realm improvements that would benefit the area, visitors or residents.

Response – The proposed development will create an improved public realm at ground floor level as well as a new retail offering within the flexible commercial space at the base of the building.

318. Objection – The surrounding streets are unsafe as many buildings have built right up to their site boundaries and this would be the case with Capital House. This is likely to impact on public safety and could result in collisions between large vehicles and buildings.

Response – The council's transport team has reviewed the submission and consider the transport arrangements to be acceptable. The ES indicated that there would be no significant adverse impacts and there would be no significant impacts on traffic generation. Officers consider that there would be no safety issues subject to appropriate mitigation. As such various management plans for servicing, construction logistics and environmental management plans will be secured as part of the legal agreement and these will ensure that going forward impacts will be minimized and mitigated.

319. Objection – At the public exhibition, the servicing strategy showed vehicles reversing onto Melior Street from Weston Street and this would be both unsafe and unacceptable.

Response – This is no longer the case as the vehicle loading bay has been removed from the plans in lieu of a semi inset lay by which is fully supported by the Council's Transport Team and would avoid transport conflicts caused by reversing vehicles.

320. Objection – The proposed development is too close to the corner of Weston Street and St Thomas Street given the significant increase in people who are accessing the station.

Response – Suitable pavement widths are being provided for pedestrian use, particularly at the corner of Weston Street and St Thomas Street.

321. Objection - The transition from tall commercial buildings near the station to the low-rise hinterland of Bermondsey must be handled sensitively and be less precipitous.

Response – As discussed above, the application site sits at a zone of transition between taller buildings to the north and west and lower rise to the south and east. The proposed building would step down from the tallest buildings at the Shard and Guys Hospital Tower and Officers consider that this transition is handled appropriately.

322. Objection – There should be no reduction in the size of the Melior Street garden. The garden is a rare moment of openness and calm within a densely built up area. It makes a vital contribution to the public realm and any reduction in the size of the existing space will greatly diminish the benefit of that contribution.

Response – The proposed development does not make any changes to the Melior Street garden.

323. Objection – The proposed development would result in solar glare that would be a nuisance to residents and visitors alike.

Response – Solar Glare has been examined as part of the ES and the outcome shows that this is limited to travel on the railway line from both the south east and north west where the impacts from solar glare would be considered as minor adverse in significance.

324. Objection – The proposal does not include any on-site affordable student housing which is not compliant with policy.

Response - Southwark is one of the top four London Boroughs in terms of the provision of student housing. It is noted that London Plan policy specifically requires affordable student accommodation as part of any development for student housing and the GLA have raised this as an issue in their Stage I response. Officers consider that whilst there would be benefits to providing affordable student housing this would be significantly outweighed by Southwark's pressing need for traditional general needs affordable housing and that that this should take priority over the provision of affordable student accommodation particularly given that Southwark has provided such a large number of student homes and has contributed significantly to London's student housing needs.

Responses from Local Groups

Team London Bridge

325. TLB welcome the changes from the extant planning permission which respond to earlier feedback. These include the provision of more active frontages, an increase in the public realm around the building, important views through the route running along the eastern side and the addition of green walls.
326. There are concerns that the proposals are being brought forward ahead of a further iteration of the St Thomas Street East Framework. The Framework elicited a significant response and the issues raised need to be resolved before consideration of planning applications for any of the individual sites.
327. Team London Bridge believes there is only incremental capacity to accommodate additional residential development in the area. London Bridge is located in the Central Activities Zone as both a retail cluster and a specialist cluster because of its arts, cultural and creative businesses and activities. The success of these roles requires a careful balance to be struck and we believe a clear priority needs to exist for commercial office, retail and leisure uses over residential. This is consistent with the London Bridge Area Vision (New Southwark Plan AV10.2, 10.3) which supports growth in "office provision, shops, leisure, culture, science and medical facilities" over residential development. Policy SD5 C of the draft London Plan also states "Offices and other CAZ strategic functions are to be given greater weight relative to new residential development in other core commercial areas of the CAZ." These other areas include London Bridge because of its dual role as a cluster and as an Opportunity Area. The current proposals take land use in the opposite direction, replacing significant B1 office space with largely student accommodation. This is a significant increase of student accommodation from the extant Quill planning permission, and represents a loss of c4,000 sq m of commercial space from the existing Capital House building.
328. The site's location as a key arrival point from London Bridge station means it plays a critical role for the whole of the St Thomas St area and as a gateway into the London Borough of Southwark. This requires it to be of the highest design quality and also to provide significant high quality public realm and a diverse range of uses, including a strong town centre offer. The Framework proposals will bring approximately 10,000 new people to the area with needs to be served outside working hours, at lunch time and at weekends. The site is at the heart of a 7-day space and this needs to be recognised in the range of retail and cultural provision. The previous planning application made a much stronger town centre offer through the Migration Museum, and the loss of this - or any comparative - offer, is a serious setback, resulting in the latest proposals presenting a much weaker proposition.
329. There is a lack of clarity over how the new development will be serviced and how it will address the significant existing problems with large vehicles in Melior Street where buildings are regularly damaged by vehicle strikes. This redevelopment provides an opportunity to address this issue and we are disappointed that the plans do not appear to have been amended in response to feedback.
330. Team London Bridge has a number of concerns regarding the proposal that relate to this development's ability to deliver the objectives of the St Thomas Street Boulevard and wider Framework. We look forward to continuing to work with the landowners and prospective developers of the main sites along and around St Thomas Street to help

deliver shared ambitions for this critical part of the London Bridge area.

Guys Hospital

331.
 - The proposed development will take several years to complete and will result in substantial noise, dust, vibration and traffic;
 - The close proximity of the hospital to the development site is such that there is a need to ensure sufficient control of the demolition and construction processes to enable the hospital to continue to perform its vital functions unhindered;
 - Vehicle and pedestrian access to the hospital is critical and there movements should not be impeded by the servicing of the construction site;
 - The hospital critically relies on a high level of supply from public utilities and communication networks and these should be maintained at all times;
 - If consent is granted then a legally binding agreement should be entered into between the trust and the applicant in order to ensure the operations of the hospital are unhindered and to ensure that there is sufficient control of the demolition and construction process.
 - Comments have also been made about relocating the Florence Nightingale Museum into the building.
332. **Response** – It is acknowledged that demolition and construction works can lead to disturbance. For this reason the construction phase of the development will need to be appropriately managed. As such a Construction Logistics Plan and a Demolition/Construction Environmental Management Plan would be secured as part of the S106 Agreement and Guys Hospital would be consulted on this document to ensure potential impacts are mitigated appropriately.

Summary of responses from external and statutory consultees

333. Environment Agency – No objections subject to an Informative regarding an evacuation plan.
Response – Noted and agreed, the relevant informative will be added to any consent issued.
334. Greater London Authority – The GLA have raised the following points in relation to the proposed development:
- **Principle of development:** the principle of redeveloping this highly accessible site within the London Bridge and Bankside Opportunity Area and the Central Activities Zone (CAZ) to deliver student accommodation and a new museum within a tall building is established by the extant and implemented planning consent and is supported by London Plan policies 2.11, 2.13, 3.8, 4.5 and 4.6, and policies GG1, SD1, SD4, H17 and HC5 of the draft London Plan.
 - **Student accommodation:** to demonstrate that the development is meeting an identified need and to ensure that it will be supporting London's higher education institutions, the majority of the bedrooms should be subject to a nominations agreement for one or more specified higher education institutions and this should be secured prior to occupation. The applicant should open up the northern end of corridors at each level to provide views, daylight and

ventilation to the core and avoid long and enclosed corridor spaces, and to improve the quality of overall of accommodation in line with Policy D4 of the draft London Plan.

- **Affordable housing:** the applicant proposes to make a contribution of circa £14m towards the offsite delivery of conventional affordable housing. No affordable student accommodation is proposed which does not comply with London Plan and draft London Plan policy and is not acceptable. The applicant must therefore test both strategic and local policy scenarios to demonstrate the maximum level of either traditional affordable housing, and/or affordable student accommodation that could be delivered in each case for comparison and further assessment. GLA officers will work with the Council to robustly scrutinise the viability to ensure that the maximum contribution towards the delivery of genuinely affordable housing and affordable student accommodation is secured.
 - **Design:** the scheme is generally supported in strategic design terms and will deliver an elegant building of a high architectural quality that does not raise any strategic concerns with regards to strategically protected views identified in the LVMF and will deliver an improved public realm experience at street level that improves upon the implemented scheme. The applicant is strongly encouraged to continue to positively engage with the adjacent land owners in order to develop an appropriate form and layout across the three key sites that will make the most efficient use of land and optimise development capacity, and to ensure that that a consistent quality of open space and public amenity is delivered, in accordance with the good design principles set out in policies D1 and D2 of the draft London Plan.
 - **Energy:** the current scheme would fall short of the minimum onsite carbon reduction targets set within London Plan Policy 5.2 and Policy S12 of the draft London Plan and the applicant should consider the scope for additional measures to achieve further carbon reductions. Furthermore, the proposed space heating system for the student accommodation does not comply with London Plan and draft London Plan policy and is not acceptable.
 - **Transport:** given the development's reliance on other transport modes it will be important to consider and enhance where appropriate the public transport network, as well as the local cycling and walking network and facilities. In this respect, a section 278 agreement is required to secure proposed public realm works and financial contributions are sought towards public realm improvements, improved signage and cycle hire expansion. The proposed servicing strategy is not supported and must be revised. Travel plans and construction logistics plans should also be secured by planning condition.
335. **Response** – Officers note that the principle of the development as well as the design, height/scale/massing and impact on LVMF views is accepted by the GLA. In terms of demand for student housing, officers consider that the applicant has satisfactorily demonstrated that there is sufficient demand for student housing in London and this is supported by both the Core Strategy and the London Plan and as such the principle of providing student housing in a district town centre and such a well connected location is supported.
336. Southwark is one of the top four London Boroughs in terms of the provision of student housing. It is noted that London Plan policy specifically requires affordable student accommodation as part of any development for student housing and the GLA have raised this as an issue in their Stage I response. Officers consider that whilst there

would be benefits to providing affordable student housing this would be significantly outweighed by Southwark's pressing need for traditional general needs affordable housing and that that this should take priority over the provision of affordable student accommodation particularly given that Southwark has provided such a large number of student homes and has contributed significantly to London's student housing needs. The minimum in lieu payment of £34.1 million is very substantial and could deliver a substantial number of new affordable homes which would be considerably in excess of what could be provided on site. Accordingly, the acceptability of an in lieu payment is based on the specific merits of this proposal taking account of all the material considerations highlighted above.

337. Taken together, the Be Lean, Be Clean and Be Green measures would achieve a total carbon reduction of 17.6% over the 2013 building regs. It is noted that this is significantly below the 35% required by policy however as set out in Section 106 Planning Obligations and Community Infrastructure Levy (CIL) Supplementary Planning Document (SPD) a financial contribution to the carbon offset fund can be secured on schemes which do not meet the 35% target in CO2 reductions. These contributions would be placed in a green fund and used to reduce carbon dioxide emissions in projects elsewhere in the borough. This has benefits in that the fund can be used to reduce carbon emissions from buildings that are much older and much less energy efficient than modern buildings which have many passive design features that lower emissions. On that basis the applicant is proposing a contribution of £155,839 and this is considered acceptable as it will bring the 17.6% on site reduction to the required 35% reduction overall.
338. Historic England – The reduction in height is welcomed and the principle issue raised in the initial Historic England response has been resolved. The proposed reduced-height building is no longer visible above the roofline of the Queen's House in the view from the Inner Ward of the Tower of London at the Scaffold Site Memorial. It does, however, appear in other views from the Inner Ward (View 12, north of the White Tower), increasing the visual presence of modern London to within the historic confines of the Tower, and causing some harm to its significance.
Response – Noted and agreed. Officers consider that whilst the development is visible from within the inner ward, the impact is less than substantial harm.
339. London Underground – No comments/no objections.
Response – Noted.
340. London Underground – No comments/no objections.
Response – Noted.
341. NATS – No objection subject to conditions to secure a radar mitigation scheme.
Response – Noted and agreed, the relevant conditions will be added to any consent issued.
342. Natural England – No comments/objections.
Response – Noted.
343. Network Rail – No clear objections subject to provisions to ensure that Network Rail operations are not affected by construction or by the completed development including issues related to vehicle incursions; lighting; noise and vibration; fencing; piling;

scaffolding; plant and materials; and maintenance. During construction and once completed, the development should not protect Network Rail operations and not:

- affect the safety, operation or integrity of the company's railway and its infrastructure
- undermine its support zone
- damage the company's infrastructure
- place additional load on cuttings
- adversely affect any railway land or structure
- over-sail or encroach upon the air-space of any Network Rail land
- cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future

Response – Noted and agreed, the developer will be required to contact AssetProtectionKent@networkrail.co.uk prior to any works commencing on site, and also to agree an Asset Protection Agreement with us to enable approval of detailed works. More information can also be obtained from our website at <https://www.networkrail.co.uk/communities/lineside-neighbours/working-by-the-railway/>

344. Thames Water – No objections subject to conditions.

Response – Noted, the relevant conditions will be attached to any consent issued.

345. Transport for London – TfL has raised queries about the type of cycle parking and the provision of folding cycle lockers within student bedrooms. Additional concerns have been raised about the proposed servicing arrangements, particularly the lack of on site servicing and the lack of a minimum footway width behind the columns on Melior Street of 2 metres.

Response – The type of cycle parking will be confirmed by condition. Whilst concerns have been raised about the provision of folding bike lockers within student bedrooms, Officers accept this as a suitable response to cycle parking for this development of student housing. TfL have also raised concerns about the proposed servicing arrangements, particularly the lack of on site servicing and the lack of a minimum footway width behind the columns on Melior Street of 2 metres. Given site constraints, Officers consider that the proposed 1.8 metre wide footway to supplement the footway on Melior Street is considered satisfactory. Additionally, as this site cannot offer adequate space for servicing vehicles to enter and exit it in a forward gear, the proposed servicing arrangement forms an acceptable compromise. Contributions towards wayfinding and cycle hire would be secured as part of the Legal Agreement in line with the request from TfL. Further issues raised by TfL including Travel Plan, Construction Logistics Plan and a Service Management Plan will also be secured in the S106 agreement.

Community impact statement / Equalities Assessment

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

- The need to eliminate discrimination, harassment, victimisation and any other

conduct prohibited by the Act

- The need to advance equality of opportunity between persons sharing a relevant protected characteristic and persons who do not share it. This involves having due regard to the need to:
 - Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic
 - Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it
 - Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low
 - The need to foster good relations between persons who share a relevant protected characteristic and those who do not share it. This involves having due regard, in particular, to the need to tackle prejudice and promote understanding.
347. The protected characteristics are: race, age, gender reassignment, pregnancy and maternity, disability, sexual orientation, religion or belief, sex, marriage and civil partnership.
348. The Council must not act in a way which is incompatible with rights contained within the European Convention of Human Rights
349. The proposed development would undoubtedly result in a significant change to the site. The public sector equality duty does not prevent change, but it is important that the Council consider the acceptability of the change with a careful eye on the equality implications of that change given its duty under s.149 of the Equality Act 2010. The Council's duty is to have due regard to the objectives identified above when making its decision. In the present context, this means focussing carefully on how the proposed change would affect those with protected characteristics, and ensuring that their interests are protected and equality objectives promoted as far as possible.
350. The current occupiers, Kings College, would be displaced from the site however the existing building is in use as ancillary education support for the wider campus. In addition, the uses currently occupying the building are to be redistributed to other premises on the adjacent Guys and St Thomas' Campus. In addition to the specific businesses affected the proposed development would provide a wider range benefits including public realm improvements, student housing provision, new retail provision and a significant contribution towards affordable housing which would have a positive equalities impact.
351. The Council has given due regard to the above needs and rights where relevant or engaged throughout the course of determining this application.

Human rights implications

352. 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.

353. This application has the legitimate aim of providing student housing 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.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Site history file: TP/214-40 Application file: 18/AP/0900 Southwark Local Development Framework and Development Plan Documents	Place and Wellbeing Department 160 Tooley Street London SE1 2QH	Planning enquiries telephone: 020 7525 5403 Planning enquiries email: planning.enquiries@southwark.gov.uk Case officer telephone: 020 7525 5365 Council website: www.southwark.gov.uk

APPENDICES

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

AUDIT TRAIL

Lead Officer	Simon Bevan, Director of Planning	
Report Author	Terence McLellan, Team Leader	
Version	Final	
Dated	01 May 2019	
Key Decision	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director of Finance & Governance	No	No
Strategic Director, Environment and Social Regeneration	No	No
Strategic Director of Housing and Modernisation	No	No
Director of Regeneration	No	No
Date final report sent to Constitutional Team		02 May 2019

APPENDIX 1**Consultation undertaken****Site notice date:** 03/12/2018**Press notice date:** 21/03/2019**Case officer site visit date:** 23/05/2018**Neighbour consultation letters sent:** 25/04/2018**Internal services consulted:**

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

Statutory and non-statutory organisations consulted:

Dept. for Communities & Local Government [for all types of casework in Annex A of Chief Planner's letter 10 March 2011 - see details on Xdrive]
 EDF Energy
 Environment Agency
 Greater London Authority
 Historic England
 Historic Royal Palaces (Tower of London)
 London Fire & Emergency Planning Authority
 London Underground Limited
 Metropolitan Police Service (Designing out Crime)
 Natural England - London Region & South East Region
 Network Rail (Planning)
 Thames Water - Development Planning
 Transport for London (referable & non-referable app notifications and pre-apps)

Neighbour and local groups consulted:

53 Guinness Court Snowsfields SE1 3SX
 52 Guinness Court Snowsfields SE1 3SX
 54 Guinness Court Snowsfields SE1 3SX
 56 Guinness Court Snowsfields SE1 3SX
 55 Guinness Court Snowsfields SE1 3SX
 51 Guinness Court Snowsfields SE1 3SX
 48 Guinness Court Snowsfields SE1 3SX
 47 Guinness Court Snowsfields SE1 3SX
 49 Guinness Court Snowsfields SE1 3SX

Unit 12 52 Bermondsey Street SE1 3UD
 Swimming Pool Wolfson House SE1 3RB
 Flat 3 54 Weston Street SE1 3QJ
 Flat 2 54 Weston Street SE1 3QJ
 Flat 4 54 Weston Street SE1 3QJ
 Student Accommodation Wolfson House SE1 3RB
 Ground Floor 47 Bermondsey Street SE1 3XF
 Unit 14 52 Bermondsey Street SE1 3UD
 Unit 11 54 Bermondsey Street SE1 3UD

50 Guinness Court Snowsfields SE1 3SX
 5 Guinness Court Snowsfields SE1 3SX
 57 Guinness Court Snowsfields SE1 3SX
 100 Guinness Court Snowsfields SE1 3TA
 9 Guinness Court Snowsfields SE1 3SX
 101 Guinness Court Snowsfields SE1 3TA
 103 Guinness Court Snowsfields SE1 3TA
 102 Guinness Court Snowsfields SE1 3TA
 8 Guinness Court Snowsfields SE1 3SX
 59 Guinness Court Snowsfields SE1 3SX
 58 Guinness Court Snowsfields SE1 3SX

 6 Guinness Court Snowsfields SE1 3SX

 7 Guinness Court Snowsfields SE1 3SX
 60 Guinness Court Snowsfields SE1 3SX

 32 Guinness Court Snowsfields SE1 3SX
 31 Guinness Court Snowsfields SE1 3SX
 33 Guinness Court Snowsfields SE1 3SX
 35 Guinness Court Snowsfields SE1 3SX
 34 Guinness Court Snowsfields SE1 3SX
 30 Guinness Court Snowsfields SE1 3SX
 27 Guinness Court Snowsfields SE1 3SX
 26 Guinness Court Snowsfields SE1 3SX
 28 Guinness Court Snowsfields SE1 3SX
 3 Guinness Court Snowsfields SE1 3SX
 29 Guinness Court Snowsfields SE1 3SX

 36 Guinness Court Snowsfields SE1 3SX
 43 Guinness Court Snowsfields SE1 3SX
 42 Guinness Court Snowsfields SE1 3SX

 44 Guinness Court Snowsfields SE1 3SX
 46 Guinness Court Snowsfields SE1 3SX
 45 Guinness Court Snowsfields SE1 3SX
 41 Guinness Court Snowsfields SE1 3SX

 38 Guinness Court Snowsfields SE1 3SX

 37 Guinness Court Snowsfields SE1 3SX
 39 Guinness Court Snowsfields SE1 3SX
 40 Guinness Court Snowsfields SE1 3SX
 4 Guinness Court Snowsfields SE1 3SX
 75 Guinness Court Snowsfields SE1 3TA
 74 Guinness Court Snowsfields SE1 3TA
 76 Guinness Court Snowsfields SE1 3TA
 78 Guinness Court Snowsfields SE1 3TA
 77 Guinness Court Snowsfields SE1 3TA
 73 Guinness Court Snowsfields SE1 3TA
 69 Guinness Court Snowsfields SE1 3TA
 68 Guinness Court Snowsfields SE1 3TA
 70 Guinness Court Snowsfields SE1 3TA
 72 Guinness Court Snowsfields SE1 3TA
 71 Guinness Court Snowsfields SE1 3TA
 79 Guinness Court Snowsfields SE1 3TA
 87 Guinness Court Snowsfields SE1 3TA
 86 Guinness Court Snowsfields SE1 3TA
 88 Guinness Court Snowsfields SE1 3TA
 90 Guinness Court Snowsfields SE1 3TA

 89 Guinness Court Snowsfields SE1 3TA
 85 Guinness Court Snowsfields SE1 3TA
 81 Guinness Court Snowsfields SE1 3TA
 80 Guinness Court Snowsfields SE1 3TA
 82 Guinness Court Snowsfields SE1 3TA
 84 Guinness Court Snowsfields SE1 3TA
 83 Guinness Court Snowsfields SE1 3TA
 111 Guinness Court Snowsfields SE1 3TA

 Unit 1 54 Bermondsey Street SE1 3UD
 Unit 21 54 Bermondsey Street SE1 3UD
 Unit 11 56 Bermondsey Street SE1 3UD
 Unit 31 54 Bermondsey Street SE1 3UD
 Unit 33 52 Bermondsey Street SE1 3UD
 Unit 21 52 Bermondsey Street SE1 3UD
 Unit 15 52 Bermondsey Street SE1 3UD
 Unit 23 52 Bermondsey Street SE1 3UD
 Unit 25 52 Bermondsey Street SE1 3UD
 Unit 24 52 Bermondsey Street SE1 3UD
 Rooms 2 To 6 Second Floor 3-5 Hardwidge Street SE1 3SY
 Meeting Room 1 Fourth Floor 39-45 Bermondsey Street SE1 3XF
 Flat The Old Miller Of Mansfield SE1 3SS
 Railway Arches 895 And 896 Holyrood Street SE1 2EL
 Third Floor 40 Bermondsey Street SE1 3UD
 Ground Floor 40 Bermondsey Street SE1 3UD
 Second Floor 40 Bermondsey Street SE1 3UD
 First Floor 40 Bermondsey Street SE1 3UD
 33 Bermondsey Street London SE1 2EG
 52 Weston Street London SE1 3QJ
 Flat 1 54 Weston Street SE1 3QJ
 58 Bermondsey Street London SE1 3UD
 Flat 3 Globe House SE1 3JW
 Part First Floor 75 Weston Street SE1 3RS
 Part Ground And First Floor 73 Weston Street SE1 3RS
 Flat 2 Crucifix Lane SE1 3JW
 Part Fourth Floor 39-45 Bermondsey Street SE1 3XF
 Part Ground And First Floor 75 Weston Street SE1 3RS
 Site Office The Shard SE1 9SG
 Unit 31 56 Bermondsey Street SE1 3UD
 Unit 21 56 Bermondsey Street SE1 3UD
 Medical School Borough Wing And Tabard Wing
 Guys Hospital SE1 9TN
 Rooms 1 Second Floor 3-5 Hardwidge Street SE1 3SY
 Medical School Tower Wing Guys Hospital SE1 9TN
 29 Weston Street London SE1 3RR
 Living Accommodation Horseshoe SE1 3QP
 Living Accommodation 88 Tooley Street SE1 2TF
 Flat 2 Counting House Guys Hospital SE1 9TN
 Ground Floor Room 4 77 Weston Street SE1 3RS
 11 Raquel Court 147 Snowsfields SE1 3TE
 10 Raquel Court 147 Snowsfields SE1 3TE
 5 Raquel Court 147 Snowsfields SE1 3TE
 Ground Floor Left 3-5 Hardwidge Street SE1 3SY
 Ground Floor Right 3-5 Hardwidge Street SE1 3SY
 9 Raquel Court 147 Snowsfields SE1 3TE
 4 Raquel Court 147 Snowsfields SE1 3TE
 3 Raquel Court 147 Snowsfields SE1 3TE
 6 Raquel Court 147 Snowsfields SE1 3TE
 8 Raquel Court 147 Snowsfields SE1 3TE
 7 Raquel Court 147 Snowsfields SE1 3TE
 Bermondsey Village Hall Kirby Grove SE1 3TD
 Flat 2 Globe House SE1 3JW
 Part Basement And Part Ground Floor 46-50 Bermondsey Street SE1 3UD
 Ground Floor 1-7 Fenning Street SE1 3QR
 First Floor 1-7 Fenning Street SE1 3QR
 3a Bridgewalk Heights 80 Weston Street SE1 3QZ
 2 Raquel Court 147 Snowsfields SE1 3TE
 1 Raquel Court 147 Snowsfields SE1 3TE
 Unit 1 72 Weston Street SE1 3QH
 14 Ship And Mermaid Row London SE1 3QN
 Basement To Third Floor 37-37a Snowsfields SE1 3SU

110 Guinness Court Snowsfields SE1 3TA
 112 Guinness Court Snowsfields SE1 3TA
 114 Guinness Court Snowsfields SE1 3TA
 113 Guinness Court Snowsfields SE1 3TA
 109 Guinness Court Snowsfields SE1 3TA
 105 Guinness Court Snowsfields SE1 3TA
 104 Guinness Court Snowsfields SE1 3TA
 106 Guinness Court Snowsfields SE1 3TA
 108 Guinness Court Snowsfields SE1 3TA
 107 Guinness Court Snowsfields SE1 3TA
 115 Guinness Court Snowsfields SE1 3TA
 64 Guinness Court Snowsfields SE1 3TA
 63 Guinness Court Snowsfields SE1 3TA
 65 Guinness Court Snowsfields SE1 3TA
 67 Guinness Court Snowsfields SE1 3TA
 66 Guinness Court Snowsfields SE1 3TA
 62 Guinness Court Snowsfields SE1 3TA
 117 Guinness Court Snowsfields SE1 3TA
 116 Guinness Court Snowsfields SE1 3TA
 118 Guinness Court Snowsfields SE1 3TA
 61 Guinness Court Snowsfields SE1 3TA
 119 Guinness Court Snowsfields SE1 3TA
 25 Guinness Court Snowsfields SE1 3SX
 4 Hamilton Square Kipling Street SE1 3SB
 39 Hamilton Square Kipling Street SE1 3SB
 40 Hamilton Square Kipling Street SE1 3SB
 5 Hamilton Square Kipling Street SE1 3SB
 41 Hamilton Square Kipling Street SE1 3SB
 38 Hamilton Square Kipling Street SE1 3SB
 34 Hamilton Square Kipling Street SE1 3SB
 33 Hamilton Square Kipling Street SE1 3SB
 35 Hamilton Square Kipling Street SE1 3SB
 37 Hamilton Square Kipling Street SE1 3SB
 36 Hamilton Square Kipling Street SE1 3SB
 6 Hamilton Square Kipling Street SE1 3SB
 10-11 Snowsfields London SE1 3SU
 The Old Miller Of Mansfield 96-101 Snowsfields SE1 3SS
 Flat Above 10-11 Snowsfields SE1 3SU
 14 Snowsfields London SE1 3SU
 12 Snowsfields London SE1 3SU
 95 Snowsfields London SE1 3SS
 8 Hamilton Square Kipling Street SE1 3SB
 7 Hamilton Square Kipling Street SE1 3SB
 9 Hamilton Square Kipling Street SE1 3SB
 94 Snowsfields London SE1 3SS
 93 Snowsfields London SE1 3SS
 19 Hamilton Square Kipling Street SE1 3SB
 18 Hamilton Square Kipling Street SE1 3SB
 2 Hamilton Square Kipling Street SE1 3SB
 21 Hamilton Square Kipling Street SE1 3SB
 20 Hamilton Square Kipling Street SE1 3SB
 17 Hamilton Square Kipling Street SE1 3SB
 13 Hamilton Square Kipling Street SE1 3SB
 12 Hamilton Square Kipling Street SE1 3SB
 14 Hamilton Square Kipling Street SE1 3SB
 16 Hamilton Square Kipling Street SE1 3SB
 15 Hamilton Square Kipling Street SE1 3SB
 22 Hamilton Square Kipling Street SE1 3SB
 3 Hamilton Square Kipling Street SE1 3SB
 29 Hamilton Square Kipling Street SE1 3SB
 30 Hamilton Square Kipling Street SE1 3SB
 32 Hamilton Square Kipling Street SE1 3SB
 Sixth Floor And Seventh Floor Capital House SE1 3QD
 Second To Fifth Floors Capital House SE1 3QD
 Munro Clinic Snowsfields SE1 3SS
 Ground Floor Raquel Court SE1 3TE
 Montessori 7-13 Melior Street SE1 3QP
 First Floor And Second Floor Shiva The Tannery SE1 3XH
 Basement And Ground Floor Shiva The Tannery SE1 3XH
 Ground Floor Rooms 2 And 3 77 Weston Street SE1 3RS
 81 Weston Street London SE1 3RS
 The Wine And Spirit Trade Association Ltd 39-45 Bermondsey Street SE1 3XF
 Third Floor Shiva The Tannery SE1 3XH
 The Hide Bar 39-45 Bermondsey Street SE1 3XF
 Part Fifth Floor 39-45 Bermondsey Street SE1 3XF
 First Floor To Third Floor Part Fourth And Part Fifth Floor 39-45 Bermondsey Street SE1 3XF
 Ground Floor Room 1 77 Weston Street SE1 3RS
 Fourth Floor Part 39-45 Bermondsey Street SE1 3XF
 Sati The Tanneries SE1 3XN
 Fourth Floor Shiva The Tannery SE1 3XH
 Ganesh The Tanneries SE1 3XF
 Fifth Floor Part 39-45 Bermondsey Street SE1 3XF
 Flat 5 16 Melior Street SE1 3QQ
 Flat 4 16 Melior Street SE1 3QQ
 Flat 6 16 Melior Street SE1 3QQ
 Flat 3 16 Melior Street SE1 3QQ
 Flat 2 16 Melior Street SE1 3QQ
 Flat 1 16 Melior Street SE1 3QQ
 Arthurs Mission Hall Snowsfields SE1 3SU
 15 Hardwidge Street London SE1 3SY
 Ground Floor 48-50 Weston Street SE1 3QU
 Atrium 2 Guys Hospital SE1 9TN
 Part Ground Floor 17 Hardwidge Street SE1 3SY
 17 Hardwidge Street London SE1 3SY
 Apartment 8 8 Melior Street SE1 3QP
 Apartment 7 8 Melior Street SE1 3QP
 Apartment 9 8 Melior Street SE1 3QP
 Apartment 10 8 Melior Street SE1 3QP
 Apartment 6 8 Melior Street SE1 3QP
 Apartment 2 8 Melior Street SE1 3QP
 Unit 1 8 Melior Street SE1 3QP
 Apartment 3 8 Melior Street SE1 3QP
 Apartment 5 8 Melior Street SE1 3QP
 Apartment 4 8 Melior Street SE1 3QP
 Unit Su 58 London Bridge Station SE1 3QX
 Amt Coffee Ltd Guys Hospital Courtyard SE1 9RT
 Unit 2 7-13 Melior Street SE1 3QP
 12 Melior Street London SE1 3QP
 Amt Coffee Ltd Guys Hospital Cancer Centre SE1 9RT
 Unit Su 39 London Bridge Station SE1 3QX
 Guys Hospital Cancer Centre Great Maze Pond SE1 9RT
 Apartment 17 36 Snowsfields SE1 3SU
 Apartment 16 36 Snowsfields SE1 3SU
 Apartment 18 36 Snowsfields SE1 3SU
 Apartment 20 36 Snowsfields SE1 3SU
 Apartment 19 36 Snowsfields SE1 3SU
 Apartment 15 36 Snowsfields SE1 3SU
 Apartment 11 36 Snowsfields SE1 3SU
 Apartment 10 36 Snowsfields SE1 3SU
 Apartment 12 36 Snowsfields SE1 3SU
 Apartment 14 36 Snowsfields SE1 3SU
 Apartment 13 36 Snowsfields SE1 3SU
 Apartment 21 36 Snowsfields SE1 3SU
 Apartment 29 36 Snowsfields SE1 3SU

31 Hamilton Square Kipling Street SE1 3SB
 28 Hamilton Square Kipling Street SE1 3SB
 24 Hamilton Square Kipling Street SE1 3SB
 23 Hamilton Square Kipling Street SE1 3SB
 25 Hamilton Square Kipling Street SE1 3SB
 27 Hamilton Square Kipling Street SE1 3SB
 26 Hamilton Square Kipling Street SE1 3SB
 10 Guinness Court Snowsfields SE1 3SX
 1 Guinness Court Snowsfields SE1 3SX
 11 Guinness Court Snowsfields SE1 3SX
 13 Guinness Court Snowsfields SE1 3SX
 12 Guinness Court Snowsfields SE1 3SX
 Flat 8 40 Snowsfields SE1 3SU
 Flat 5 40 Snowsfields SE1 3SU
 Flat 4 42 Snowsfields SE1 3SU
 Flat 5 42 Snowsfields SE1 3SU
 Flat 7 40 Snowsfields SE1 3SU
 Flat 6 40 Snowsfields SE1 3SU
 14 Guinness Court Snowsfields SE1 3SX
 21 Guinness Court Snowsfields SE1 3SX
 20 Guinness Court Snowsfields SE1 3SX
 22 Guinness Court Snowsfields SE1 3SX
 24 Guinness Court Snowsfields SE1 3SX
 23 Guinness Court Snowsfields SE1 3SX
 2 Guinness Court Snowsfields SE1 3SX
 16 Guinness Court Snowsfields SE1 3SX
 15 Guinness Court Snowsfields SE1 3SX
 17 Guinness Court Snowsfields SE1 3SX
 19 Guinness Court Snowsfields SE1 3SX
 18 Guinness Court Snowsfields SE1 3SX
 39 Snowsfields London SE1 3SU
 38 Snowsfields London SE1 3SU
 41 Snowsfields London SE1 3SU
 62-64 Weston Street London SE1 3QJ
 43 Snowsfields London SE1 3SU
 16 Snowsfields London SE1 3SU
 15 Snowsfields London SE1 3SU
 17 Snowsfields London SE1 3SU
 20 Snowsfields London SE1 3SU
 18 Snowsfields London SE1 3SU
 56 Bermondsey Street London SE1 3UD
 Flat 2 42 Snowsfields SE1 3SU
 Flat 2 40 Snowsfields SE1 3SU
 Flat 3 40 Snowsfields SE1 3SU
 Flat 4 40 Snowsfields SE1 3SU
 Flat 3 42 Snowsfields SE1 3SU
 Flat 1 42 Snowsfields SE1 3SU
 Flat 2 92a Snowsfields SE1 3SS
 Flat 1 92a Snowsfields SE1 3SS
 Flat 3 92a Snowsfields SE1 3SS
 Flat 1 40 Snowsfields SE1 3SU
 Flat 4 92a Snowsfields SE1 3SS
 Flat 20 70 Weston Street SE1 3HJ
 Flat 19 70 Weston Street SE1 3HJ
 Flat 18 70 Weston Street SE1 3HJ
 Flat 14 70 Weston Street SE1 3HJ
 Flat 12 70 Weston Street SE1 3HJ
 Flat 15 70 Weston Street SE1 3HJ
 Flat 17 70 Weston Street SE1 3HJ
 Flat 16 70 Weston Street SE1 3HJ
 Flat 1 38 Snowsfields SE1 3SU
 Flat 1 Globe House SE1 3JW
 Flat 12 64 Weston Street SE1 3QJ
 Flat 3 38 Snowsfields SE1 3SU
 Flat 2 38 Snowsfields SE1 3SU
 First Floor Flat The Glasshouse SE1 3SZ
 14 Melior Street London SE1 3QP
 19 Snowsfields London SE1 3SU
 13 Snowsfields London SE1 3SU
 Flat 3 72 Weston Street SE1 3QG
 Apartment 28 36 Snowsfields SE1 3SU
 Apartment 30 36 Snowsfields SE1 3SU
 Apartment 31 36 Snowsfields SE1 3SU
 Apartment 27 36 Snowsfields SE1 3SU
 Apartment 23 36 Snowsfields SE1 3SU
 Apartment 22 36 Snowsfields SE1 3SU
 Apartment 24 36 Snowsfields SE1 3SU
 Apartment 26 36 Snowsfields SE1 3SU
 Apartment 25 36 Snowsfields SE1 3SU
 Flat 1 64 Weston Street SE1 3QJ
 Flat 1 62 Weston Street SE1 3QJ
 Flat 2 62 Weston Street SE1 3QJ
 Flat 3 62 Weston Street SE1 3QJ
 Flat 2 64 Weston Street SE1 3QJ
 Flat 11 64 Weston Street SE1 3QJ
 92 Crosby Row London SE1 3PU
 90 Crosby Row London SE1 3PU
 66 Weston Street London SE1 3QJ
 Flat 10 64 Weston Street SE1 3QJ
 79 Weston Street London SE1 3RS
 Flat 3 64 Weston Street SE1 3QJ
 Flat 9 64 Weston Street SE1 3QJ
 10 Hamilton Square Kipling Street SE1 3SB
 1 Hamilton Square Kipling Street SE1 3SB
 Flat 8 64 Weston Street SE1 3QJ
 Flat 4 64 Weston Street SE1 3QJ
 Flat 4 62 Weston Street SE1 3QJ
 Flat 5 64 Weston Street SE1 3QJ
 Flat 7 64 Weston Street SE1 3QJ
 Flat 6 64 Weston Street SE1 3QJ
 56-58 Weston Street London SE1 3QJ
 14 Bermondsey Street London SE1 2EG
 Unit Su 59 London Bridge Station SE1 3QX
 Apartment 1 88a Tooley Street SE1 2TF
 60a Weston Street London SE1 3QJ
 Apartment 2 88a Tooley Street SE1 2TF
 Apartment 4 88a Tooley Street SE1 2TF
 Apartment 3 88a Tooley Street SE1 2TF
 47 Bermondsey Street London SE1 3XT
 84 Crosby Row London SE1 3PU
 88 Crosby Row London SE1 3PU
 86 Crosby Row London SE1 3PU
 1 Melior Place London SE1 3SZ
 Shipwrights Arms 88 Tooley Street SE1 2TF
 Apartment 9 36 Snowsfields SE1 3SU
 Level 8 The Shard SE1 9SY
 Level 7 The Shard SE1 9SY
 Level 9 The Shard SE1 9SY
 Level 11 The Shard SE1 9SY
 Level 10 The Shard SE1 9SY
 Level 6 The Shard SE1 9SY
 Level 1 The Shard SE1 9SY
 Restaurant Level 32 The Shard SE1 9SY
 Level 2 The Shard SE1 9SY
 Level 5 The Shard SE1 9SY
 Level 4 The Shard SE1 9SY
 Level 12 The Shard SE1 9SY
 Level 21 The Shard SE1 9SY
 Level 20 The Shard SE1 9SY
 Level 22 The Shard SE1 9SY
 Level 24 The Shard SE1 9SY
 Level 23 The Shard SE1 9SY
 Level 19 The Shard SE1 9SY
 Level 14 The Shard SE1 9SY
 Level 13 The Shard SE1 9SY
 Level 15 The Shard SE1 9SY
 Level 18 The Shard SE1 9SY
 Level 16 The Shard SE1 9SY
 Unit 4b Arch 887 Railway Arches 888 SE1 2EL
 The View From The Shard The Shard SE1 9SG

First Floor 77 Weston Street SE1 3SD
Flat 4 72 Weston Street SE1 3QG

Flat 6 72 Weston Street SE1 3QG
Flat 5 72 Weston Street SE1 3QG
30 Snowfields London SE1 3SU
The York Clinic 47 Weston Street SE1 3RR
Flat 7 72 Weston Street SE1 3QG
Flat 8 70 Weston Street SE1 3HJ
Flat 7 70 Weston Street SE1 3HJ
Flat 9 70 Weston Street SE1 3HJ
Flat 11 70 Weston Street SE1 3HJ
Flat 10 70 Weston Street SE1 3HJ
Flat 6 70 Weston Street SE1 3HJ
16 Hardwidge Street London SE1 3SY
Flat 8 72 Weston Street SE1 3QG
Flat 2 72 Weston Street SE1 3QG
Flat 5 70 Weston Street SE1 3HJ
73a Weston Street London SE1 3RS
Unit 1 The Grain Stores SE1 3HJ
Second Floor 60 Weston Street SE1 3QJ
Unit 2 The Grain Stores SE1 3QH
Basement 77 Weston Street SE1 3RS
Units 3 And 4 The Grain Stores SE1 3HJ
First Floor 60 Weston Street SE1 3QJ
Part Ground Floor And Eighth Floor Capital House SE1 3QD
Part Ground Floor And First Floor Capital House SE1 3QD
Part Ground Floor And Ninth Floor Capital House SE1 3QD
Ground Floor 60 Weston Street SE1 3QJ
Basement 60 Weston Street SE1 3QJ

Second Floor 77 Weston Street SE1 3SD
The Greenwood Theatre 55 Weston Street SE1 3RA
The Glasshouse 3 Melior Place SE1 3QP
14a The Grain Store 70 Weston Street SE1 3HJ
6 Bridgewalk Heights 80 Weston Street SE1 3QZ
Railway Arch 22 Bermondsey Street SE1 3XG
Third Floor Flat 75 Weston Street SE1 3RS
Flat 5 38 Snowfields SE1 3SU
Flat 4 38 Snowfields SE1 3SU
Flat 6 38 Snowfields SE1 3SU
Flat 8 38 Snowfields SE1 3SU
Flat 7 38 Snowfields SE1 3SU
Railway Arches 6 To 11 Crucifix Lane SE1 3JW
Block K 106 Guinness Buildings SE1 3TA
80-82 St Thomas Street London SE1 3QU
42-42a Snowfields London SE1 3SU
Second Floor 3-5 Hardwidge Street SE1 3SY
First Floor 3-5 Hardwidge Street SE1 3SY
Railway Arch 899 Holyrood Street SE1 2EL
40-40a Snowfields London SE1 3SU
141 Guinness Court Snowfields SE1 3TB
140 Guinness Court Snowfields SE1 3TB
142 Guinness Court Snowfields SE1 3TB
144 Guinness Court Snowfields SE1 3TB
143 Guinness Court Snowfields SE1 3TB
139 Guinness Court Snowfields SE1 3TB
135 Guinness Court Snowfields SE1 3TB
134 Guinness Court Snowfields SE1 3TB
136 Guinness Court Snowfields SE1 3TB
138 Guinness Court Snowfields SE1 3TB
137 Guinness Court Snowfields SE1 3TB
145 Guinness Court Snowfields SE1 3TB
9 Fenning Street London SE1 3QR
Margret House 111 Snowfields SE1 3SS
Horseshoe 26 Melior Street SE1 3QP
147 Guinness Court Snowfields SE1 3TB
146 Guinness Court Snowfields SE1 3TB
2 Crucifix Lane London SE1 3JW

Ground Floor Flat 52 Weston Street SE1 3QJ
First To Third And Part Fourth And Fifth Floors And Meeting Room One On Fourth F 39-45 Bermondsey Street SE1 3XF
Shangri La Hotel The Shard SE1 9RY
Restaurant Levels 31 And 33 The Shard SE1 9RY
Service Entrance The Shard SE1 9RY
Apartment 1 The Shard SE1 9RY
Apartment 9 The Shard SE1 9RY
Apartment 8 The Shard SE1 9RY
Apartment 10 The Shard SE1 9RY
Level 3 The Shard SE1 9SG
82 St Thomas Street London SE1 3QU
Apartment 7 The Shard SE1 9RY
Apartment 3 The Shard SE1 9RY
Apartment 2 The Shard SE1 9RY
Apartment 4 The Shard SE1 9RY
Apartment 6 The Shard SE1 9RY
Apartment 5 The Shard SE1 9RY
Level 17a The Shard SE1 9RY
Level 14b The Shard SE1 9RY
Level 17b The Shard SE1 9RY
Part Ground Floor 7-13 Melior Street SE1 3QP
Part 7-13 Melior Street SE1 3QP
Level 14a The Shard SE1 9RY
Flat 3 85 Weston Street SE1 3RS
Flat 2 85 Weston Street SE1 3RS
87 Weston Street London SE1 3RS
Arch 5 Crucifix Lane SE1 3JW
Level 72 The Shard SE1 9SG
Part First And Second Floors 7-13 Melior Street SE1 3QP
Apartment 5 36 Snowfields SE1 3SU
Apartment 4 36 Snowfields SE1 3SU
Apartment 6 36 Snowfields SE1 3SU
Apartment 8 36 Snowfields SE1 3SU
Apartment 7 36 Snowfields SE1 3SU
Unit 3 36 Snowfields SE1 3SU
Hca Outpatients And Diagnostics The Shard SE1 9SP
Ground Floor 58 Bermondsey Street SE1 3UD
36 Snowfields London SE1 3SU
Unit 2 36 Snowfields SE1 3SU
Unit 1 36 Snowfields SE1 3SU
Flat 5 54 Weston Street SE1 3QJ
123 Snowfields London SE1 3ST
Flat 2 123 Snowfields SE1 3ST
Flat 1 123 Snowfields SE1 3ST
Level 30 The Shard SE1 9SY
Level 26 The Shard SE1 9SY
Level 25 The Shard SE1 9SY
Level 27a The Shard SE1 9SY
Level 29 The Shard SE1 9SY
Level 28 The Shard SE1 9SY
Flat 3 123 Snowfields SE1 3ST
Flat 4 83 Weston Street SE1 3RS
Flat 3 83 Weston Street SE1 3RS
Flat 5 83 Weston Street SE1 3RS
Flat 1 85 Weston Street SE1 3RS
Flat 2 83 Weston Street SE1 3RS
Flat 5 123 Snowfields SE1 3ST
Flat 4 123 Snowfields SE1 3ST
Snowfield Yard 6-16 Melior Street SE1 3QQ
Flat 1 83 Weston Street SE1 3RS
Globe House 37 Bermondsey Street SE1 3XF
Globe House 37 Bermondsey Street SE1 3XF
37 Guinness Court(Block E) Snowfields SE1 3SX
Maltings Place 169 Tower Bridge Rd SE13LJ
Flat 20, 9 Bell Yard Mews SE1 3UY
13 Grange Walk SE1 3DT
51 Whites Grounds Se13jz

6 Melior Street London SE1 3QP
 Snowsfields Primary School Kirby Grove SE1 3TD
 98 Guinness Court Snowsfields SE1 3TA
 97 Guinness Court Snowsfields SE1 3TA
 99 Guinness Court Snowsfields SE1 3TA
 121 Guinness Court Snowsfields SE1 3TB
 120 Guinness Court Snowsfields SE1 3TB
 96 Guinness Court Snowsfields SE1 3TA
 92 Guinness Court Snowsfields SE1 3TA
 91 Guinness Court Snowsfields SE1 3TA
 93 Guinness Court Snowsfields SE1 3TA
 95 Guinness Court Snowsfields SE1 3TA
 94 Guinness Court Snowsfields SE1 3TA
 122 Guinness Court Snowsfields SE1 3TB
 130 Guinness Court Snowsfields SE1 3TB
 129 Guinness Court Snowsfields SE1 3TB
 131 Guinness Court Snowsfields SE1 3TB
 133 Guinness Court Snowsfields SE1 3TB
 132 Guinness Court Snowsfields SE1 3TB
 128 Guinness Court Snowsfields SE1 3TB
 124 Guinness Court Snowsfields SE1 3TB
 123 Guinness Court Snowsfields SE1 3TB
 125 Guinness Court Snowsfields SE1 3TB
 127 Guinness Court Snowsfields SE1 3TB
 126 Guinness Court Snowsfields SE1 3TB

 25 Bridgeway Heights 80 Weston Street SE1 3QZ
 23a Bridgeway Heights 80 Weston Street SE1 3QZ
 26 Bridgeway Heights 80 Weston Street SE1 3QZ
 28 Bridgeway Heights 80 Weston Street SE1 3QZ
 27 Bridgeway Heights 80 Weston Street SE1 3QZ
 23 Bridgeway Heights 80 Weston Street SE1 3QZ
 19 Bridgeway Heights 80 Weston Street SE1 3QZ
 18 Bridgeway Heights 80 Weston Street SE1 3QZ

 20 Bridgeway Heights 80 Weston Street SE1 3QZ
 22 Bridgeway Heights 80 Weston Street SE1 3QZ
 21 Bridgeway Heights 80 Weston Street SE1 3QZ
 29 Bridgeway Heights 80 Weston Street SE1 3QZ
 42-44 Bermondsey Street London SE1 3UD
 51-57 St Thomas Street London SE1 3QX
 35 Bridgeway Heights 80 Weston Street SE1 3QZ
 31 Bridgeway Heights 80 Weston Street SE1 3QZ
 30 Bridgeway Heights 80 Weston Street SE1 3QZ
 32 Bridgeway Heights 80 Weston Street SE1 3QZ
 33a Bridgeway Heights 80 Weston Street SE1 3QZ
 33 Bridgeway Heights 80 Weston Street SE1 3QZ
 75-79 St Thomas Street London SE1 3QX
 Beckett House 60-68 St Thomas Street SE1 3QU
 1 Bridgeway Heights 80 Weston Street SE1 3QZ
 3 Bridgeway Heights 80 Weston Street SE1 3QZ

 2 Bridgeway Heights 80 Weston Street SE1 3QZ
 92 Snowsfields London SE1 3SS
 61 St Thomas Street London SE1 3QX
 1-7 Snowsfields London SE1 3SU
 8-9 Snowsfields London SE1 3SU
 5 Bridgeway Heights 80 Weston Street SE1 3QZ
 13a Bridgeway Heights 80 Weston Street SE1 3QZ
 12a Bridgeway Heights 80 Weston Street SE1 3QZ
 15 Bridgeway Heights 80 Weston Street SE1 3QZ
 17 Bridgeway Heights 80 Weston Street SE1 3QZ
 16 Bridgeway Heights 80 Weston Street SE1 3QZ
 12 Bridgeway Heights 80 Weston Street SE1 3QZ
 8 Bridgeway Heights 80 Weston Street SE1 3QZ
 7 Bridgeway Heights 80 Weston Street SE1 3QZ
 9 Bridgeway Heights 80 Weston Street SE1 3QZ
 11 Bridgeway Heights 80 Weston Street SE1 3QZ
 10 Bridgeway Heights 80 Weston Street SE1 3QZ
 11 Hamilton Square Kipling Street SE1 3SB

 Flat 4, 37 Tanner Street London SE1 3LF
 4 Tanner Street Flat 1 SE1 3LD
 208 Hestia House Citywalk Se13es
 Winstanley Rd London SW11 2DL
 Flat 23 36 Snowsfields SE1 3SU
 Flat 23 36 Snowsfields SE1 3SU
 C/O 10 Tanner House Tanner Street SE1 3LL
 62e Trinity Church Square London SE14HT
 Apartment 9 36 Snowsfields SE1 3SU
 Apartment 9 36 Snowsfields SE1 3SU
 Flat 8 8 Bluelion Place SE1 4PU
 36 Snowsfields London SE1 3SU
 Apartment 10 36 Snowsfields SE13SU
 Flat 18 36 Snowsfields Se1 3su
 Flat 8, 36 Snowsfields London SE1 3SU
 36 Leathermarket Court London SE1 3HS
 36 Snowfields London SE1 3SU
 36 Snowsfields Flat 23 SE1 3SU
 21 Guinness Court Snowsfields se1 3sx
 Apt 25 36, Snowsfields SE1 3SU
 Apartment 20 36 Snowsfields SE1 3SU
 9, 230 Long Lane London Se14qa
 9, 230 Long Lane London Se14qa
 53 Whitesgrounds Estate White Grounds SE1 3JZ
 Flat 12, 100 Building Alaska 61 Grange Road Se1 3ba
 Flat 25 Lion Court 12 Shand Street SE1 2EP
 2 Eynsford House Crosby Row SE1 3YB
 145 Bermondsey Street London SE1 3UW
 56 Maltings Place London SE1 3LJ
 45 St. Olaves Estate Druid Street SE1 2EX
 Flat 4 1 Leathermarket Street SE1 3HN
 1 Leathermarket Street London Se1 3hn
 Flat 4, The Morocco Store 1 Leathermarket Street SE1 3HN
 9 Comyn Road London SW11 1QB
 69 Weston St London SE1 3RT
 12 Elm Court Royal Oak Yard SE1 3TP
 66 Pennard Road London W12 8DS
 14 Manor Road West Wickham BR4 9PS
 16 Crucifix Lane London SE13JW
 Flat 2 2 Whites Grounds SE1 3LA
 City Road London EC1v 2PD
 145 Bermondsey Street London SE1 3UW
 16b Muschamp Road Peckham SE15 4EF
 Flat 54 239 Long Lane SE1 4PT
 207 Vesta Court London SE1 3BP
 Flat 34 197 Long Lane SE14PD
 401 Hestia House City Walk SE1 3ES
 37 Tanner Street London SE1 3LF
 Flat 14, The Milliners House 173 Bermondsey Street SE1 3UW
 239 Long Lane London SE14PT
 Apartment 1 85 Weston Street SE1 3RS
 18a Wilds Rents London SE1 4QG
 87 Lynton Road Bermondsey SE1 5QT
 11 Aylwin Estate Grange Walk SE1 3DU
 1 Hestia House 1 Hestia House SE1 3ES
 Flat 7, 37 Tanner Street London SE1 3LF
 34 Lion Court Shand Street SE1
 12 Pope St London SE1 3PR
 Lion Court London SE1 2EP
 38 Guildford Grove SE10 8JT
 202 Vesta Court City Walk SE1 3BP
 22, Leathermarket Street London SE1 3HP
 Flat 402 Cedar Court 1 Royal Oak Yard SE1 3GA
 402 Cedar Court 1 Royal Oak Yard SE1 3GA
 Flat 5, 1 Leathermarket St London SE1 3HN
 22 Leathermarket Street London SE1 3HP
 Flat 2, Gemini House 180-182 Bermondsey Street

Medical School Southwark Wing Guys Hospital SE1 9TN
 Unit 11 52 Bermondsey Street SE1 3UD
 Unit 13 52 Bermondsey Street SE1 3UD

SE1 3TQ
 148a Totteridge Lane London N20 8JJ
 3 Antonine Heights City Walk SE1 3DB
 C/O E-Mail

Re-consultation: 03/12/2018

APPENDIX 2

Consultation responses received

Internal services

Economic Development Team

Statutory and non-statutory organisations

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

Neighbours and local groups

Apartment 1 85 Weston Street SE1 3RS
 Apartment 10 36 Snowsfields SE13SU
 Apartment 20 36 Snowsfields SE1 3SU
 Apartment 25 36 Snowsfields SE1 3SU
 Apartment 29 36 Snowsfields SE1 3SU
 Apartment 9 36 Snowsfields SE1 3SU
 Apartment 9 36 Snowsfields SE1 3SU
 Apt 25 36, Snowsfields SE1 3SU
 City Road London EC1v 2PD
 C/O E-Mail
 C/O 10 Tanner House Tanner Street SE1 3LL
 Flat 1 85 Weston Street SE1 3RS
 Flat 12, 100 Building Alaska 61 Grange Road Se1 3ba
 Flat 12, 100 Building Alaska 61 Grange Road Se1 3ba
 Flat 14, The Milliners House 173 Bermondsey Street SE1 3UW
 Flat 18 36 Snowsfields Se1 3su
 Flat 2, Gemini House 180-182 Bermondsey Street SE1 3TQ
 Flat 2 2 Whites Grounds SE1 3LA
 Flat 20, 9 Bell Yard Mews SE1 3UY
 Flat 23 36 Snowsfields SE1 3SU
 Flat 23 36 Snowsfields SE1 3SU
 Flat 25 Lion Court 12 Shand Street SE1 2EP
 Flat 3 Globe House SE1 3JW
 Flat 3 85 Weston Street SE1 3RS
 Flat 34 197 Long Lane SE14PD

Flat 4, The Morocco Store 1 Leathermarket Street SE1 3HN
Flat 4, The Morocco Store 1 Leathermarket Street SE1 3HN
Flat 4 1 Leathermarket Street SE1 3HN
Flat 4 16 Melior Street SE1 3QQ
Flat 4, 37 Tanner Street London SE1 3LF
Flat 4, 37 Tanner Street London SE1 3LF
Flat 402 Cedar Court 1 Royal Oak Yard SE1 3GA
Flat 5, 1 Leathermarket St London SE1 3HN
Flat 5 42 Snowfields SE1 3SU
Flat 54 239 Long Lane SE1 4PT
Flat 7, 37 Tanner Street London SE1 3LF
Flat 8, 36 Snowfields London SE1 3SU
Flat 8, 36 Snowfields London SE1 3SU
Flat 8, 36 Snowfields London SE1 3SU
Flat 8 8 Bluelion Place SE1 4PU
Flat 8 8 Bluelion Place SE1 4PU
Ground Floor 48-50 Weston Street SE1 3QJ
Lion Court London SE1 2EP
Maltings Place 169 Tower Bridge Rd SE13LJ
Winstanley Rd London SW11 2DL
1 Hestia House 1 Hestia House SE1 3ES
1 Leathermarket Street London Se1 3hn
1 Melior Place London SE1 3SZ
1 Melior Place London SE1 3SZ
11 Aylwin Estate Grange Walk SE1 3DU
12 Elm Court Royal Oak Yard SE1 3TP
12 Pope St London SE1 3PR
13 Grange Walk SE1 3DT
14 Manor Road West Wickham BR4 9PS
145 Bermondsey Street London SE1 3UW
145 Bermondsey Street London SE1 3UW
145 Bermondsey Street London SE1 3UW
145 Bermondsey Street London SE1 3UW
148a Totteridge Lane London N20 8JJ
15 Snowfields London SE1 3SU
16 Crucifix Lane London SE13JW
16b Muschamp Road Peckham SE15 4EF
18a Wilds Rents London SE1 4QG
2 Eynsford House Crosby Row SE1 3YB
202 Vesta Court City Walk SE1 3BP
207 Vesta Court London SE1 3BP
208 Hestia House Citywalk Se13es
21 Guinness Court Snowfields se1 3sx
21 Guinness Court Snowfields se1 3sx
22, Leathermarket Street London SE1 3HP
22 Leathermarket Street London SE1 3HP
239 Long Lane London SE14PT
3 Antonine Heights City Walk SE1 3DB
34 Lion Court Shand Street SE1
36 Leathermarket Court London SE1 3HS
36 Snowfields London SE1 3SU
36 Snowfields Flat 23 SE1 3SU
36 Snowfields London SE1 3SU
36 Snowfields London SE1 3SU
37 Guinness Court(Block E) Snowfields SE1 3SX
37 Guinness Court(Block E) Snowfields SE1 3SX

37 Tanner Street London SE1 3LF
38 Guildford Grove SE10 8JT
38 Snowfields London SE1 3SU
4 Tanner Street Flat 1 SE1 3LD
401 Hestia House City Walk SE1 3ES
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45 St. Olaves Estate Druid Street SE1 2EX
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53 Whitesgrounds Estate White Grounds SE1 3JZ
56 Maltings Place London SE1 3LJ
62e Trinity Church Square London SE14HT
66 Pennard Road London W12 8DS
69 Weston St London SE1 3RT
69 Weston St London SE1 3RT
69 Weston St London SE1 3RT
87 Lynton Road Bermondsey SE1 5QT
9 Comyn Road London SW11 1QB
9, 230 Long Lane London Se14qa
9, 230 Long Lane London Se14qa

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	GQ Quill Trustee 1 Ltd and GS Quill Trustee 2 Ltd as Trustees of the GS Quill Su	Reg. Number	18/AP/0900
Application Type	Full Planning Application	Case Number	TP/214-40
Recommendation	Grant subject to Legal Agrt, GLA and SoS		

Draft of Decision Notice

Planning Permission was GRANTED for the following development:

Redevelopment of the site to include the demolition of Capital House and the erection of a 39-storey building (3 basement levels and ground with mezzanine and 38 storeys) of a maximum height of 137.9m (AOD) to provide up to 905 student accommodation units (Sui Generis use), flexible retail/café/office floorspace (Class A1/A3/B1), cycle parking, servicing, refuse and plant areas, public realm improvements and other associated works incidental to the development. The application is accompanied by an Environmental Statement submitted pursuant to the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

A hard copy of the application documents is available for inspection by prior appointment at Southwark Council's offices, 160 Tooley Street, SE1 2QH (Monday to Friday 9am to 5pm). Copies of the Non-Technical Summary are available free of charge, CD copies of the full ES are available for purchase for £10 and printed copies of the ES can be provided on request for sale at a cost of £300 by contacting: Environmental Planning & Assessment Ltd, 22 Old Kennels Lane, Winchester, SO22 4JP (Tel: 01962 621890 Email: es@epalimited.co.uk)

At: CAPITAL HOUSE, 42-46 WESTON STREET, LONDON SE1 3QD

In accordance with application received on 20/03/2018

and Applicant's Drawing Nos. Existing Drawings

A-010 P01
A-011 P01
A-025 P01
A-026 P01
A-027 P01
A-028 P01
A-031 P01
A-032 P01

Proposed Drawings

A-002 P01
A-010 P01
A-011 P01
A-012 P01
A-013 P01
A-098 P02
A-100 P02
A-101 P02
A-103 P01
A-105 P01
A-107 P01
A-109 P01
A-111 P01
A-200 P01
A-201 P01
A-210 P01
A-211 P01
A-212 P01
A-213 P01
A-250 P01
A-252 P01

A-352 P02
 A-353 P02
 A-354 P02
 A-355 P02
 A-360 P01
 A-361 P01
 A-362 P01

Planning Documents

Affordable Housing Statement – November 2018
 Basement Impact Assessment – March 2018
 Design and Access Statement – November 2018
 Design and Access Statement Addendum – March 2019
 Environmental Statement Appendix 10.1 - IAQM Risk Assessment Procedure adopted for Assessment – March 2018
 Environmental Statement Appendix 10.2 - Description of ADMS Roads 4.1 Extra Air Quality Model by EPAL - March 2018
 Environmental Statement Appendix 10.2 Air Quality Model Addendum – November 2018
 Environmental Statement Appendix 11.1 Flood Risk Assessment – March 2018
 Environmental Statement Appendix 12.1 Landmark Envirocheck – March 2018
 Environmental Statement Appendix 12.2 Extract of Basement Impact Assessment – March 2018
 Environmental Statement Appendix 13.1 Phase I Habitat Survey of Capital House – March 2018
 Environmental Statement Appendix 13.2 Tree Survey – November 2018
 Environmental Statement Appendix 14.1 Historic Environment Assessment by Museum of London Archaeology - February 2018
 Environmental Statement Appendix 15.1 Wind Addendum – November 2018
 Environmental Statement Appendix 16.1 Daylight and Sunlight Drawings – November 2018
 Environmental Statement Appendix 16.2 External Daylight and Sunlight– November 2018
 Environmental Statement Appendix 16.3 Transient Overshadowing – November 2018
 Environmental Statement Appendix 16.4 Internal Daylight – November 2018
 Environmental Statement Appendix 17.1 Energy and Sustainability Statement (extract) March 2018
 Environmental Statement Appendix 19.1 Weston Street Development Aviation Report – March 2018
 Environmental Statement Appendix 2.1 Scoping Report for Capital House - December 2017
 Environmental Statement Appendix 2.2 Scoping Responses
 Environmental Statement Appendix 9.1 Environmental Noise and Vibration Survey and Assessment Report by Sandy Brown - December 2017
 Environmental Statement Regulation 25 Addendum Appendices 16.1-16.4 (Daylight and Sunlight) – March 2019
 Environmental Statement Regulation 25 Addendum Appendix 15.2 (Cumulative Impact Supplementary Wind Assessment)
 Environmental Statement Regulation 25 Addendum Transport Supplement – March 2019
 Environmental Statement Updated Non-Technical Summary – November 2018
 Environmental Statement Volume 1 – March 2018
 Environmental Statement Volume 1 Addendum – November 2018
 Planning Statement – March 2018
 Revised Construction Management Plan – March 2019
 Revised Energy and Sustainability Statement – November 2018
 Revised Environmental Statement Volume 2 Townscape, Visual and Built Heritage Assessment – November 2018
 Revised Financial Viability Assessment Executive Summary – November 2018
 Statement of Community Involvement Addendum – March 2019
 Statement of Community Involvement Addendum – November 2018
 Townscape, Visual and Built Heritage Assessment Addendum – March 2019
 Transport Assessment – March 2018
 Transport Assessment Addendum – November 2018

Subject to the following forty-three conditions:

Time limit for implementing this permission and the approved plans

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

Reason

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

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

A-002 P01

A-010 P01
 A-011 P01
 A-012 P01
 A-013 P01
 A-098 P02
 A-100 P02
 A-101 P02
 A-103 P01
 A-105 P01
 A-107 P01
 A-109 P01
 A-111 P01
 A-200 P01
 A-201 P01
 A-210 P01
 A-211 P01
 A-212 P01
 A-213 P01
 A-250 P01
 A-252 P01
 A-352 P02
 A-353 P02
 A-354 P02
 A-355 P02
 A-360 P01
 A-361 P01
 A-362 P01

Reason:

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

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

3 Drainage Strategy

No works shall commence until details of a surface water drainage strategy, incorporating sustainable drainage principles, and achieving a minimum 50% reduction on existing site surface water run-off rates for the 2 year return period (RP) critical storm, for all critical storm events up to and including a 100 year RP plus allocation for climate change, has been submitted to and approved in writing by the Local Planning Authority prior to construction. The site drainage must be constructed to the approved details.

Reason

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

4 Basement Impact Assessment

No below ground works shall commence until suitable investigations are undertaken to determine groundwater conditions (including levels) at the site and an updated basement impact assessment is submitted to (2 copies) and approved in writing by the Local Planning Authority. This should include groundwater mitigation measures as required, with the measures constructed to the approved details.

Reason

To minimise the potential for the site to contribute to changes in groundwater conditions and groundwater flooding in accordance with Southwark's Basements and Flooding Guide, Appendix I of Southwark's Strategic Flood Risk Assessment (2016).

5 Site Contamination

a) Prior to the commencement of any development, a site investigation and risk assessment shall be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The phase 1 site investigation (desk study, site categorisation; sampling strategy etc.) shall be submitted to the Local Planning Authority for approval before the commencement of any intrusive investigations. The subsequent Phase 2 site investigation and risk assessment shall be conducted in accordance with any approved scheme and submitted to the Local Planning Authority for approval prior to the commencement of any remediation that might be required.

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

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

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

Reason

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

6 Archaeological Foundation Design

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

Reason

In order that details of the foundations, ground works and all below ground impacts of the proposed development are detailed and accord with the programme of archaeological mitigation works to ensure the preservation of archaeological remains by record and in situ in accordance with 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.

7 Archaeological Mitigation

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

Reason

In order that the details of the programme of works for the archaeological mitigation are suitable with regard to the impacts of the proposed development and the nature and extent of archaeological remains on site in accordance with Strategic Policy 12 - Design and Conservation of The Core Strategy 2011, Saved Policy 3.19 Archaeology of the Southwark Plan 2007 and the National Planning Policy Framework 2019.

8 Archaeological Evaluation

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

Reason

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

9 Thames Water - Waste Water Infrastructure

Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the Local Planning Authority in consultation with the sewerage undertaker. No

discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Reason

The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.

10 Thames Water - Water Supply Infrastructure

Development should not be commenced until impact studies of the existing water supply infrastructure have been submitted to, and approved in writing by, the local planning authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point.

Reason

To ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand.

11 Thames Water - Piling

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

Reason

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

12 Tree Planting

Prior to works commencing, full details of all proposed tree planting including three trees on St Thomas Street 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 2019 and policies of The Core Strategy 2011: SP11 Open spaces and wildlife; SP12 Design and conservation; SP13 High environmental standards, and Saved Policies of The Southwark Plan 2007: Policy 3.2 Protection of amenity; Policy 3.12 Quality in Design; Policy 3.13 Urban Design and Policy 3.28 Biodiversity.

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

13 Bird/Bat Boxes

(i) Details of bird and/or bat nesting boxes / bricks shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of an above grade work. No less than 6 nesting boxes and 3 bat bricks shall be provided and the details shall include the exact location, specification and design of the habitats. The boxes / bricks shall be installed with the development prior to the first occupation of the building. The nesting boxes / bricks shall be installed strictly in accordance with the details so approved, shall be maintained as such thereafter.

(ii) Discharge of this condition will be granted on receiving the details of the nest/roost features and mapped locations and the Local Planning Authority Council agreeing the submitted plans, and once the nest/roost features are installed in full in accordance to the agreed plans with a post completion assessment being required to confirm the nest/roost features have been installed to the agreed specification.

Reason

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

14 Refuse Storage

Prior to any above grade works taking place, details of the arrangements for the storing of domestic/commercial refuse shall be submitted to and approved in writing by the Local Planning Authority and the facilities approved shall be provided and made available for use by the operators/occupiers and the facilities shall thereafter be retained and shall not be used or the space used for any other purpose.

Reason

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

15 Cycle storage

Before any above grade work hereby authorised begins details (1:50 scale drawings) of the facilities to be provided for the secure and covered storage of cycles shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the cycle parking facilities provided shall be retained and the space used for no other purpose and the development shall not be carried out otherwise in accordance with any such approval given.

Reason

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

16 TV Signal

Before any works above ground floor slab level hereby authorised takes place, details of how the impact of the development on television, radio and other telecommunications services will be assessed, the method and results of surveys carried out, and the measures to be taken to rectify any problems identified shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until any such mitigation measures as may have been approved have been implemented.

Reason

In order to ensure that any adverse impacts of the development on reception of residential properties is identified and resolved satisfactorily 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.

17 BREEAM

(a) Before any fit out works to the commercial premises hereby approved, 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.

(b) Within three months of the first occupation of the building hereby permitted, a certified Post Construction Review (or other verification process agreed with the local planning authority) shall be submitted to and approved in writing by the Local Planning Authority, confirming that the agreed standards at (a) have been met.

Reason

To ensure the proposal complies with The National Planning Policy Framework 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.

18 London Fire and Emergency Planning Authority - Access and Water Supply

Prior to any above grade work taking place, an undertaking shall be provided to the satisfaction of the London Fire and Emergency Authority that access for fire appliances as required by Part B5 of the current Building Regulations Approved Document B and adequate water supplies for fire fighting purposes, will be provided.

Reason

To ensure appropriate access and infrastructure is provided for the emergency services.

- 19 Secured by Design
 Details of security measures shall be submitted and approved in writing by the Local Planning Authority prior to any works taking place above grade and any such security measures shall be implemented prior to occupation in accordance with the approved details which shall seek to achieve the 'Secured by Design' accreditation award from the Metropolitan Police.
- Reason
 In pursuance of the Local Planning Authority's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions and to improve community safety and crime prevention in accordance with The National Planning Policy Framework 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.
- 20 Material Samples
 Prior to above grade works commencing, material samples of all external facing materials and finishes to be used in the carrying out of this permission shall be made available for inspection 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.
- Reason
 In order to ensure that these samples will make an acceptable contextual response in terms of materials to be used, and achieve a quality of design and detailing in accordance with The National Planning Policy Framework 2019, Strategic Policy 12 - Design and Conservation of The Core Strategy 2011 and Saved Policies: 3.12 Quality in Design and 3.13 Urban Design of The Southwark Plan 2007.
- 21 Section detail-drawings
 Section drawings at a scale of (1:1, 1:2, 1:5) through:
 the facades;
 parapets;
 roof edges;
 heads, cills and jambs of all openings,
 BMU installation; and
 ventilation louvres;
 to be used in the carrying out of this permission shall be submitted to and approved by the Local Planning Authority in writing before any work in connection with this permission is commenced; the development shall not be carried out otherwise than in accordance with any such approval given.
- Reason
 In order that the Local Planning Authority may be satisfied as to the quality of the design and details in accordance with the NPPF (2019), 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).
- 22 Mock-up of tower
 Full-scale mock-up of the façade of the tall building to be used in the carrying out of this permission shall be presented on site and approved in writing by the Local Planning Authority before any above ground work in connection with this permission is carried out; the development shall not be carried out otherwise than in accordance with any such approval given. The mock-up must present all aspects of the tall building and demonstrate how the proposal makes a contextual response in terms of materials to be used.
- Reason:
 In order that the Local Planning Authority may be satisfied as to the design and details in accordance with the NPPF (2019), 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).
- 23 PV Panels
 Full details of all Photovoltaic panels (including their number, design, location and projected carbon savings) to be used in the carrying out of this permission, shall be submitted to and approved in writing by the Local Planning Authority prior to any above grade works taking place.
- Reason
 In the interests of sustainable development and maximising carbon savings.
- 24 Protection from Vibration

The development must be designed to ensure that student habitable rooms are not exposed to vibration dose values in excess of 0.13 m/s during the night-time period of 23.00 - 07.00hrs. Where assessment shows that habitable rooms will be exposed to unacceptable levels of vibration, expert advice should be sought on vibration mitigation measures and proposals submitted to LBS in advance of works taking place above grade. Developments must be designed to ensure that re-radiated noise within habitable rooms does not exceed 35dB LAmax(s).

Reason

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

25 Green walls

Before any above grade work hereby authorised begins, details of the green walls shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The wall shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency. The green wall shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter. Discharge of this condition will be granted on receiving the details of the Walls and Southwark Council agreeing in writing the submitted plans.

Reason

To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in accordance with 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

26 Green roofs

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

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

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

Reason

To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in accordance with policies: 2.18, 5.3, 5.10, and 5.11 of the London Plan 2016, saved policy 3.28 of the Southwark Plan and Strategic Policy 11 of the Southwark Core strategy.

27 NATS - Radar

No construction shall commence on site until a Radar Mitigation Scheme (RMS), has been agreed with the Operator and approved in writing by the Local Planning Authority.

Reason

In the interests of the safe operation of Heathrow Airport and of NATS en-route PLC.

28 Hard Landscaping

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

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

Reason

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

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

29 Ecological monitoring

Prior to the occupation of the building hereby approved, a scheme for monitoring the effectiveness of the biodiversity mitigation and enhancement measures shall be submitted to and approved by the Local Planning Authority. This shall include: Bat boxes; Nest boxes; Green wall; and green roof diversity and establishment. The monitoring shall be carried out and reported to the Local Planning Authority in accordance with the agreed scheme for a period of 5 years. All records will be submitted to GiGL and the Local Planning Authority.

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.

30 Noise Protection

The student housing hereby permitted shall be designed to ensure that the following internal noise levels specified by BS 8233:2014 Guidance on Sound Insulation and Noise Reduction for Buildings 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.

Post completion verification testing will be required in a sample of the most affected rooms and this shall be approved in writing by the local planning authority prior to occupation.

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.

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.

31 Roof Plant

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

- 32 **Telecomms Equipment**
Notwithstanding the provisions of Part 16 of The Town & Country Planning [General Permitted Development] Order 2015 [as amended or re-enacted] no external telecommunications equipment or structures shall be placed on the roof or any other part of a building hereby permitted.
- Reason**
In order to ensure that no telecommunications plant or equipment which might be detrimental to the design and appearance of the building and visual amenity of the area is installed on the roof of the building in accordance with The National Planning Policy Framework 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
- 33 **Hours of Use - Roof Terraces**
No roof terraces or external communal or commercial amenity areas shall be used after 23:00 or before 07:00 on any day.
- Reason**
To safeguard the amenities 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.
- 34 **Commercial Hours of Use**
The use hereby permitted for A1/A3 purposes shall not be carried on outside of the hours 07:00-00:00 on any day.
- Reason**
To safeguard the amenities 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.
- 35 **Environment Agency - 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 for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved, verified and reported to the satisfaction of the Local Planning Authority.
- Reason**
There is always the potential for unexpected contamination to be identified during development groundworks. We should be consulted should any contamination be identified that could present an unacceptable risk to Controlled Waters (the site is located above a Secondary Aquifer).
- 36 **CPZ Exclusion**
No developer, owner or occupier of any part of the development hereby permitted, with the exception of disabled persons, shall seek, or will be allowed, to obtain a parking permit within the controlled parking zone in Southwark in which the application site is situated.
- Reason**
To ensure compliance with Strategic Policy 2 - Sustainable Transport of the Core Strategy 2011 and saved policy 5.2 Transport Impacts of the Southwark Plan 2007.
- 37 **CHP Emissions Reporting**
As a minimum the CHP plant stack emissions shall be monitored and analysed annually to ensure compliance with the emissions standard. The result reports shall be available to the LPA on request.
- Reason**
To ensure the proposal minimises its impact on air quality in accordance with The National Planning Policy Framework 2019, 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.
- 38 **CHP Management Plan**
The CHP plant shall have a valid and up to date management plan which details the parties responsible for the maintenance, monitoring and operation of the installed plant and details how they will communicate with and inform each other about issues relevant to the effective operation of the CHP. The management plan shall be available to the LPA on request.

Reason

To ensure the proposal minimises its impact on air quality in accordance with The National Planning Policy Framework 2019, 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.

39 CHP Emissions standard

The CHP plant shall use natural gas and meet the relevant standard for its size as stated in Appendix 7 of the London Mayor's Supplementary Planning Guidance on Sustainable Design and Construction.

Reason

To ensure the proposal minimises its impact on air quality in accordance with The National Planning Policy Framework 2019, 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.

40 Plant Noise

The rated noise level from any plant, together with any associated ducting does not exceed the typical minimum LA90 (15 minute) background sound level at any time. Furthermore in order to prevent gradually creeping background levels over time it is required that the unrated 'Specific' sound level does not exceed 10dB below the typical minimum LA90 (15 minute) background sound level at any time. The 'Specific', 'Rating' and 'Background' sound levels shall be calculated fully in accordance with the methodology of BS4142:2014. shall be 10 dB(A) or more below the lowest relevant measured LA90 (15min) at the nearest noise sensitive premises.

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).

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).

41 External Lighting

Details of any external lighting [including design, power and position of luminaries, light intensity contours and impact on adjacent areas] and security surveillance equipment of external areas surrounding the building shall be submitted to and approved by the Local Planning Authority in writing before any such lighting or security equipment is installed and 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.

42 NATS - Radar

No construction work shall be carried out above 50m AOD unless and until the approved Radar Mitigation Scheme has been implemented.

Reason

In the interests of the safe operation of Heathrow Airport and of NATS en-route PLC.

43 Archaeology Reporting Site Work

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.

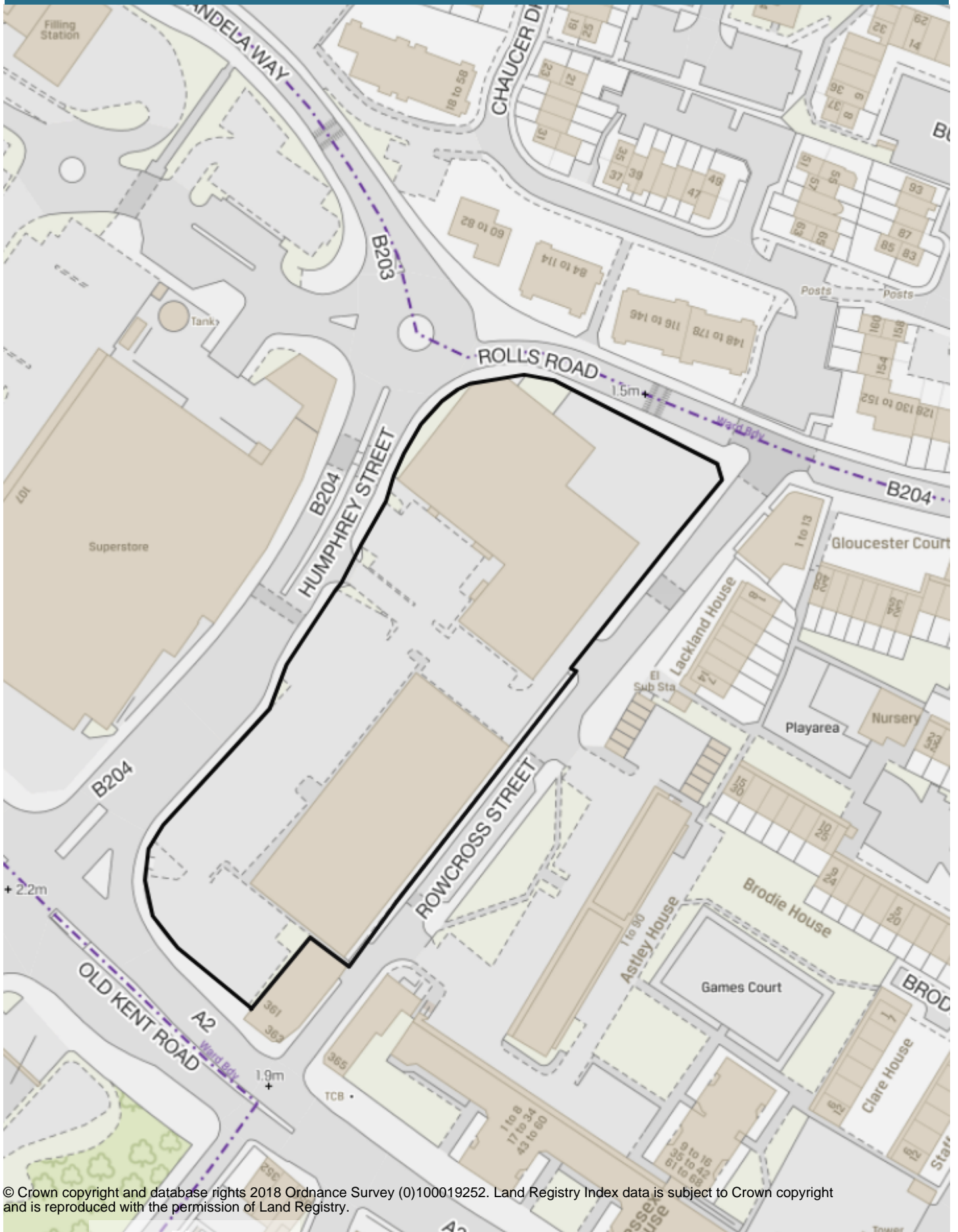
Reason

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 application was submitted following a detailed and comprehensive pre-application process and was decided in a timely manner.



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Item No. 7.2	Classification: Open	Date: 14 May 2019	Meeting Name: Planning Committee
Report title:	<p>Development Management planning application: Application 18/AP/3551 for: Full Planning Application</p> <p>Address: SOUTHERNWOOD RETAIL PARK, 2 HUMPHREY STREET, LONDON, SE1 5JJ</p> <p>Proposal: (Revised) Hybrid planning application for detailed permission for Phase 1 and outline planning permission for Phase 2 comprising:</p> <p>Application for full planning permission for 'Phase 1' comprising demolition of existing buildings and the erection of a part 9, part 14, part 15, part 48 storey development (plus basement) up to 161.25m AOD, with 940 sqm GIA of (Class A1) retail use, 541 sqm GIA of flexible (Class A1/A2/A3) retail/financial and professional services/restaurant and café use, 8671 sqm GIA (Class C1) hotel; 541 (class C3) residential units (51,757 sqm GIA); landscaping, public realm and highway works, car and cycle parking and servicing area, plant and associated works.</p> <p>Application for outline planning permission (with details of internal layouts and external appearance reserved) for 'Phase 2' comprising demolition of existing buildings and the erection of a part 9, part 12, storey development (plus basement) up to 42.80m AOD, with 1049 sqm GIA of flexible (Class A1/A2/A3) retail/financial and professional services/restaurant and café use; 183 (Class C3) residential units (17,847sqm GIA), 1141 sqm GIA (Class D2) cinema and the creation of a 475 sqm GIA (Class C1) hotel service area at basement level; landscaping, public realm and highway works, car and cycle parking and servicing area, plant and associated works.</p> <p>The application is accompanied by an Environmental Statement submitted pursuant to the Town and Country Planning (Environmental Impact Assessment) Regulations 2017</p>		
Ward(s) or groups affected:	Old Kent Road		
From:	Director of Planning		
Application Start Date	01/11/2018	Application Expiry Date	21/02/2019
Earliest Decision Date	06/12/2018		

RECOMMENDATION

1. That planning permission be granted, 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 31 October 2019. In the event that Transport for London need to be a signatory to the agreement, this may impact on the deadline date.
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 (a) are not met by 31 October 2019, that the Director of Planning be authorised to refuse planning permission, if appropriate, for the reasons set out at paragraph 523 of this report.

BACKGROUND INFORMATION

Site location and description

5. The Southernwood Retail Park is located on the northern side of Old Kent Road, with Rowcross Street to the east, Humphrey Street (B204) to the west and Rolls Road (B204) to the north. It is broadly rectangular in shape and 1.01ha in size.
6. The site is currently occupied by two large single storey retail sheds that are currently occupied by four commercial tenants. DFS and Carpetright occupy the southern retail shed, while Sports Direct and Argos Extra occupy the northern shed. A surface car park provides 175 spaces that is accessible from Humphrey Street.



Junction of Old Kent Road and Humphrey Street . Pedestrian Connections to Burgess Park across the wide roadways are challenging



Rowcross Street - Long blank inactive frontages detract from oversight and public safety



Rolls Road. The main service yard faces residential neighbours

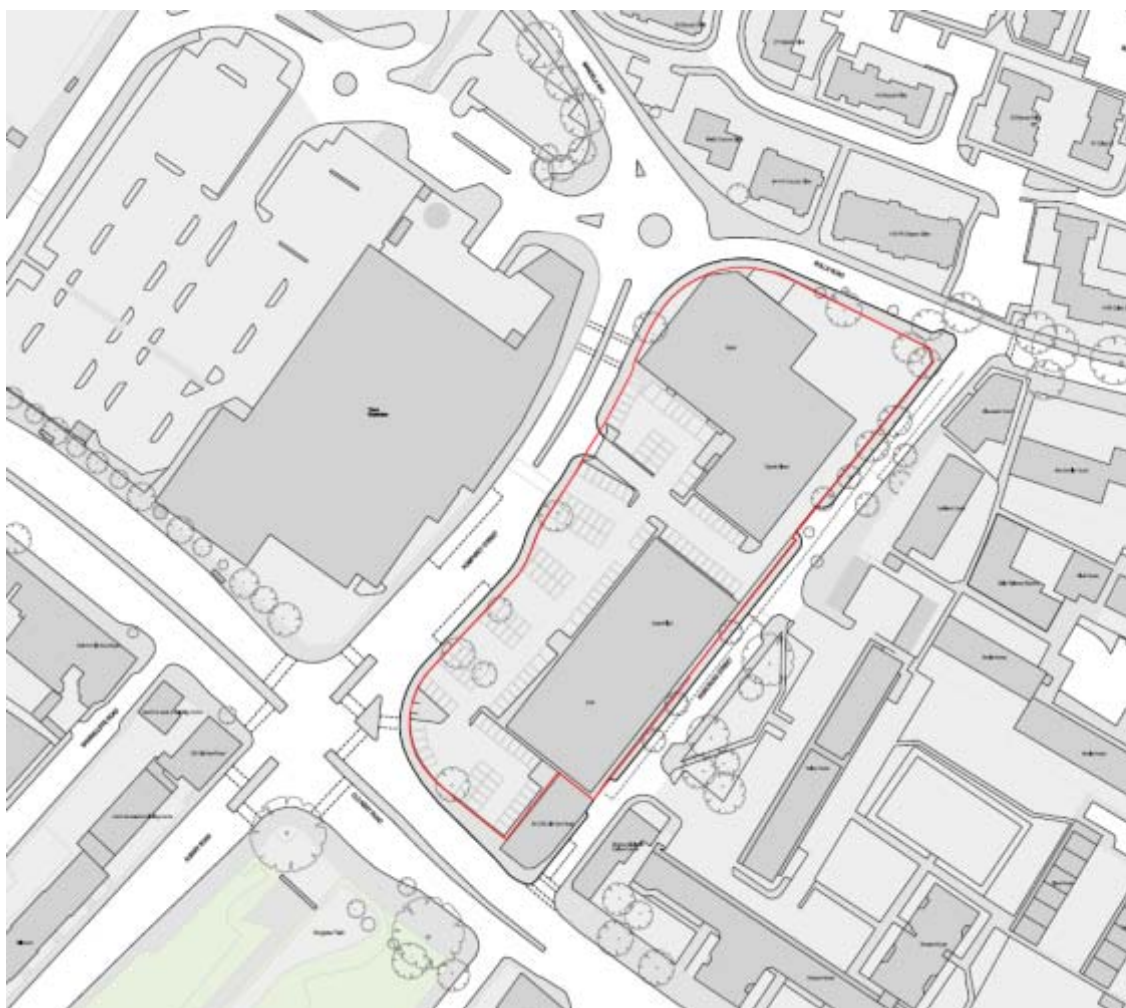


7. The site generally has a PTAL of 4 (Moderate), which is expected to improve to PTAL 6a following completion of the Bakerloo Line extension in 2030.
8. Both retail buildings are of low architectural merit and there is no active frontage along the edge of site to Rolls Road and Rowcross Street where the buildings have extensive blank frontages that are set back from the road with metal boundary railings. The boundary to the Old Kent Road and Humphrey Street is defined by a brick and metal boundary wall approximately one metre high that wraps around the back of the pavement pavements and a number of trees.
9. The service yard to the retail facilities is located on the northern part of the site and is accessed from Humphrey Street.

Surroundings

10. To the west of the site on the western side of Humphrey Street is a further single storey retail store currently occupied Tesco with associated car parking. This site combined with the application site form a significant retail offer within this part of the Old Kent Road.
11. The closest residential occupiers are located opposite the site on the northern side of Rolls Road at Chaucer Drive. Astley House, Lackland House and Gloucester Court that are located to the eastern side of Rowcross Street as part of a predominantly area of housing.
12. Immediately to the south-east corner of the site is 361-363 Old Kent Road, a three-storey building unit with retail on ground (the Pound Plus DIY) and residential accommodation on the upper floors. It is outside the application site. The Old Kent Road Mosque & Islamic Cultural Centre is located at the junction of Rowcross Street and Old Kent Road.
13. The upgraded entrance to Burgess Park is located on the opposite side of Old Kent Road to the south of the site.

Image: Site plan



Details of proposal

14. Planning permission is sought for the following Hybrid development.

Full planning permission for 'Phase 1'

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

Outline planning permission (with details of internal layouts and external appearance reserved) for 'Phase 2'

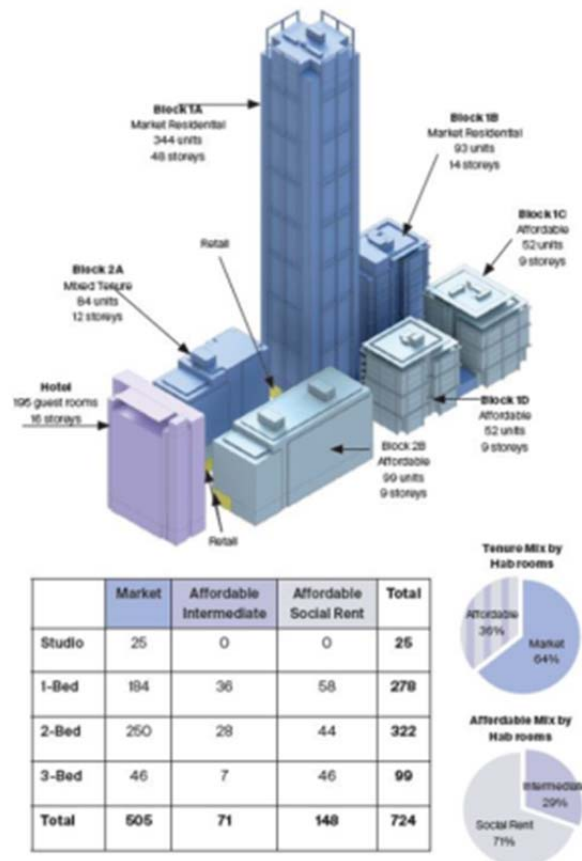
16. Demolition of existing southern retail shed buildings and the erection of a part 9, part 12, storey development (plus basement) up to 42.80m AOD, with 1049 sqm GIA of flexible (Class A1/A2/A3) retail/financial and professional services/restaurant and café use; 183 (Class C3) residential units (17,847sqm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

Total quantum of development - Phase 1 and Phase 2

18. In total, the following maximum quantum of development is proposed across the two phases:
- 724 residential units
 - Retail floorspace – Supermarket/Large format: 940 sqm
 - Retail floorspace - Flexible: 1590 sqm
 - Hotel: 8,117sqm
 - Cinema: 1141sqm
19. The scheme will deliver 724 residential units in total, of which 219 will be affordable. This equates to 35.64% of homes will be affordable on a habitable room basis, and exceeds the 35% requirement of the Mayor of London's Affordable Housing SPG and draft Policy P1 of the New Southwark Plan.
20. 10.4% of homes will be intermediate and 25.3% will be social rent on a habitable room basis which is in accordance with the criteria set out in draft Policy P1 of the New Southwark Plan. All of the affordable units being delivered in Phase 1 (104 units) will be social rented units.
21. A breakdown of the total tenure and mix is set out below:

	Market	Affordable	–	Affordable -	Total units
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	units	Intermediate units	Social units	Rent
Studio	25	0	0	25
1-Bed	184	36	58	278
2-Bed	250	28	44	322
3-Bed	46	7	46	99
Total	505	71	148	724

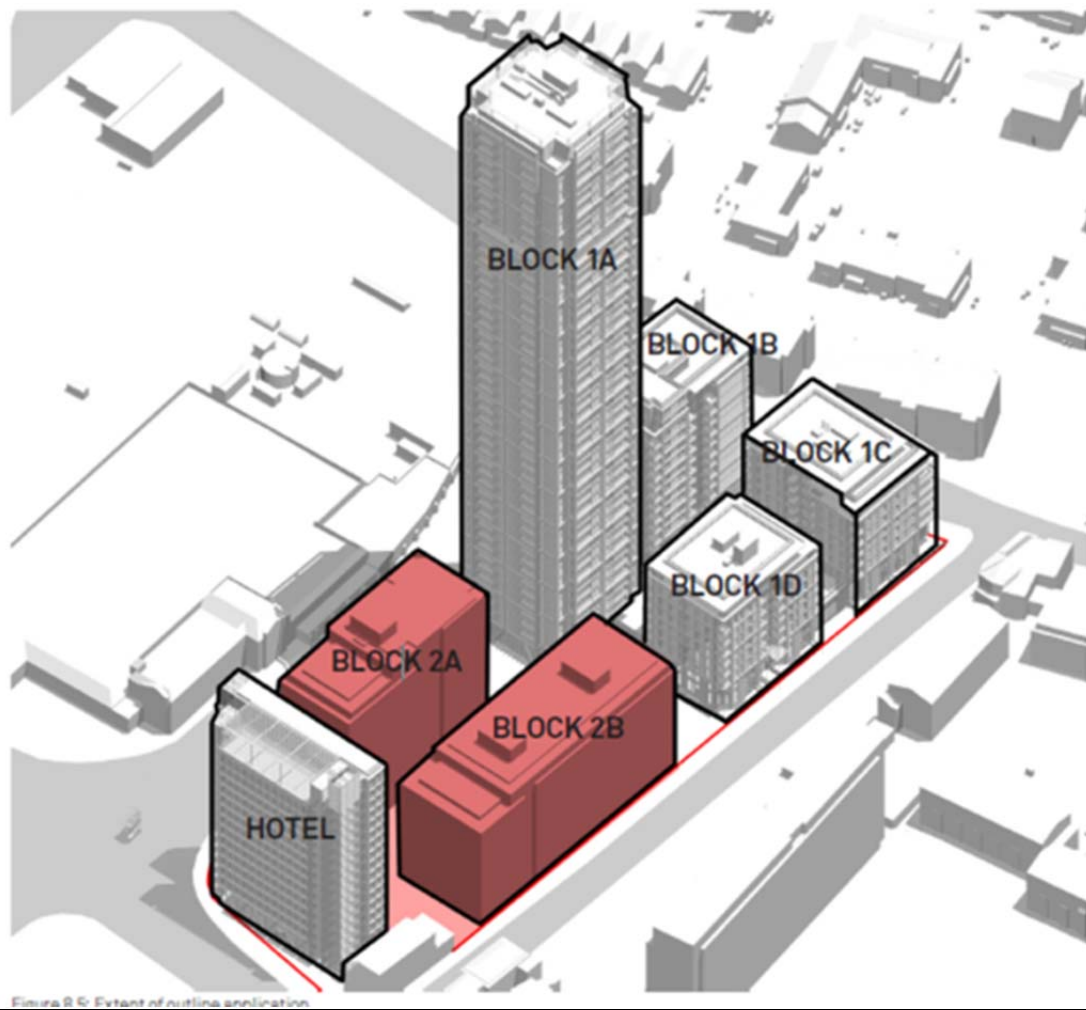


22. The proposal includes 75 adaptable/wheelchair units in total across both phases. 37 will be delivered during Phase 1 and 38 will be delivered during Phase 2.
23. Each unit is planned with external private amenity space in the form of balcony or external terraces.

Phase 1 - Full planning permission

24. The proposed Phase 1 development consists of a tower and 3 pavilion blocks linked by a single storey podium with 438 units with basement and servicing routes accessible from Rolls Road to the north of the site. In addition, a hotel is proposed fronting the Old Kent Road.

Image: Phase 1 and 2 blocks



Block 1A - Mixed use tower

25. Building 1A is a 48 storey tower to be located at the western side of the site fronting Humphrey Street and the new public realm within the site. Rising to a height of 161.25m AOD the tower would provide 344 dual aspect units, with typical floor layouts of eight units per floor, with higher floors above level 36 accommodating a mix of four to six units per floor. Access to the residential floors tower would be provided from Humphrey Street with servicing from the basement. Floor to ceiling heights would be a minimum of 2.6m for all units with private amenity space for each unit. This block would contain solely private units.
26. A flexible retail unit and market lobby is proposed for the ground floor with access provided from the Humphrey Street and new public realm route within the centre of site that links Rowcross Street to Humphrey Street. An internal communal amenity area at upper ground.

Block 1B – Mixed use

27. Building 1B at the corner of Humphrey Street and Rolls Road would be a 14 storey pavilion building rising to 49.45m AOD. In total 94 units are proposed within this building. The ground floor would consist of two flexible commercial units and the residential core accessible from Humphrey Street. Access to the communal

residential podium garden is via the upper ground floor, with individual private amenity space proposed for each unit. The upper two floors step back from the elevations. The typical floor layouts are eight units per core for floors 1 to 10, reducing to 6 and 2 units on the uppermost floors. A roof garden and playspace is also proposed.

28. All units within this building would be private and intermediate tenure.

Block 1C - Residential

29. Building 1C positioned at the corner of Rowcross Street and Rolls Road would be a 9 storey pavilion building rising to 33.73m AODm, and would deliver 52 units with individual private amenity space. The ground and first floors would consist of three maisonette residential units raised above pavement level to ensure good levels of privacy, the residential core for the upper floors and servicing route for the retail units located beneath the podium with access from Rolls Road and egress to Rowcross Street. Access to the communal residential podium garden is also via the upper ground floor. The eastern elevation of the building steps down to 7 storeys, around the height of the existing Astley House across Rowcross Street. The typical floor layouts are seven units per core, reducing to 6 and 4 units on the uppermost floors. A roof garden is proposed.

30. All units within this building would be social rented tenure.

Block 1D - Residential

31. Building 1D positioned on the western side of Rowcross Street and would be also second 9 storey pavilion building rising to 37.03m AOD, and would deliver 52 units. The ground and first floors would consist of four maisonette residential units raised above pavement level to ensure good levels of privacy, and the residential core for the upper floors. Access to the communal residential podium garden is also via the upper ground floor. The eastern elevation of the building steps down to 7 storeys, around the height of the existing Astley House across Rowcross Street. The typical floor layouts are seven units per core, reducing to 6 and 4 units on the uppermost floors. A roof garden and playspace is also proposed.

32. All units within this building would be social rent and intermediate tenure.

Podium

33. A single storey podium would link buildings Blocks 1A, 1B, 1C and 1 and consist of a large supermarket retail unit beneath the private communal garden at Upper Ground Floor that would be accessible to all residential units within the four blocks. Also at ground floor level to the north and west of the podium is the commercial servicing route and back of house functions including retail holding areas. No customer car parking is proposed for the retail units.

Hotel

34. The final building proposed for Phase 1 is a 16 storey hotel at 56.50m AOD. This would offer 195 rooms with ancillary active uses at ground floor and a top-floor restaurant/bar. It would provide an active frontage to the Old Kent Road and generate footfall and activity to that will promote vibrant mixed-use development on

the site in advance of Phase 2 being developed.

35. The hotel building would extend across the length of the Old Kent Road frontage, retaining a strong built edge. The depth of the building is slender in views along Old Kent Road, with the building line is set back from the edge of the existing pavement to provide a wider footway.

Table: Phase 1 Proposed development building heights

Block	No. of floors	Building height (m) AOD
1A - Tower	48	161.25
1B	14	49.45
1C	9	33.73
1D	9	37.032
Hotel	16	56.50

Table: Existing Phase 1 floorspace

Units	Use class	Floorspace (GIA)
Argos and Sports Direct	A1	2,099sqm
Total		2,099sqm

Table: Proposed Phase 1 floorspace

Use Class	Floorspace (GIA)
Retail Supermarket (Class A1)	910sqm
High Street commercial (Class A1-A3)	541sqm
Hotel (Class C1)	8117sqm
Total	9568 sqm

36. The proposed residential mix and tenure by unit is set out in the table below.

Table: Phase 1 Residential tenure

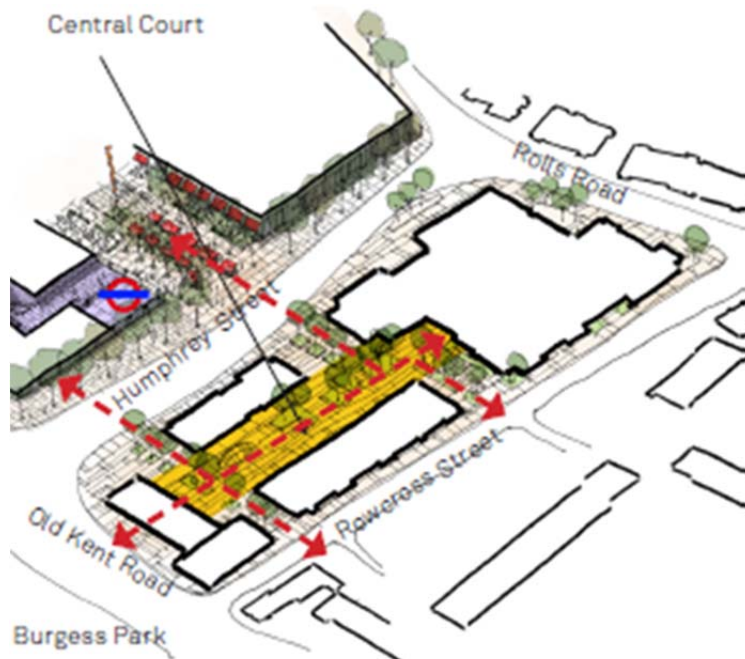
Block	Social	Intermediate	Private	Total
Block 1A	0	16	344	344
Block 1B	0	0	93	93
Block 1C	52	0	0	52
Block 1D	52	0	0	52
Total	104	16	437	542

Landscaping and open space

37. New hard and soft landscaped areas are proposed to provide public and private amenity spaces for the new and existing residential and business communities.

38. The proposed development would deliver a significant element of new civic public realm within the centre of the site that would include a central square and provide a new east/west link from Rowcross Street to Humphrey Street through the centre of the site. There would be no vehicle movement across the site.

Image: Central Square and pedestrian links



39. A residential podium garden and a series of roof gardens are also proposed. The public square would be fully accessible to the public. The roof top gardens on Blocks 1B, 1C and 1D, would be limited to residential access only.

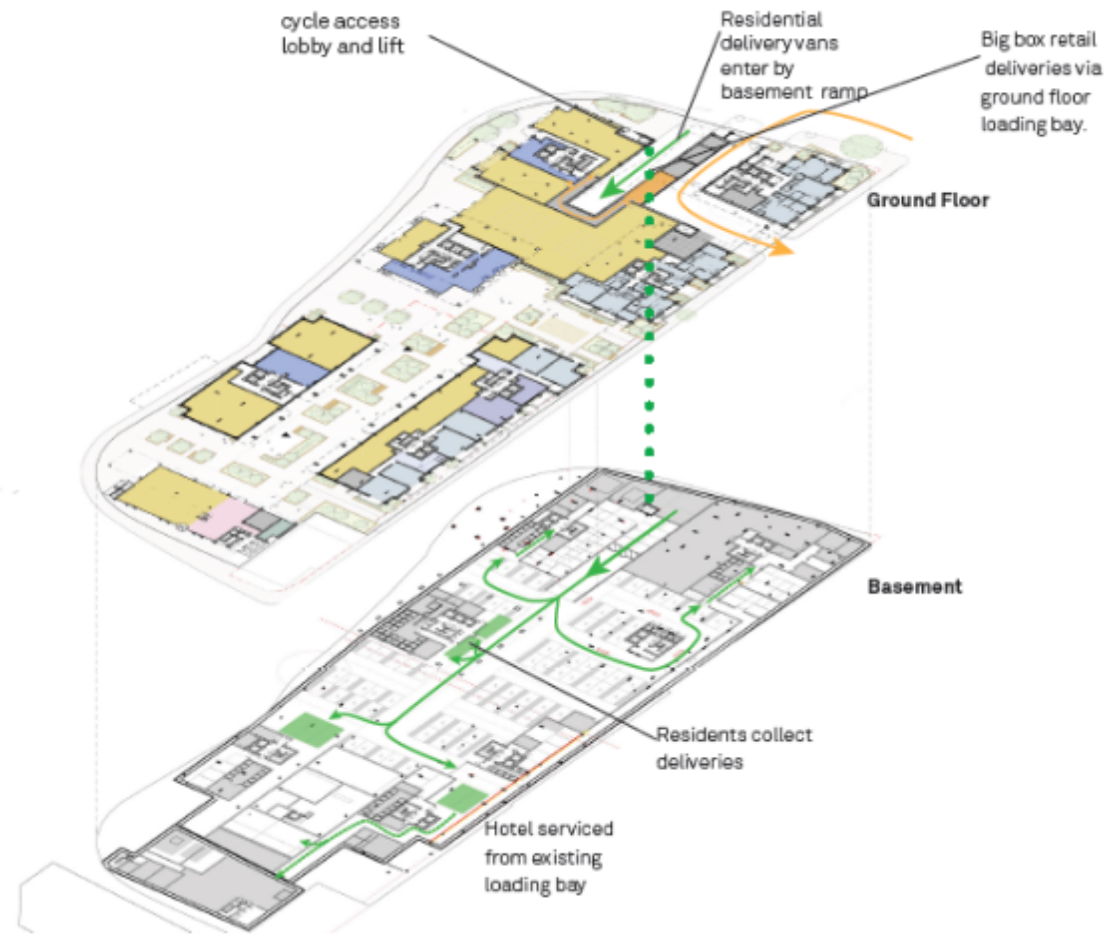
Image: Podium garden



Servicing, parking and access

40. A single basement provides servicing to the residential units above access to by a covered two way ramp from Rolls Road. The basement provides smaller delivery parking bays, electric disabled car parking bays, waste secure residential and commercial cycle parking and access to plant. Disabled car parking spaces would be provided at basement level. The proposed car parking spaces would be used to serve the accessible residential units. No further internal or external residential car parking is proposed. Street level parking would be limited to drop off/delivery, blue badge and car club parking spaces, potentially to Rowcross Street.
41. A ground floor retail servicing route for large delivery vehicles is located beneath the podium block with access from Rolls Road and egress to Rowcross Street. This would service Phase 1 retail units. Smaller flexible Phase 2 retail units would be serviced from the enlarged basement delivered in Phase.

Image: Phase 1 Basement



42. Temporary hotel servicing would be provided from the retained commercial car parking until Phase 2 is delivered where the servicing would take place from the basement. No guest car parking is proposed.
43. The proposed development has also been designed to promote the use of cycling. The development would provide 893 short and term cycle parking spaces at ground and basement level.
44. It is stated by the applicant that Phase 1 development would commence construction in 2019 and schedule to be open and operational in 2021/2022, notwithstanding matters arising from the planning and delivery of the Bakerloo Line Extension.

Phase 1 Scheme amendments

45. The following amendments were subject to further reconsultation:

Residential

Block 1A

- Relocation of the intermediate penthouse level from level 37 to level 45, and associated articulation of the top of the tower such that a taller inset 'apex' element than in the previous design would be created.

- Changes to the articulation of the frame, such that it would extend without interruption through the height of the tower; horizontal elements would be provided at six storey intervals rather than the previous three storey intervals; and the top of the frame would extend to a slightly greater height than previously (although no higher than the previous maximum height of the building).
- The introduction of red coloured soffits to balconies.

Block 1B

- Alteration in building massing to increase the size of the podium decking.
- Alteration in building layout, altering the unit mix

Block 1C

- Changes to the articulation of the frame, such that it would extend without interruption through the height of the tower; horizontal elements would be provided at six storey intervals rather than the previous three storey intervals; and the top of the frame would extend to a slightly greater height than previously (although no higher than the previous maximum height of the building).
- Introduction of brick materials.

Block 1D

- Alteration in building layout and tenure mix, increasing the ratio of dual aspect units.
- Introduction of brick materials.

Hotel Block

- Removal of diagonal cross braced elements at ground floor level.
- The introduction of coloured glazed brick to the hotel façade. From the west, a blue and green palette is proposed to address the hotel's relationship with Burgess Park and from the east; a warm palette is proposed to address the arrival to a new town centre proposed by the AAP on the Old Kent Road.
- The introduction of warm red tones on the hotel façade are characteristic of the historic public buildings on the Old Kent Road.

Retail

- The introduction of an additional 96 sqm of Class A1 retail floorspace in Phase 1.
- The introduction of an additional 64 sqm of Class A1/A2/A3 floorspace in Phase 1.

Public Realm

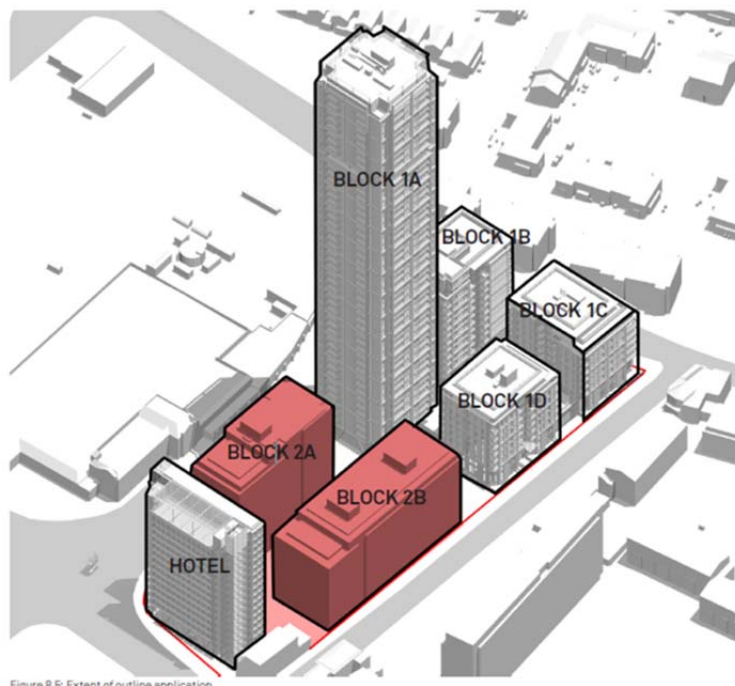
- Increase in podium decking area to 1,100 sqm.
- The introduction of a coloured feature wall within the public realm. Colour will be drawn from the elevations of the hotel and will form part of the detail of the public spaces and routes.
- Amendments to the proposed landscaping scheme.
- The introduction of a porous canopy on the southern side of the hotel block, with 3m high porous fins.
- The introduction of a line of 6m high pleached trees the site's eastern boundary.

- The introduction of a temporary 2m high wall between Phase 1 and the existing buildings.

Phase 2 – Outline planning permission

46. The outline development proposed for Phase 2 is formed of 2 individual mixed-use buildings, 2A and 2B, and a basement cinema, alongside further public realm and new route through the site.
47. The proposed Phase 2 development sits between both Phase 1 developments, Blocks 1A, 1B, 1C and 1D to the northern end of the site, and the hotel to the southern end.
48. Matters reserved for later Reserved Matters planning applications for these include residential layout and elevational design. The basement and ground floors of these buildings have been subject to detailed design and form part of this application.
49. The design code for Phase 2 reserved matters is set out in Chapter 11.3 of the Design and Access Statement. Parameters for the following criteria have been defined:
 - Maximum building heights
 - Footprint and building tops
 - General Appearance
 - Openings and Balconies
 - Base of buildings
 - Materials Palette

Image: Phase 2 Proposed site layout



Block 2A

50. Block 2A' comprises a 12-storey residential block of 45.80m AOD, with 84 residential units and flexible retail at ground floor fronting Humphrey Street to the west and a new central public square to the east. This block would contain private and Intermediate units.

Building 2B

51. Block 2B comprises a 9-storey residential block rising to 36.86m AOD, with 99 residential units and flexible retail at ground floor fronting a new central public square to the east. This block would be entirely residential to Rowcross Street. This block would contain Social Rented and Intermediate affordable units.

Cinema

52. A new two-screen cinema is proposed for the basement with access from a small entrance pavilion within the central square located between Blocks 2A and 2B.

Table: Phase 2 Proposed development building heights

Block	No. of floors	Building height (m) AOD
2A	12	45.80
2B	9	36.86
Cinema	Basement	n/a - Entrance pavilion height to be confirmed at reserved matters stage

Table: Existing Phase 1 floorspace

Unit	Use class	Floorspace (GIA)
Carpet Right and DFs	A1	1,873sqm
Total		1,873sqm

Table: Proposed Phase 2 floorspace

Use Class	Floorspace (GIA)
Retail flexible (Class A1-A3)	1,049sqm
Cinema (D2)	657sqm
Total	1,706sqm

53. The proposed residential mix and tenure by unit is set out in the table below.

Table: Phase 2 Residential tenure

Block	Social	Intermediate	Private	Total

Block 2A	0	16	68	84
Block 2B	55	44	0	99
Total	55	60	68	183

Landscaping and open space

54. New hard and soft landscaped areas are again proposed to provide public and private amenity spaces for the new and existing residential and business communities.
55. The proposed development would deliver the final, yet significant areas of the proposed public central square and connect with the public realm delivered in Phase 1 to the north. A second pedestrian link from Humphrey Street to Rowcross Street is proposed to the northern elevation of the Phase 1 hotel that would also connect to the central square. The communal roof gardens of Blocks 2A and Block 2B would be for residents use only.

Servicing, parking and access

56. Servicing and parking for the residential, commercial and cinema uses would be delivered by an extended basement, with access from the two-way ramp on Rolls Road.
57. In terms of delivery, it is intended that Phase 2 would commence construction in May 2030, completing in April 2033.

Pre-application advice

58. Pre-application advice was provided in advance of the submission of this application, details of which are held electronically by the Local Planning Authority. A number of meetings were held with the applicant and discussions that took place were around the height and massing of the buildings, the quality of the residential accommodation, the land uses, affordable housing and quality of the landscaped spaces. Pre-application meetings were also held with the Greater London Authority.

Planning history of adjoining sites

59. The council has received a number of planning applications recently in the Old Kent Road Opportunity Area. These include the following.
60. A18/AP/0897 Ruby Triangle Site, Land bounded by Old Kent Road, Ruby Street and Sandgate Street
Application type: FULL
Full planning permission is sought for demolition of existing buildings and structures on the site, and redevelopment consisting of three buildings at maximum heights of 17 storeys (including mezzanine) (+64.735m AOD), 48 Storeys (+170.830m AOD) and 40 storeys (including mezzanine) (+144.750m AOD), plus single storey basement under part of the site. Development would provide 1,152 residential dwellings (Class C3), retail, business and community spaces (Classes A1, A2, A3, A4, B1(a),(b),(c) and D1), public sports hall and gym (Class D2), public and private open space, formation

of new accesses and alterations to existing accesses, energy centre, associated car and cycle parking and other associated works.

Decision: Resolution to grant, subject to a legal agreement, referral to the Mayor of London and Secretary of State (29 October 2018).

61. 17/AP/2773 Malt Street Regeneration Site, land bounded by Bianca Road, Latona Road, Haymerle Road, Frensham Street and Malt Street (referred to in the report as Malt Street)

Application Type: FULL

Hybrid application comprising a full planning application for Phase 1 and outline planning permission for subsequent phases:

Full planning permission for the demolition of existing buildings and structures and redevelopment of the central area (Phase 1) for the erection of a total of 4 buildings, two at 7 storeys (B9&B12), one at 15 storeys (B10), and one at 44 storeys (B4) (max height 147.12m AOD) to provide 420 homes, 1,197 sqm GEA of Class B1(c) floorspace and 785 sqm GEA of non-residential floor space within classes A1-A4, Class B1 and Class D1 and D2 use, an energy centre (750 sqm) and new public open space and public realm with 131 on street and basement car parking spaces and 697 cycle spaces.

Outline planning permission (scale, layout, landscaping, access and appearance reserved) for the demolition of existing buildings and structures and the erection of a seven buildings (B1, B2, B3, B5, B6, B7, B11) ranging in height from 5 to 39 storeys (max height 132.9m AOD) to provide up to 88,052sqm floorspace GEA, comprising up to 880 residential units, up to 3,316 sqm GEA of Class B1(c) floorspace and up to 1,702sqm GEA of non-residential floor space within classes A1-A4, Class B1, Class D1 and D2 use and 4 car parking spaces at ground level and up to 1,453 cycle spaces, with associated new open space, public realm, car parking and associated works.

Decision: Yet to be determined

62. 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 floorspace at ground and mezzanine levels; with 153 Residential units (Class C3) above in two blocks ranging from 9 to 18 storeys with hard and soft landscaping and associated infrastructure works, including three disabled spaces and cycle parking.

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

63. 18/AP/3284 596-608 Old Kent Road and Land at Livesey Place (referred to in the report as Civic Centre)

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: Yet to be determined

64. 17/AP/4612 49-53 Glengall Road

Application type: FULL

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

Decision: Resolution to grant, subject to a legal agreement and referral to the Mayor of London (15 January 2019).

65. 18/AP/3246 Land at Cantium Retail Park 520 Old Kent Road SE1 5BA

Application type: FULL

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

Decision: Resolution to grant, subject to a legal agreement and referral to the Mayor of London (5 Sept 2019).

66. 18/AP/1431 MUSLIM ASSOCIATION OF NIGERIA, 365 OLD KENT ROAD, LONDON, SE1 5JH

Application type: FULL

Demolition of existing building and the erection of a 6 storey building (plus basement) containing an Islamic Cultural Centre for religious, educational, community and leisure use, including 1 service parking space and retail uses on ground floor

Decision: Resolution to grant, subject to a legal agreement.

KEY ISSUES FOR CONSIDERATION

Summary of main issues

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

- Principle of the proposed development in terms of land use;
- Environmental impact assessment;
- Affordable housing;
- Design, layout, landscaping, heritage assets and tall buildings including views;
- Impact on trees;

- Housing mix including wheelchair housing;
- Quality of accommodation;
- Density;
- Impact of proposed development on amenity of adjoining occupiers and surrounding area;
- Transport;
- Noise and vibration;
- Planning obligations (S.106 undertaking or agreement);
- Mayoral and Borough community infrastructure levy (CIL);
- Sustainable development implications;
- Energy;
- Ecology;
- Air quality;
- Ground conditions and contamination;
- Water resources and flood risk;
- Archaeology;
- Wind microclimate;
- Health Impact Assessment;
- Socio-economic impacts;
- Fire safety;
- Statement of community involvement
- Equalities and human rights;
- Other matters

Legal context

68. 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.
69. 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

70. The statutory development plans for the Borough comprise the National Planning Policy Framework 2012, 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.

Planning Policy Designations

- 71.
- The Old Kent Road Opportunity Area
 - The Urban Density Zone
 - The Bermondsey Archaeological Priority Area
 - The Air Quality Management Area
 - The site is allocated within the draft Old Kent Road Area Action Plan (OKR AAP) as forming part of proposal site OKR 10.

- Public transport accessibility level of 3 to 4 on a scale of 1-6 where 1 is the lowest level and 6 represents the highest.
- The London View Management Framework views likely to be impacted upon by the proposed development are 23A.1 from the Serpentine, 6A.1 from Blackheath Point, 2A.1 from Parliament Hill and 3A.1 from Kenwood.

72. There are no statutory listed buildings on the application site. The closest listed buildings are Grade II listed:

- Former Fire Station;
- 29 and 31 Cobourg Road;
- 47 - 63 (odd) Cobourg Road;
- New Peckham mosque (former church of St Mark);
- Lord Nelson public house;
- 16 – 64 (even) Trafalgar Avenue;
- 25 – 43 Trafalgar Avenue;
- 1 – 35 (odd) Glengall Road;
- 24-38 (even) Glengall Road;
- 1-9 Glengall Terrace; and
- Phoenix Primary School (formerly Evelyn Lowe School)

73. The application site is not located within or adjacent to a conservation area. There are however, a number of conservation areas in the immediate vicinity of the site, to the south on the other side of the Old Kent Road: the Coburg Road Conservation Area; the Trafalgar Avenue Conservation Area; and the Glengall Road Conservation Area. The Thorburn Square Conservation Area, the Liverpool Grove Conservation Area, the Pages Walk Conservation Area, the Bermondsey Street Conservation Area and the Peckham Hill Street Conservation Area are all within 1km of the application site, meaning that their settings could be impacted upon by the proposed development

74. The site sits above the preferred and indicative route of the running tunnels of the Bakerloo Line Extension that would run parallel to the Old Kent Road beneath the southern end of the site. The site has the potential to be the location for Old Kent Road 1 station, but it is not the current preferred location.

75. 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:

National Planning Policy Framework (the Framework)

76. National planning policy is set out in the revised National Planning Policy Framework ('the NPPF'), published 2019. The NPPF focuses on a presumption in favour of sustainable development, of which there are three strands; economic, social and environmental. The core planning principles include, amongst others, the requirement to 'drive and support development'.

77. Paragraph 48 of the revised NPPF states that weight can be afforded to relevant policies in emerging plans depending on the stage of preparation of the plan. The council is preparing the New Southwark Plan (NSP) and OKR AAP which are emerging policy documents. The new London Plan is also in draft form. The weight that can be afforded to these emerging documents is discussed in greater detail later

in this report.

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

78. National Planning Policy Guidance 2014. (Web-based resource which brings together planning guidance on various topics into one place).

The London Plan 2016

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

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 4.5 London's visitor infrastructure
 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

80. 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.
81. 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

82. 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 9 - Student 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

83. 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
 1.7 - Development within town and local centres
 1.11 - Arts, culture and tourism uses
 1.12 - Hotels
 2.1 - Enhancement of Community Facilities
 2.2 - Provision of New Community Facilities

- 2.5 - Planning obligations
- 3.1 - Environmental effects
- 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)

- 84. 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)

Greater London Authority Supplementary Guidance

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

Emerging policy

Draft New London Plan

- 86. 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. Further suggested changes to the Plan have been proposed by the Mayor and published in response to the EIP Panel of Inspector's matters at the examination sessions. The EIP will continue until May 2019 and until the London Plan reaches formal adoption it can only be attributed limited weight. The draft New London Plan identified the Old Kent Road as having a minimum capacity for housing of 12,000 and a jobs target of 5,000.

Old Kent Road Area Action Plan (OKR AAP)

87. 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.
88. 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 OKR4 which covers the area of the Tesco site and Southernwood retail site. Requirements for this allocation site include requiring existing retail floorspace to be replaced and frontages along Old Kent Road activated through provision of retail (A Class), business (B Class) or community uses (D Class). Also relevant to this specific site are the requirements to provide new public realm.

New Southwark Plan (NSP)

89. 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 is being consulted on until 17 May 2019. It is anticipated that the plan will be adopted in late 2019 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.

Principle of development in terms of land use

90. 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, office and commercial business units, infrastructure and prosperous centres. The application site is located on a site that is earmarked to be designated as a town centre. It is also 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.

91. The site is also identified as falling within proposal site OKR4 within the draft OKR AAP. The draft site allocation states that redevelopment on this site must:
- Replace existing retail floorspace (A use class), including a new supermarket; and
 - Provide leisure facilities (D use class); and
 - Provide office space (B1a use class), consistent with the building and land use types shown; and
 - Provide housing; and
 - Potentially provide a tube station; and
 - Provide a new urban square visible from Old Kent Road; and
 - Provide new pedestrian routes into the urban square at the centre of the site; and
 - Remove the Dunton Road, Mandela Way and Humphrey Street gyratory to improve routes and provide a green and pleasant environment for people walking and cycling; and
 - Improve pedestrian crossing of the Old Kent Road; and
 - Provide on-site servicing.
92. The AAP states that the indicative capacity for OKR4 which also includes the Tesco site is 1,240 homes and 680 jobs. There are approximately 165 jobs currently within OKR4.
93. The existing retail warehouses and car parking are outdated and do not maximise the development potential for a Town Centre location.
94. The site does not include any existing employment (Class B) uses and is not identified as a 'Strategic' or 'Preferred Industrial Location'.

Assessment of main town centre uses

95. 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.
96. 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)."
97. 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.
98. The proposal includes the provision of up to 11,788 sq.m. (GIA) of town centre uses as set out in the table below.

Table: Proposed Use Classes

Use Class	Floorspace GIA (sqm)
Retail supermarket (Use Class A1)	940
Flexible commercial (Use Classes A1-A3)	1,590
Hotel (Use Class C1)	8,117
Cinema (D2)	657
Total	11,788

99. The objective of the two new 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.
100. 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.
101. 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 sq.m. 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.
102. 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.
103. 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.
104. The Southwark Retail Study was published in 2015 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.

105. 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.
106. In terms of the allocation sites identified in the draft NSP, the application site is contained within the boundary of NSP58.
107. The NSP states that development here should provide new homes, retail, community uses, employment uses as well as public open space and improved links to Burgess Park. The site may also provide a hotel and has the potential to host a new underground station as part of the Bakerloo Line Extension.
108. 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. Draft policy AAP6, Business and Workspace – The Bow Tie, requires an innovative mix of uses including light industrial, offices, manufacturing, distribution and creative workspaces.
109. 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. Nonetheless, and in recognition of the limited weight of this emerging policy, the applicant has carried out a sequential test and retail impact assessment of the proposed development.
110. The applicants' sequential test demonstrates that the proposed scheme is in the best location to realise the delivery of a key strategic regeneration site within the opportunity area, and would sufficiently serve and benefit the local community and intended customers. This approach complies with the London Plan, the Draft OKR AAP, and New Southwark Plan.

This is because of the following factors:

- The proposed development is based on the application site being located within Old Kent Road Opportunity Area which is identified as a preferable location for future growth, residential intensification and new town centre uses. The proposal, adjacent to a proposed Bakerloo Line Extension underground station, would provide a broader mix of town centre uses than the uses currently offered, which would assist in achieving a 'District Town Centre'

designation within the London hierarchy of centres with Southwark and in accordance with the Draft London Plan, Draft OKR AAP, and emerging New Southwark Plan.

- The suitability, availability, and viability of sites should be considered, with particular regard to “the nature of the need that is to be addressed” when development proposals are assessed. In this respect, it is considered unsuitable to consider the proposed development in another location as it would be contrary to the strategic and local regeneration priorities for the borough, and it would not be serve the purpose it was designed to achieve.
- The proposed location of this mixed-use scheme aligns with development strategy of the draft OKR AAP and also emerging New Southwark Plan which seeks to allocate the site within a District Town Centre which, supported by the conclusions of the Retail Study (2015), is considered to be a suitable, viable, and available location for town centre uses over the relevant plan periods. The Council’s approach to designate a new centre complies with the London Plan, which states that it is appropriate to do so, “particularly in opportunity areas identified for significant levels of mixed use development including town centre uses such as retail or leisure.”
- The proposed scheme aligns with the draft OKR AAP’s vision to redevelop lower density retail sites to create new hubs around proposed BLE stations, providing a new focal point and critical mass of facilities and broader mix of town centre uses. It also conforms to the aspirations of site allocation OKR4 to, “transform this car dominated retail area to make it a vibrant hub on Old Kent Road”.
- Furthermore, the proposed development would not have any impact on existing, committed or planned investment in any defined centres. Conversely, the proposal would facilitate significant private sector investment would deliver physical and economic regeneration of the application site.

111. It is therefore considered that the site is the most preferable site to accommodate the proposed development and the proposals are considered to comply with the sequential approach to development as required in the Core Strategy and the NPPF.
112. The demolition of the two existing retail sheds proposal would result in the loss of 3972sqm. of existing retail floorspace. 2530sqm would be reprovided consisting of 940sqm of retail supermarket (A1) and 1590sqm of flexible retail floorspace (A1-A3). This would still represent a net loss of 1442sqm retail floorspace. However, the overall quantum of commercial or employment generating floorspace proposed would be 11,788sqm including 8,117sqm for a hotel use (C1) and cinema 1,141sqm (D2), resulting in the delivery of mix of town centre uses that create a robust and sustainable town centre offer in comparison to the existing offer on site.
113. The existing retail units with extensive surface car parking represents an inefficient use of this out of town centre brownfield site and its loss does not raise any strategic concerns.
114. So, whilst the existing land use is not replicated, the flexibility of different Use Classes in this scheme enhances the development from a town centre perspective. As the new

floorspace would provide a mix of retail, hotel and cinema, 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. Therefore the land uses of this development are supported.

Independent retail

115. Draft NSP Policy 28 and London Plan policy 4.9 Local Shops state that development must incorporate well designed and flexible units suitable for small and independent businesses. It has been agreed with the applicant that 10% of the flexible retail space (156sqm) would be secured for smaller companies who currently have no more than three retail outlets, so as to ensure they would be recognisably independent, with a marketing strategy to attract these smaller independent companies. This would ensure that the development would offer a different kind of retail/commercial use.

Re-instatement of frontage to the Old Kent Road

116. The proposed layout of the site would re-establish a traditional “high street” frontage along Old Kent Road as well as increasing the depth of the high street offer along Humphrey Street, in accordance with the draft OKR AAP aspirations. The ground floor of the proposed hotel has been designed to have active frontages to the corridor and to the central square behind, with visual links through the reception and lobby.
117. Additional “High Street” commercial floorspace would be located along Humphrey Street at the bases of Block 1A, Block 1B, Block 2A as well as the entrance to the retail supermarket space. The proposed central square would benefit from “High Street” frontages at the bases of Blocks 2A and 2B in conjunction with the cinema entrance. This series of spaces would deliver a range of active high street frontages that would deliver a true town centre experience.

Hotel

118. Saved policy 1.12 of the Southwark Plan states that hotels will be encouraged in areas with high public transport accessibility, but that they will not be permitted where they would result in an over dominance of visitor accommodation in the locality. Strategic Policy 10 - Jobs and businesses of the Core Strategy advises that hotels would be allowed in town centres, strategic cultural areas and places with good accessibility to public transport, providing that there is no harm to local character.
119. The London Plan (policy 4.5) aims to provide a net increase of 40,000 hotel bedrooms by 2031 and advises boroughs to focus strategically important new visitor provision within opportunity areas and within the Central Activities Zone (CAZ). The application site is located within the Old Kent Road Opportunity Area; it has a good public transport accessibility level of 4 that will rise to 6b on once the Bakerloo Line Extension is delivered. The location therefore does meet the requirement for high public transport accessibility.
120. Notwithstanding that a hotel on this site may be appropriately located, the requirement for the proposal to not result in an over dominance of visitor accommodation needs to be considered. There are a number of existing hotels including These businesses, identified in NJB’s Corporate Hotel Schedule, include two Eurotravellers (194 Old Kent Road and 18 Amelia Street), Restup London (172 New Kent Road) and Safestay (144

Walworth Road). which are located within proximity to the application site. However it is not considered an over-concentration and would not detract from the vitality of the area or reduce the opportunity for a range of other services to be provided. The hotel would enhance the offer, providing footfall and additional spending power within the town centre.

121. The Central Activities Zone area has seen a strong growth in hotels and, whilst this growth helps meet a demand, it is important that further provision is delivered outside of this area.
122. The GLA's Hotel Demand Study (2006) indicated that approximately 2,500 additional hotel rooms would be needed in the borough over the period 2007 to 2026. Given the number of new hotels built, and those that have consent, it is likely that this target will be reached. A more recent GLA report 'Projections of demand and supply for visitor accommodation in London to 2050' (2017), which provides part of the evidence base to the draft London Plan, sets a higher target of 58,140 net additional rooms across London by 2041. It suggests a target for Southwark of 1,795 net additional rooms in the period 2015 to 2041. It also notes that Southwark currently provides 4% of the total visitor accommodation for London, the 7th highest borough total.
123. The site is considered to be well suited for hotel use given its good accessibility to existing and proposed public transport within a new district town centre and as such it is reasonable to expect to see hotel accommodation provided in this location. The number of hotel developments, both built and in the development pipeline, has increased significantly in the last decade and these are concentrated in the northern part of the borough.
124. Given that within the wider area there is not an over-dominance of hotels in the and taking account of the weight of support London Plan Policy 4.5 (London's visitor infrastructure) gives to hotel use in Opportunity Areas, and the importance of tourism to London's economy, the proposed hotel is considered to be an acceptable land use in principle.

Cinema

125. The scheme includes the provision of 1,141sqm of D2 space as a two-screen cinema that would occupy floorspace at basement level beneath the central square between Blocks 2A and 2B. This would be delivered within phase 2 of the development.
126. Saved Policy 1.11 of the Southwark Plan states that planning permission for new cultural facilities would be granted where they meet the following criteria:
 - a) Where the character of an area within a Strategic Cultural Area is not unacceptably compromised; and
 - b) Outside the Strategic Cultural Area, where the activity does not have a significant detrimental effect on the environment or local amenity, and has good public transport accessibility; and
 - c) All new visitor attractions will be expected to provide and implement a visitor management strategy to mitigate local impact on amenity.
127. The site is considered appropriate and acceptable for a cinema use. The main entrance is located within the public square, with plenty of circulation space to enable

visitors to arrive safely. Further, the draft OKR AAP and NSP allocations support this cultural use, alongside London Plan policies 4.6 and 4.7.

128. The cinema is welcomed and is considered as a positive benefit of the proposals, attracting the existing community as well as the new residents and workers.

Business relocation and retention

129. In respect of the OKR4 allocation, the policy explicitly states that redevelopment of the area overall must replace the existing retail floorspace with active frontages along the Old Kent Road.
130. It would not be possible to re-provide retail floorspace at the scale of the existing offer with associated car parking on this site and meet the wider policy objectives to deliver new homes, jobs and public spaces. However neighbouring sites on OKR4 may be able to increase their retail provision which should enable the policy to be delivered over the entire OKR4 designation.
131. The proposed development would retain a large format retail use in Phase 1, designed to meet the future requirements of other potential operators at the application site, as well as introducing new , smaller commercial premises which could include Argos. The smaller commercial premises would include a range of new retail, service and leisure uses and would activate frontages on Old Kent Road and Humphrey Street and new public square. These premises would be suitable for a range of national, regional and independent operators.
132. The loss of Argos and Sports Direct in Phase 1 from the site would have some impact but there are alternative facilities that can meet the requirements of the residential community. The nearest alternative Argos stores are located on Walworth Road and Peckham, with alternative Sports Direct located on Walworth Road, Peckham, and Canada Water.
133. Delivery of Phase 2 would entail the loss of the DFS and Carpetright stores commencing in the mid 2020s. The nearest alternative DFS store in south London is located in Croydon. An alternative Carpetright store is located at 651 Ruby St towards the southern end of the Old Kent Road. It should be noted that this alternative store is likely to come forward for development in the near future as pre-application discussions have commenced.
134. Overall, the proposed development would significantly increase the level and mix of town centre uses at the application site. It would be a catalyst for the transition of the Old Kent Road from a fragmented, car dominated environment to a more cohesive and traditional 'high street' form which would support the emerging allocation of this area as a district centre.

Job Creation

135. The proposed development would contribute to local employment during both the 'Demolition and Construction' and 'Completed' phases. In the construction phase, it is estimated that there would be 152 full time equivalent positions over a Phase 1 and Phase 2 construction period.

136. It is estimated that the proposed development would generate between 161 FTE positions which is an increase over the existing 54 no of jobs (FTE). The breakdown of the 161 FTE jobs is:
- 118 Retail jobs
 - 39 Hotel jobs
 - 4 Cinema jobs
137. An estimated 317 FTE jobs per year (over four years) will also be created through construction of Phase 1 with an estimated 120 FTE jobs per year (over three years) for Phase 2.
138. There is a net gain of up to 544 jobs which is a significant positive aspect of the scheme.
139. In addition to the increase in the number of jobs proposed, the applicant has also agreed accept an obligation in the S106 to ensure employees in the proposed development, as well as during construction, are paid the London Living Wage.

Provision of housing, including affordable housing

140. The provision of up to 724 new residential units of which 25.25% by habitable rooms are social rented and 10.36% by habitable rooms are Intermediate, would assist in achieving housing targets set out within the draft OKR AAP, draft New Southwark Plan and draft New London Plan. 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. Strategic Policy 5 of the Core Strategy 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, NSP 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.

Provision of a new public realm

141. In line with the requirements of the draft OKR AAP, the development would deliver a significant contribution to the new public realm within proposal site OKR4 by creating a meaningful town centre layout and civic offer. The provision of the proposed central square and adjoining areas of landscaped public realm would be a significant improvement over the existing tarmacked site and would be the first enabling step for the future delivery of a comprehensive public realm offer across this new town centre location with later phases on the adjoining Tesco site and the potential future removal of the Humphrey Street gyratory. In order to ensure consistency and safety within the proposed public realm, the landscape proposals for this development need to be carefully coordinated with those of adjoining sites where feasible, and also with the council and Transport for London. A s278 highways agreement would be agreed to enable this.

Image: Landscape plan



Prematurity

142. 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.

143. Refusal of planning permission on grounds of prematurity will seldom be justified where a draft Local Plan has yet to be submitted for examination, or in the case of a Neighbourhood Plan, before the end of the local planning authority publicity period. Where planning permission is refused on grounds of prematurity, the local planning authority will need to indicate clearly how the grant of permission for the development concerned would prejudice the outcome of the plan-making process.”
144. 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 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 AAPs and the 2018 draft New London Plan. It is not therefore considered too be premature.

Conclusion on land use

145. There are major regeneration benefits of the scheme including the provision of new public realm, the new active frontages along the Old Kent Road and Humphrey Street, residential frontages to Rowcross Street and Rolls Road, a 195 bed hotel, a cinema returning to Old Kent Road, job creation, the provision of good quality, flexible retail space, dedicated large format retail space, a sizeable contribution to the borough’s housing stock and a policy compliant level of affordable housing. For these reasons, officers consider that the principle of the proposed development in land use terms should be supported. 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 emerging policy and that this would not be to the detriment of other designated centres.

Environmental impact assessment

146. 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.
147. 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 (ref: 18/AP/1913).
148. 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.

149. In accordance with the EIA Regulations, an Environmental Statement (ES) comprising a Non-Technical Summary, Environmental Statement and Technical Appendices accompanies the application. It details the results of the EIA and provides a detailed verification of the potential beneficial and adverse environmental impacts in relation to the proposed development, including the following areas of impact::

- Heritage, Townscape & Visual Impact Assessment;
- Daylight, Sunlight and Overshadowing;
- Transport;
- Microclimate-Air Quality;
- Microclimate - Wind;
- Ground Conditions, Hydrogeology, and Contamination;
- Flood Risk & Water Resources;
- Noise & Vibration;
- Socio-Economic Effects;
- Archaeology; and
- Climate Effects.Socio-economics
- Archaeology
- Air quality
- Noise and vibration
- Wind microclimate
- Daylight, sunlight and overshadowing
- Cumulative effects
- Townscape, Heritage and Visual

150. 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.

Alternatives

151. 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. The applicant has considered the following alternatives:

- The “do nothing” alternative
- Alternative sites; and
- Alternative designs and design evolution.

152. The “do nothing” alternative would mean the site left in its current underutilised condition resulting in no delivery of housing or employment opportunities, no improvement in local connectivity or permeability, no improvement in public realm or open space and no improvement in biodiversity and sustainability.

153. Alternative sites were not considered as the applicant is the owner of the site and sites owned by third parties were not given consideration. Further, the site is specifically allocated in the draft OKR AAP as a proposal site for redevelopment which would contribute to meeting the boroughs housing needs and employment contribution.
154. In terms of alternative designs and design evolution, various layout arrangements for the tall buildings were explored. Their relationship with each other was looked at as well as the developing massing of proposals for Tesco. The façade and materiality options were considered during the design evolution process. Overall, it is considered that the alternatives have been appropriately explored.

Cumulative impact assessment

155. The submitted ES includes an assessment of the proposal as well as relevant “committed schemes” as well as the development envisaged by the draft OKR AAP. The applicant has used a virtual model (to assist with matters such as views, daylight, sunlight and overshadowing) and a physical model (to analyse the effects of wind microclimate) for the site allocations in the AAP to ensure that due regard is had to land adjoining the application site and within the wider locality.
156. The applicant has also worked collaboratively with adjoining land owners to ensure the development of separate sites within the emerging OKR4 allocation are cohesive. It has ensured that public areas, access and land uses are aligned to maximise permeability and the quality of the future environment.
157. The cumulative impact of assessing the impact of the proposal, together with committed schemes and the draft OKR AAP masterplan can be found in relevant sections of the report.

Conclusions of the Environmental Statement

158. The ES notes the significant beneficial impacts of which include the provision of 724 new dwellings in Southwark and the provision of up to 544 jobs. The conclusions of other matters of the ES, such as daylight, sunlight, wind and townscape impacts are discussed later in the report, in the relevant sections.

Affordable housing

159. The proposed development would provide 35.52% affordable housing with an overall tenure split 25.18% social rented and 10.34% intermediate housing. In total, 148 new social rented homes and 71 shared ownership intermediate homes would be provided.
160. 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 New Southwark Plan 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. As such, the proposed development is in accordance with the emerging New Southwark Plan.
161. 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 emerging Policy P1 of the New Southwark Plan requires a minimum 25% of homes to be provided as social rented housing which the proposed development complies with.

162. In total, 2110 habitable rooms would be provided in the development. The development would provide a total of affordable habitable rooms which would equate to an overall provision of 35.52%. The level of provision would achieve the minimum target of 35% and is therefore fully policy compliant and a positive aspect of the scheme.
163. With regard to tenure split, out of the 752 affordable habitable rooms, 533 would be social rented (25.18%) and 219 would be intermediate shared ownership (10.34%).

Table Affordable housing

Tenure	Units		Hab rooms	
	No.	%	No.	%
Total	724		2117	
Private	505	69.75%	1365	64.48%
Social rent	148	20.44%	533	25.18%
Intermediate	71	9.80%	219	10.34%

164. The affordable housing proposed would be provided in the following phases and blocks:

Phase	Block	Social	Intermediate
Phase 1	Block 1A	0	0
Phase 1	Block 1B	0	0
Phase 1	Block 1C:	52	0
Phase 1	Block 1D:	52	0

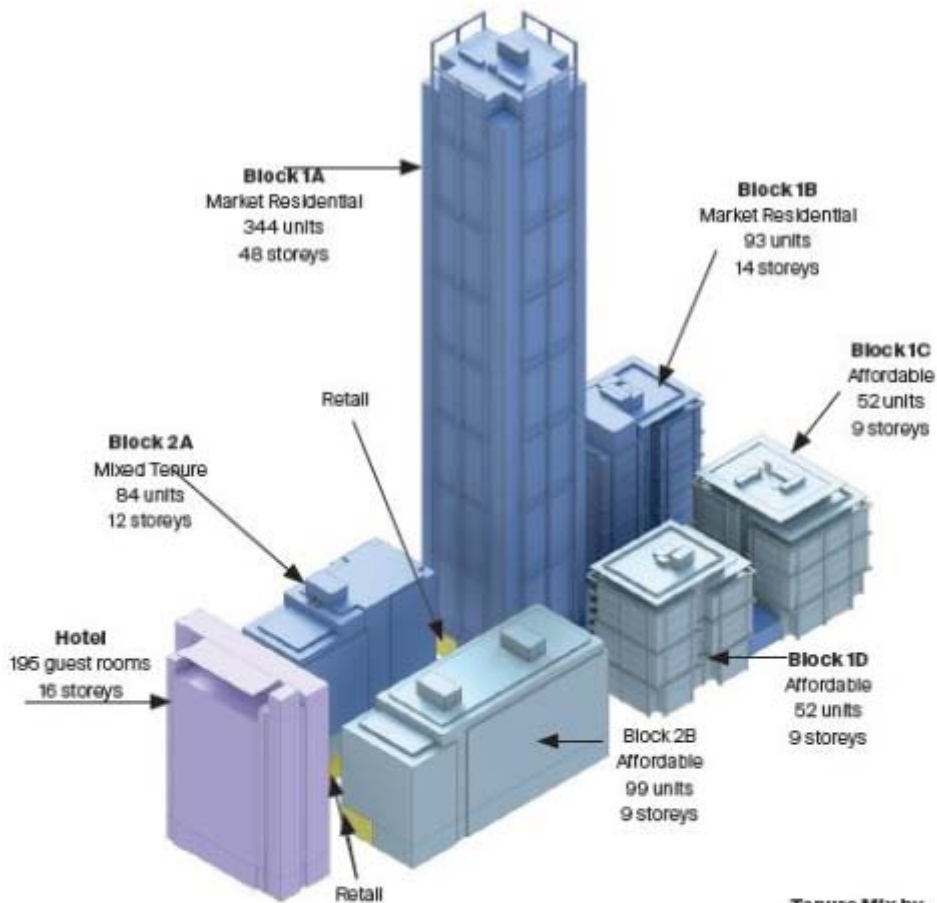
Phase 2	Block 2A	0	16
Phase 2	Block 2B	55	44
	Total	148	71

Phase 1 would deliver 70% of the social rent component of the affordable housing.

The affordable housing units mix is:

Tenure	Unit mix	Unit numbers
Social rent	Studio	0
Social rent	1 bed	116
Social rent	2 bed	44
Social rent	3 bed	46
Intermediate	Studio	0
Intermediate	1 bed	36
Intermediate	2 bed	28
Intermediate	3 bed	7

Image: Tenure locations with the scheme



	Market	Affordable Intermediate	Affordable Social Rent	Total
Studio	25	0	0	25
1-Bed	184	36	58	278
2-Bed	250	28	44	322
3-Bed	46	7	46	99
Total	505	71	148	724

Tenure Mix by Hab rooms



Affordable Mix by Hab rooms



165. A section 106 agreement is recommended to secure the delivery of these units, including a clause preventing more than 50% of the private units from being occupied until the affordable units have been completed. 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 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. The review would be an upwards only

review with the 36% guaranteed.

166. A contribution of £9,529.20 (a charge of £132.35 per unit) has been agreed towards affordable housing monitoring and maintained provision of these units, and would be secured by the legal agreement.
167. In conclusion, the level of affordable housing is considered fully policy compliant and is a positive aspect of the proposals.

Development Viability

168. 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.
169. This application is therefore accompanied by viability report, which was reviewed by independent consultants on behalf of the council.
170. The applicant's appraisal generates a profit on GDV of 2.24% against a blended target margin of 18.84% (reflecting 20% on the private housing, 6% on the affordable housing, 15% on the hotel and cinema, and 17.5% on the retail floorspace). On the basis of this outcome, the applicant concludes that the 35% affordable housing (70% social rent and 30% intermediate, the latter being in provided in line with the Council's affordability criteria) offered by the Applicant is the maximum viable provision.
171. Our consultant has the submitted appraisal and the supporting material and identify inputs where amendments are necessary so that they are consistent with the evidence available. As a result of these changes, the viability of the scheme has improved to generate a blended profit margin of 16.37%. This remains marginally lower than the target margin of 18.84% and on the basis of this result, it is considered that the Applicant's offer of 35% affordable housing is the maximum reasonable.

Grant funding

172. The applicant has undertaken some analysis to consider whether it would be viable to increase the quantum of affordable housing to 40%, from 35.52%, if grant funding were to be available. In order to fully explore the option, Gerald Eve, discussed the scheme with three Registered Providers from Southwark's preferred partner list. All three Providers confirmed that the £28,000 per unit grant from the GLA is generally not sufficient to plug the tenure value gap in higher value areas.
173. Therefore assuming that the grant was applied to all units, there would a significant negative impact on the viability of the scheme as the profit level would fall by £4.45m to produces a 1.07% profit on cost. This is set against a backdrop of already low profitability levels.
174. Concern has also been raised that the Mayors funding programme ends in March 2021. In order to qualify for grant the developer or RP must have made a Start on Site.

Under the Mayors definition of Start on Site- a main building contract must be in place, a main contractor in possession of the site and foundation/ piling must have commenced. Basement excavation alone is not enough to trigger Start on Site.

175. Given the applicants need not only to secure Vacant Possession; but also undertake further detailed technical design that would include foundation and basement design that will need the agreement of TfL., contractor procurement, and basement excavation the timescales are unlikely to fall within the criteria for this funding round. As yet any funding beyond 2021 has not been made public.
176. Officers accept that it is not currently financially viable to move to 40% affordable housing with grant funding on the Southernwood Site. However, as at the Cantium Retail Park, Officers propose to include a clause in the the s106 requiring the developer to review this position prior to the implementation of the scheme.

Design, layout and impact on townscape views and heritage assets

Design issues

177. 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.
178. The emerging design policy in the New Southwark Plan includes P12, Design Quality and P14 Tall Buildings. P12 states that development must provide, amongst other things, high standards of design with appropriate fabric, function and composition. 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.
179. Given the different length of leases on the existing retail units and the interface with the future Bakerloo Line station the proposed development would be phased. It is proposed that Phase 1 would deliver a hotel on Old Kent Road, and the tower and 3 pavilion blocks over the podium at the north of the site. The middle area of the site would be delivered under Phase 2 as the central retail square anticipates the changing context of the draft Old Kent Road masterplan and new Bakerloo Line station. As a result, Phase 1 designs and submitted and discussed here in detail, whereas Phase 2 is in outline only. The only matters reserved however, are internal layout and external appearance. The position of the buildings and their height, scale and massing are fixed and can therefore be addressed in this report with certainty. There is however a

design code to offer comfort that the quality of design will be appropriately high.

Image: Site Layout – Phase 1 and 2



180. The proposed site layout divides the site into three urban blocks by introducing two new east-west pedestrian links running parallel with the Old Kent Road. Between the two pedestrian links, a 'central court' is proposed, intended as a green, active heart to the site away from the heavily trafficked street frontages. The block fronting onto the Old Kent Road itself would form a new hotel of 16 storeys in height (including double height ground floor lobby). Behind this, facing onto Humphrey Street and Rowcross Street would be two linear buildings, framing the central court between them. Behind that, enclosed by Rolls Road, would be a podium block with a residential garden on top of the podium and larger retail units within it. On top of the podium, would be four individually defined pavilion blocks. This arrangement would allow more light into the central court and garden spaces on top of the podium. It would also improve daylight

levels to neighbours, create a larger number of dual aspect units and allow the omission of north facing units. The tallest tower would rise up from the podium to a maximum height of 48 storeys.

181. The perimeter form of the proposed development would create a new public space at the centre of the site, away from the heavily trafficked street frontages. This new space connects the two east – west routes to further enhance permeability and ground floor activation. The proposals would deliver 4150m² of new accessible public spaces and routes. The new pedestrian routes running from Rowcross Street to Humphrey Street will serve a large number of commuters from the residential neighbourhoods to the future Bakerloo Line Station as a more pedestrian friendly environment away from Old Kent Road itself and the civic square proposed by the draft Old Kent Road AAP on the Tesco Site. It would also result in enhanced and attractive environments to encourage walking and cycling.
182. The existing frontages facing onto every street surrounding this site are currently very inactive, dominated by surface level car parking for the large retail sheds on the site. This is because the existing site creates a gap in the street frontage of Old Kent Road, which was historically lined with terraced buildings and shops. This unwelcoming and hostile condition would be vastly improved with the introduction of leisure, retail and restaurant uses fronting onto Humphrey Street and Old Kent Road, and new residential dwellings fronting onto Rowcross Street and Rolls Road. The new buildings would also be set back from the existing boundary to allow more generous pavements.
183. The ground floor layout would be outward-looking, with active frontages along the existing streets and the new open spaces proposed within the development. The open, double height hotel lobby would provide visual and physical connection between Burgess Park, Old Kent Road and the new central court at the heart of the Southernwood site. The hotel lobby would provide active ancillary uses and thus form part of a mix of leisure, restaurant and retail space animating Old Kent Road. It would also provide direct public access to the proposed rooftop bar/ restaurant.

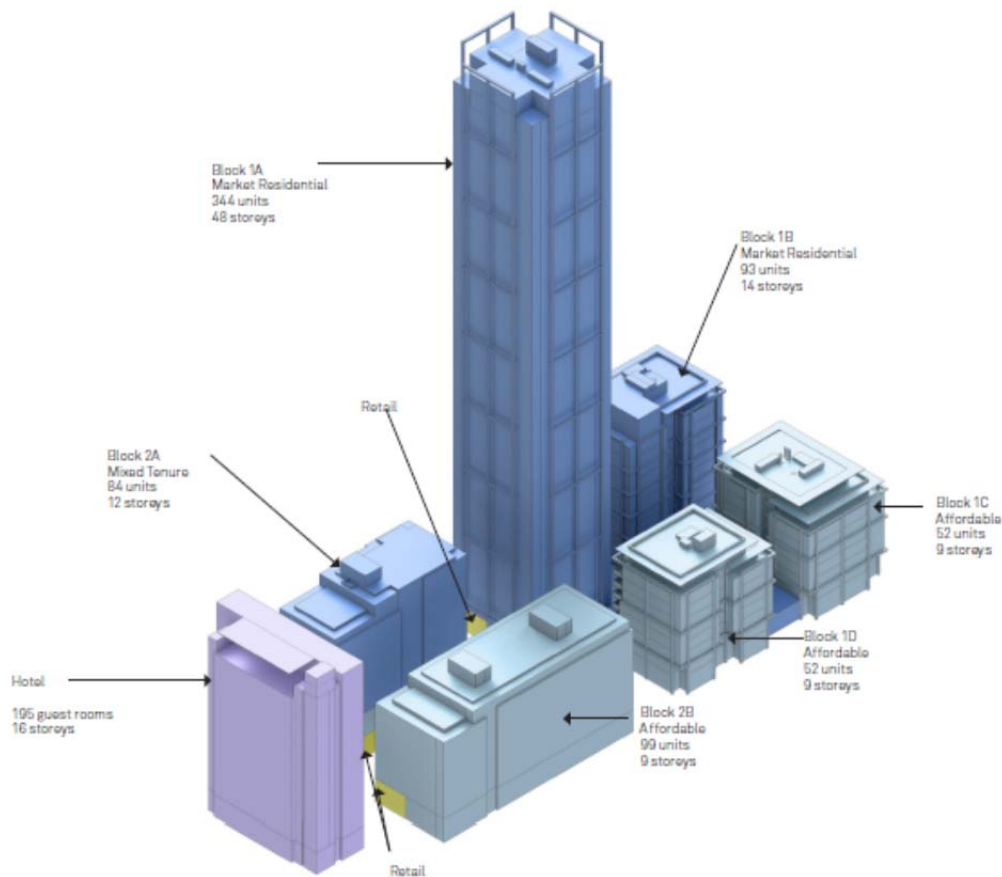


184. Locating the hotel on the Old Kent Road frontage would create a buffer for the

residential uses from the noise and pollution created by the busy road. It would also offer the hotel good visibility and open views to Burgess Park.

185. A range of retail units would activate the Humphrey Street frontage and the central court. A larger retail unit would occupy the northern podium. The variety of different sized retail units proposed would allow for a range of facilities catering for the needs of the local community and therefore ensuring vibrancy and animation. There would be a glazed pavilion within the central court that would provide access to a cinema at lower ground floor level. This 'anchor' use would attract footfall to the site and contribute to evening activity, as well as a vibrant daytime atmosphere.
186. The quieter, residential character of Rolls Road and Rowcross Street to the north and the east of the site would be respected, whilst still providing active frontages in these locations. This would be achieved by having the proposed residential uses come down to ground floor level. This would include residential maisonettes at the lower levels on Rowcross Street and Rolls Road, set behind a shallow defensible space and raised above pavement level to ensure good levels of privacy. A green edge to the defensible space would soften the street scene.
187. Ground floor servicing and ramped access to the basement parking would be discreetly detailed with access from Rolls Road and egress to Rowcross Street.
188. In addition to the new open spaces, enhanced public realm and active frontages, the proposed site layout would also represent substantially increased connectivity and permeability for the area, particularly through the introduction of the two new east-west link across the site. The delivery of at least one east- west link was a key requirement of the draft Old Kent Road AAP in relation to this site. The positions of the proposed links respond well to the proposed location of the new Bakerloo Line station and the potential new civic square that the draft Old Kent Road AAP requires in the neighbouring site. The site layout has been developed with full and careful consideration of other emerging development proposals on neighbouring sites

Height, Scale and Massing



The proposed massing strategy includes one very tall building of 48 storeys in height, and a number of other buildings that would be defined as tall under Southwark Planning Policy. The latter includes a 16 storey hotel building (with double height ground floor) fronting onto the Old Kent Road, a twelve storey linear block fronting onto Humphrey Street (Phase 2 development) and a 14 storey pavilion building at the corner of Humphrey Street and Rolls Road. The rest of the site would consist of buildings of around ground plus eight storeys, arranged in a perimeter layout, intended to create well-balanced residential streets. Following negotiations with Officers, the blocks along the eastern edge of the site were reduced in height to preserve neighbouring amenity. In this location, the building heights would step down to seven storeys, roughly the same height as the existing Astley House on the other side of Rowcross Street. Together with Astley House, these new buildings would define a regular perimeter to the existing green space on Rowcross Street, strengthening its identity as an urban garden square with great potential. The result is a balanced approach to height, scale and massing with the taller buildings confined to the less sensitive western edge of the site.

The heights of the two tallest buildings in particular would mark a step change in the scale of the area, particularly the 48 storey tower. The massing strategy is however, broadly in line with the emerging policy set out in the draft Old Kent Road AAP (acknowledging its very limited weight), and accords with The London Plan (2016) and the Southwark Core Strategy and Local Plan. The tall buildings have been arranged to allow for as much space between them as possible, ensuring that they would not appear to coalesce when viewed from a

distance. This also ensures that good levels of sunlight and daylight would reach the public realm and communal amenity spaces. The relative heights and the way in which they would be distributed across the site would result in a well articulated composition defining the new public realm and serving an important landmark role identifying the proposed Bakerloo Line Station.

The 48 storey tower would have a landmark presence. Its slender form would be visible from all points of the compass, and it would act as a marker for the new public space within the site, the new Bakerloo Line Station in the neighbouring site and the new town centre. It would however, also be drawn away from the site's residential neighbours across Rolls Road and Rowcross Street, thereby preserving their amenity and outlook.

The scale of the hotel building would provide an appropriate response to long views from Burgess Park and a well articulated marker in long views along the Old Kent Road itself. The depth of the hotel building has been kept very narrow in order to appear slender in views along Old Kent Road. The building line has also been set back from the edge of the existing pavement to provide a wider footway on this heavily trafficked route.



View from Old Kent Road looking east - the revised proposals in the context of the draft APP

The massing strategy is largely in line with the Building Height Strategy ('Stations and Crossings') proposed in the draft Old Kent Road AAP. The draft AAP identifies the potential for tall buildings at the new Bakerloo Line station sites, to "mark their city wide significance and optimise the use of land in the most accessible locations". The Stations and Crossings Strategy within the draft AAP is also informed by London View Management Framework (LVMF) and local protected views. The northern part of the application site is outside both sets of protected viewing corridors. The southern part of

the site however, is visible in the foreground of the Southwark view from Nunhead Cemetery to St Paul's Cathedral. This has therefore informed a guideline height limit of 16 storeys ('Tier 3') in this location. The proposed hotel building would be 16 storeys in height (including a double height ground floor lobby), and therefore broadly in compliance with this guidance. As discussed in more detail below, the impact of the hotel on the protected view has been assessed and is not considered harmful by Officers.

The northern part of the Southernwood site, where the 48 storey tower under consideration here is proposed, is the only allocated site in the northern section of the Old Kent Road that sits outside defined viewing corridors from the LVMF and locally protected views. As identified in the draft Old Kent Road AAP, it is therefore the only opportunity to provide a landmark tower to mark the presence of the new Bakerloo Line Station and maximise the development potential presented by the future public transport connectivity.

The design of the tall buildings would be exemplary, with careful consideration of their impact on the skyline. They would all have clear vertical emphasis; well defined bases, middles and tops; and well considered fenestration and detailing. The two tallest buildings, the tower and the hotel, would also have unique and well articulated tops that would create a distinctive silhouette on the skyline.

As the proposed buildings, particularly the hotel and the tower, would be substantially taller than those in their existing surroundings, 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.

This 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. The nearest Conservation Area to the Southernwood site is the Cobourg Road Conservation Area, just on the other side of Old Kent Road. The proposed development can therefore be reasonably considered to be within the setting of this heritage asset. Given the heights of the buildings proposed, they would also be visible from a number of other, more distant sensitive locations. This is discussed in more detail below, where the submitted Townscape, Visual and Heritage Impact Assessment (TVHIA) is considered in detail. The following paragraphs take each of the other requirements of London Plan Policy 7.7 in turn

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 'big box retail shed' nature of the existing townscape character is not worthy of protection, and its replacement with a scheme of high quality architectural and urban design is considered a significant public benefit of the proposals.

The proposed tall buildings would relate well to their surroundings, particularly at street level, with active frontages, increased connectivity and permeability and a new public open space. The ground floor of the hotel would contribute well to the reintroduction of a high street character along the Old Kent Road. The urban grain of the area would be enhanced. The sensitively detailed architectural design of the tower, which is discussed in further detail below, would respond to the existing local townscape, whilst introducing a new high quality aesthetic.

The proposed tower in particular, would improve the legibility of the area by signifying the location of the new Bakerloo Line station and the heart of the proposed town centre. Furthermore, as a result of the new public realm, hotel, retail and sunken cinema proposed on the site, it is likely that this area would become a focus for leisure activity. As such, it would become a point of civic significance, as well as an important location geographically in the structure of the city. The design proposed would enhance the skyline and image of London with the tallest building forming a focal point with a strong vertical articulation, a well articulated top and well defined rhythm and order.

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 this design quality, planning conditions requiring detailed drawings, material samples and full scale mock ups are recommended. It is also recommended that a clause be included in the

Section 106 to secure the architecture firm who designed the scheme to date to deliver the detailed design of the scheme (unless otherwise agreed in writing). It is also clear from the submitted energy and sustainability strategies that the proposals would incorporate high quality sustainable design and the draft CEMP demonstrates commitment to excellent construction practices.

The positive nature of the ground floor activities, their relationship to the surrounding streets and the vastly increased permeability proposed has already been discussed above. These aspects of the proposals represent significant public benefits. The proposed development would incorporate a publicly accessible restaurant at the top of the hotel building. Although this is not the tallest building proposed, it would offer some of the best views across Burgess Park. It should be noted that the London Plan (2016) only requires publicly accessible areas on the upper floors “where appropriate”, so this is considered to be in compliance. A number of roof top gardens for residents of the scheme, including the communal garden on top of the large podium, would also be incorporated, giving a soft, green layer of articulation to the appearance of the buildings.

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 employment spaces; the delivery of a new cinema and the creation of a new piece of public realm.

The impact of the proposed development on microclimate, wind turbulence, overshadowing, noise, reflected glare, aviation, navigation and telecommunication interference is all assessed in the submitted ES and presented elsewhere in this report. In each case it is concluded that there would be no significant adverse impacts.

Finally, there would be no unjustifiably harmful impact on local or strategic views, as discussed in more detail below. It should be noted however, that there would be a small number of sensitive locations from which this needs a carefully balanced decision.

As the most recently adopted Development 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.

The proposed development would make a very positive contribution to the landscape through the creation of a new piece of public realm and enhancements to the Old Kent Road itself. The other surrounding streets would also be widened and enhanced as a result of these proposals.

The proposed tall buildings are at a point of landmark significance as identified in the draft Old Kent Road AAP. As identified above, this significance is generated by the confluence of the new high street, the proposed Bakerloo Line station and Burgess Park. The new central court, hotel and cinema use would also make a contribution to the landmark significance of the proposed development. The scale of the tall buildings would relate well to their settings, particularly the open space of Burgess Park.

In conclusion on height, scale and massing, the proposed buildings would be broadly consistent with the draft Old Kent Road AAP. The architecture would be of a high quality. The buildings would have a clear sense of order, with well articulated forms and elevations of a regular and ordered quality. The use of projecting frames and inset balconies would provide depth and articulation to the facades. They would also contribute positively to the London skyline, with distinctive and well resolved tops to the tower and hotel buildings.

Architectural Design and Materiality

Across the scheme, a hierarchy of materials is proposed with heavier, more robust materials in the bases of the buildings and lighter and finer materials on the upper levels. The bases of the buildings would integrate pre-cast Glass Reinforced Concrete (GRC) and masonry elements, including brick. The main facades of the mid-rise buildings would set masonry infill panels within a GRC frame and the tower would be detailed in white and gun metal enamelled metal. The hotel would be expressed through a deliberately different architectural language. The hotel would adopt a different approach again, in order to distinguish it as a new destination on the Old Kent Road. It would use glazed bricks to deliver vibrant colours and have a more playful and unique architecture, inspired by the flamboyance of local pubs such as the Thomas a'Becket and the now lost World Turned Upside Down. It would however retain enough similarity with the other buildings proposed to ensure the creation of a strong sense of place and identity. The proposed detailed design and use of materiality would introduce variety within the overall order of the buildings, which would otherwise be relatively simple in their order and form. The detailed design would also introduce depth and layering, and ensure that balconies are incorporated into the overall composition, rather than feeling like 'add-ons'.

The tower would be square in plan, articulated by projecting bays on each facade that would accentuate its slenderness. The bays would be delineated by an expressed white super-frame, which would also define the balconies and extend beyond the top of the building to create a well defined silhouette at the apex. The language of white framing and detailing is a characteristic of many buildings along the Old Kent Road like the Thomas a'Becket and Dun Cow pubs, Wells Furniture Store and the Old Fire Station. Through negotiation with Officers, the architects have explored further contrasts between the white super-frame and the darker material palette for the main body of the building. The revised proposals would also introduce a red rust colour to the soffit of the balconies to complement the white frame and darker grey metals, and further reference the tonal varieties already found in the area. The balconies in the mid rise buildings would also share this red rust colour soffit detail. The facade of the tower would have a higher ratio of glass than the heavier, masonry mid rise blocks to take best advantage of the open aspects and expansive views. The solid-to-void ratio would also balance thermal performance with daylight and outlook and give the structure an architectural lightness.

Following negotiation with Officers, the design of the tower was revised to simplify its articulation and enrich its detail. For example, an inset penthouse floor previously-proposed about two thirds of the way up the tower has been taken out, as it was considered to compromise the elegance of the tower by breaking its verticality. The penthouse units were relocated to the top of the tower, resulting in a more generously proportioned apex. The proportions of the expressed super-frame were also enlarged to further emphasise the tower's verticality, stretching from a three storey module to a 6 storey module.

The verticality and transparency of the tower would contrast with the more horizontally proportioned mid rise pavilion blocks. The material palette of the mid rise buildings would be weightier, more robust and warmer in tone than the lightweight metal cladding proposed for the tower. It would be based on traditional materials that are characteristic of the area - masonry, metalwork and glass. Following negotiation with Officers, brick is now proposed as one of the main building materials for the infill at ground and first floor. However, these traditional materials would be used in a contemporary manner that would reflect the building's modern construction, rather than seeking to emulate historic solid masonry construction. This approach is consistent with the guidance in the draft Old Kent Road AAP, which suggests "using brick or stone as the main building materials, with details highlighted in metal".

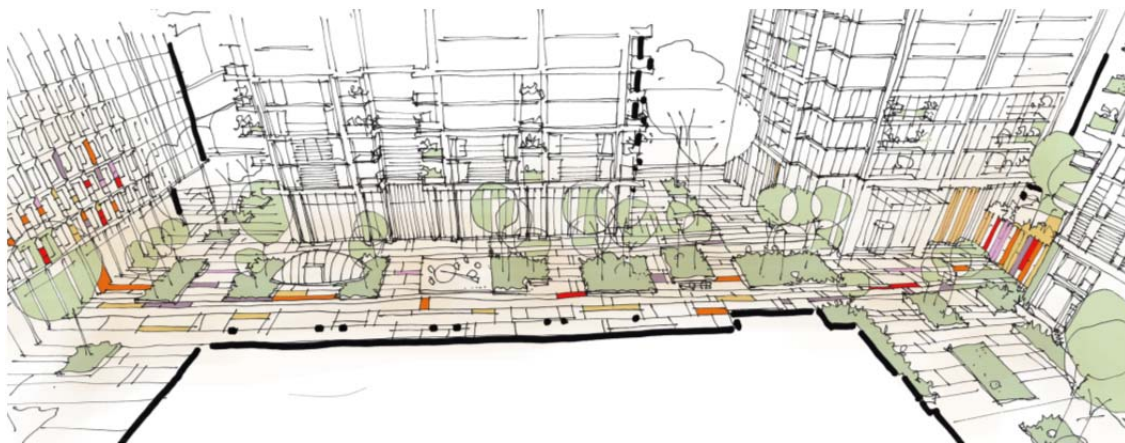
The elevations of the mid rise blocks would be of a uniformly high quality and would be tenure blind. They would create a legible and robust edge to the streets and spaces which surround them and their external appearance would reflect their internal organisation. They would have a lower proportion of glazing when compared with the tower or hotel, which would convey a sense of weight and solidity. The mid rise buildings would however share a common language with the tower, through the white frames proposed around the bays of the facades, which would also add layering and shadow to the elevations. The frames would also integrate the metal balconies into the overall composition of the façades. Further commonality with the tower would also be achieved through the consistent use of an underlying 1.1m facade module.

The mid rise buildings would have a clear tripartite order to their facades, but there would also be an underlying vertical rhythm established by the scale of the maisonettes and use of framing elements. The two-storey brick base would establish a robust plinth that would define the extent of the ground floor maisonettes. The main bodies of the buildings would introduce greater depth and layering to the facade. The buildings' corners would open up to provide generous balconies. The top floors would be set back to preserve neighbouring amenity and maximise daylight to neighbours and to the public realm and garden spaces. The set-back floors would be expressed as roofs through the use of lighter metallic materials. The elevations to the courtyard gardens would be finished in a paler palette to maximise reflected daylight within these spaces.

The design of the hotel is intended to celebrate the building's function and openness, in much the same way as the historic pubs of the Old Kent Road did, designed to stand out amongst the generally consistent Victorian and Georgian streetscapes. Hotel buildings tend to have repetitive regular facades as a result of their use. The design of the hotel proposed here is intended to respond to this and embrace the opportunities it presents. On the Old Kent Road frontage, the hotel modules would be expressed through glazed bays with integral window seats to create depth and articulation to the facade. The central portion of the facade would be the most solid element of the composition, providing privacy to the hotel rooms. The cores would be more openly

expressed, to articulate the corners of the building and emphasise the public connection between the ground floor retail and the publicly accessible roof space restaurant. Following discussions with Officers, and in order to address some of the concerns raised by the Southwark Design Review Panel, a unique colour scheme has been incorporated into the design of the hotel using glazed brick. The intention is that this will respond to the vibrant colours that can be found already in the local area and act as an aid to navigation when approaching the building along the Old Kent Road. From the west, a blue/green palette would be visible in response to the building's relationship with Burgess Park, but when approaching from the east a warm palette of red tones is proposed to signify arrival in a new town centre. Warm red tones are also characteristic of the historic public buildings on the Old Kent Road. The circulation areas and public spaces within the hotel would be open and glazed, expressing their more public function and providing views through the building.

Following the introduction of colour into the hotel design, the architects now also proposed to introduce an element of colour through the public realm. A coloured feature wall would also form a backdrop to the views from the north-south link when approaching from Old Kent Road.



The hotel building would provide a strong built edge to Old Kent Road, continuing the active street frontage and providing visual connectivity to the new proposed public space at the heart of the development. Following negotiation, the base of the hotel has been substantially enhanced by the removal of previously proposed cross braced elements and the simplification of the elevational detail. The focus is now on permeability through the lobby to the central court, and the architecture no longer presents a visual barrier to this.

The top of the hotel would be defined by a bold over sailing brise soleil structure, which would draw the eye up the building and bring attention to the publicly accessible restaurant proposed at this level. It would also create a distinctive rooftop silhouette on the Old Kent Road, contributing positively to the skyline, especially when viewed from Burgess Park.

As set out above, the middle two buildings proposed on the site - the linear blocks that would sit behind the hotel, fronting onto Rowcross Street and Humphrey Street and defining the Central Court are submitted only in outline, with their internal layout and external appearance reserved for future determination. The submission is however supported by a Design Code that establishes clear parameters for their design and ensures that they will be designed in a manner that complements the buildings applied

for in detail, and matches them in architectural quality. This includes restrictions relating to:

Footprint and top of building;
 General appearance;
 Openings and balconies;
 Base of Building; and
 Material Palette

Overall, the quality of design is considered to be exceptional and appropriate for the Old Kent Road Opportunity Area. The quality of materials and architectural detailing would be assured by planning conditions requiring detailed drawings, samples of all facing materials and 1:1 scale mock ups of agreed parts of the facades. The Section 106 Agreement would also include a clause requiring the current architects (Fred Pilbrow and Partners) to be retained to complete the detailed design and construction phases of the project unless otherwise agreed in writing.

Landscaping

In line with the requirements of the draft Old Kent Road AAP, the development would deliver a high quality landscape setting that would accommodate significant increases in footfall following the opening of the new Bakerloo Line Station.

The proposed landscape would consist of two distinctive, but clearly related concepts:
 A new urban grain, expanding into the site from Old Kent Road and the future underground station to the west. This would consist of two new east-west links, joined together by a publicly accessible Central Square. They would be publicly accessible at all times, as secured through the Section 106 Agreement. The character of these spaces would be based on a strong orthogonal geometry and colour, relating well to the proposed architecture and knitting the site into its wider context; and
 A communal residential garden, reflecting the quieter, residential context to the north and east of the site. The garden character would largely be defined by the communal amenity space on top of the podium, but would also permeate through the site providing a green setting to the buildings and an echo of Burgess Park to the south. The communal garden on top of the podium would be accessible to all residents of the new development, regardless of tenure. This too would be secured through the Section 106 Agreement.

The design has also sought to increase biodiversity and would incorporate a range of tree species and sizes and create new habitats. The proposed planting would incorporate native and wildlife friendly species. The planting palette would be diverse and species would be selected that are best suited to the conditions of this environment. To complement the vegetation, habitat for invertebrates, birds and bats would be incorporated into the landscape and structures throughout the scheme. It is recommended that this should be controlled by condition.

A new Central Court is proposed at the heart of the development. It has been designed with a focus on leisure and relaxation. It would essentially be a linear space, and would be animated with a series of large planted islands, seating platforms, retail spill-out spaces and local play areas. The glazed cinema entrance pavilion would sit at the southern end of the space and would be framed by raised planters. This would draw activity into the new public realm. A small open plaza at the base of the tower

would book-end the Central Court and draw the eye up to the podium garden. The spaces and routes to the east of the site, connecting into Rowcross Street would be softer, with larger areas of planting, more integrated seating and a play area for residents.

The entrance plaza at the base of the hotel would offer outdoor seating and retail spill-out opportunities. It would also provide a transition between the active Humphrey Street and the smaller scale residential gardens to the east.

The communal garden on top of the podium would provide a significant green space for future residents of the development to use. The gardens would be organised as a series of outdoor 'rooms' which would accommodate a diverse range of spaces and functions. The podium garden would include planting; a mounded central lawn; equipped play and informal play (suitable for 0-11year olds); informal seating and gathering areas; and direct access to core and internal communal amenity space. The podium edges would be defined by hedge planting to mitigate wind effects and to improve comfort. An informal outdoor gathering space is also proposed to overlook the Central Court.

Following negotiation with Officers, the size of the podium garden was increased in order to maximise the area available to all residents and ensure podium level apartments would have sufficient defensible space. All residential units have a defensible space between their building line and the garden, designed into the landscape provision.

It is proposed that other available roof space would be used for biosolar roofs (biodiverse green roofs with integrated solar photovoltaic panels) and intensive (accessible) green roofs for community benefit. Biodiverse green roofs would accommodate natural plant succession, encourage biodiversity and provide habitat for wildlife. In addition to these ecological benefits, the integration of solar energy generation into roof build up would help to achieve sustainability targets and further diversify ecological conditions.

The accessible green roofs would be designed as a series of private communal gardens accommodating a diverse range of spaces and functions. They would be defined by raised planting islands which would provide enclosure and intimacy. Equipped and informal doorstep play areas would be integrated into the designs where possible to encourage social interaction between residents. A condition to secure detailed design of all landscaped areas is recommended.

The development proposes the removal of 15 existing trees from the site, largely as a result of the proximity of the existing buildings and basements to their root zones. Their loss would be compensated within the proposed development and the biodiversity of the site would be enhanced through their replacement with new trees planted at a variety of sizes (including some mature and semi-mature). Three trees would be retained. This would be controlled by condition and secured through a Section 278 Agreement.

The public realm and streetscape would be fully accessible. Any gradients would be in line with building regulations. The hard landscape material palette would consist of a simple range of natural materials which would be robust and complementary to the industrial heritage of the area. Overall, the landscape proposals are considered high quality and appropriate for the development of this part of the Old Kent Road. Details

of the design, materials and planting proposed would be required by condition.

Discussions are ongoing between the developer and the Astley Cooper TRA about potential enhancements to the neighbouring green space on Rowcross Street between the development and Astley House. These will be secured through the S106 agreement. They offer the opportunity to ensure the development directly benefits the existing community.

Design Review Panel:

The proposals were presented to the Southwark Design Review Panel on the 11 September 2018. The Panel supported the strategy for height across the site and acknowledged the way it had been arranged in relation to its immediate context. They also expressed their confidence in the designer's ability to deliver a high quality design on this site. Each of their comments is discussed in detail in the following paragraphs.

When they considered the layout of the site the Panel felt the east-west connections across the site were successful and responded well to local desire lines. However, they felt that the north-south connections, especially across the Old Kent Road, were less well developed. They felt that the description of the space within the site as a 'street' was not successful as it would be blocked at either end. They felt that further consideration of the role and function of the space at the centre of the site, being at the intersection of these two main local routes/desire lines, has the potential to unlock this issue. In order for the central space to be a successful destination locally it should be apparent from a number of local approaches especially from Burgess Park to the south. The views from Albany Road and from the lake in the park should be tested to ensure that the north-south space at the centre of the site is apparent in the design and massing of the scheme. The Panel challenged the designers to explore this north-south link further, to consider adjustments along the southern edge – facing onto the Old Kent Road, and also potentially to open up the route into the central space in the approach from the south.

Officer Response: The designers have fully addressed all of these comments. Connections across the Old Kent Road will be designed in detail through discussions with TfL, and delivered as part of a Section 278 Agreement. The space within the site is no longer thought of as a street, but has been developed in detail as a Central Court. A great deal of further thought has gone into the role and function of this space, as described elsewhere in this report. The design of the ground floor of the hotel has been substantially revised to address concerns about the visibility and accessibility of the Central Court. The active, double height through-lobby is now considered to be one of the most successful elements of the design of this scheme and would create a vibrant and unique connection between Burgess Park, Old Kent Road and the new Central Court. Views from Albany Road and the lake in the park have been assessed in the TVHIA, which is discussed in detail below.

The Panel noted that BRE sunlight/daylight studies of the public space had not been presented to them and wanted to understand how sunny and daylit the space within the development would actually feel. They noted that the assessments would help to give the Panel the confidence they need that the proposals are adequate and the public spaces will be generous, attractive and pleasant to use. The Panel felt that the relatively tall (8-10 storeys) perimeter blocks, when considered together with the narrow gaps between them and the modest proportions of the central space (16m at its narrowest) raised concern about the nature and quality of this principal element of

the scheme. Linked to this, the Panel also questioned the sunlight/daylight reaching the residential units around this space, especially those located in the narrow gaps between blocks. They advised that a study of the sunlight levels in the public spaces on the site including the podium garden, as well as those in the residential units would help to better understand the quality of design of this proposal and should be presented to the council going forward and may require a reduction in the massing of the perimeter blocks.

Officer Response: A full Daylight and Sunlight assessment has been submitted in support of this application. The results of this assessment show that the Central Court would benefit from good solar aspect and the raised residential garden would receive good exposure to sunlight. The sunniest part of the central court would also be the most sheltered part, which would be of great benefit to the external seating for the cafés proposed on the western side of the square. As described above, through negotiation with Officers, the heights of the perimeter blocks on the eastern edge of the site has been reduced, ensuring better light levels in both the new public realm and surrounding residential properties.

In terms of architectural expression, the Panel expressed their confidence in the designer's ability to deliver a high quality design on this site. They wanted to ensure that the quality of the design is embedded in any planning application and also reflected the character of the Old Kent Road. When they considered the architecture of the tower and the mid-rise buildings they agreed that the proposal held some promise to deliver an elegant high quality design. In contrast they felt the hotel building required further development and should respond more directly to the scale and character of its setting on the Old Kent Road. The way each building reaches the ground is a key consideration throughout this proposal. They also considered this to be important for the tower (which will be the focus of a number of approaches and will also form a key focal point from another potential new square on the Tesco site). They advised that the hotel should respond more deliberately to the main approaches from the south and open up views and access to the central space around it.

Officer Response: As described above, the design of the ground floor of the hotel has been significantly enhanced in response to concerns raised by the DTP. It is now proposed as an open and inviting through lobby that would create a unique connection between Old Kent Road and the public realm proposed on the site. The design of the upper levels of the hotel has also been reconsidered, with a particular focus on the DRP's concern that it should respond more directly to the character of its setting. A study of the vibrancy of the area was conducted, and this resulted in the proposal to use glass bricks on the hotel façade to create a vibrant and dynamic frontage, that when viewed from one direction would complement the green tones of Burgess Park, and from the other, the red tones of the existing civic and public buildings of the Old Kent Road. The design of the hotel is now considered one of the most successful elements of this scheme, with great potential to create a unique identity and sense of place at this very important urban intersection. The idea of using colour to respond better to place has also been carried through the rest of the design, including the soffits of the tower and mid rise buildings and the public realm itself. The way in which the tower reaches the ground is also considered particularly successful, with a double height glazed lobby grounding it in the central court, and pulling it away from the podium so it is read as a unique urban element set in generous public realm.

Finally, the Panel felt the masterplan for the site appeared overly rigid and orthogonal resulting in a scheme that lacked something in its sense of place. They encouraged

the designers to look more carefully at the edges of their site including the main 'threshold' spaces and entrances into the site and asked the designers to consider how these could perhaps respond more deliberately to its non-orthogonal shape and entrance arrangements. They felt that the quality of the design will rely on how it responds to all its street frontages including Humphrey Street, Rowcross Street and Rolls Road and that the arrangement could be freed up a little to help ease the rigour of the design and in that way respond to the more varied character of the Old Kent Road area. Such adjustments could also help to make the masterplan more site specific and with a stronger sense of 'place' that could then also follow through into the elevational approaches. The design appears to be in the 'anywhere in London' style of architecture especially in respect of the tower and the surrounding mid-rise blocks which form quite a consistent piece, and then the hotel which takes a quite different approach. They asked the designers to look more closely at the character of the Old Kent Road area and to try to respond to the special characteristics of the area through design development.

Officer Response: In response to these concerns, the masterplan layout and elevational finishes have been revised. In addition to revisions described above, other changes have included:

Increasing the quantum of area on the raised residential garden, by having the podium follow the site boundary rather than the geometry of the blocks;;
 Adjusting the massing to the south eastern and north western corners of the podium to increase separation distances and provide further increases to the residential garden area; and
 Using brick on the building elevations facing Rowcross Street and Rolls Road in response to local context.

The Panel did not request a second review of the scheme.

Impact on the Setting of Listed Buildings, Conservation Areas and Townscape

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

The application site does not sit in a conservation area and it contains no listed buildings. There are however, a number of conservation areas in the immediate vicinity of the site, to the south on the other side of the Old Kent Road: the Cobourg Road Conservation Area; the Trafalgar Avenue Conservation Area; and the Glengall Road Conservation Area. The Thorburn Square Conservation Area, the Liverpool Grove Conservation Area, the Pages Walk Conservation Area, the Bermondsey Street Conservation Area and the Peckham Hill Street Conservation Area are all within 1km of the application site, meaning that their settings could be impacted upon by the proposed development.

Conservation Area	Distance from site
Glengall Road Conservation Area	Approximately 324m south-east
Trafalgar Avenue Conservation Area	Approximately 144m south-east
Cobourg Road Conservation Area	Approximately 34m south-east
Thorburn Conservation Area	Approximately 187m north-east
Liverpool Grove Conservation Area	Approximately 750m west
Pages Walk Conservation Area	Approximately 700m north-west
Bermondsey Street Conservation Area	Approximately 600m north-west
Peckham Hill Street Conservation Area	Approximately 883m south-east

Also within the area surrounding the application site are a number of Grade II listed buildings and structures, including the following:

Former Fire Station;
 29 and 31 Cobourg Road;
 47 - 63 (odd) Cobourg Road;
 New Peckham mosque (former church of St Mark);
 Lord Nelson public house;
 16 – 64 (even) Trafalgar Avenue;
 25 – 43 Trafalgar Avenue;
 1 – 35 (odd) Glengall Road;
 24-38 (even) Glengall Road;
 1-9 Glengall Terrace; and
 Phoenix Primary School (formerly Evelyn Lowe School)

It is however, important to note that 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.

Although of very limited weight, the draft Old Kent Road AAP also identifies buildings and features of townscape merit and buildings of architectural or historic interest. The following buildings, within the immediate vicinity of the site, are identified as such. These buildings are also included on the draft Local List published by the Council in March 2018.

Property	Description
Numerous properties fronting onto the northern part of Old Kent Road	Building or Feature of Townscape Merit
Thomas a'Becket Public House (320-322 Old Kent Road)	Building of Architectural or Historic Interest
No. 388 (a-c) Old Kent Road	Building or Feature of Townscape Merit
Nos. 2-14 Trafalgar Avenue	Building or Feature of Townscape Merit

Nos. 1- 27 and 33 Cobourg Road	Building of Architectural or Historic Interest
Nos. 358 – 384 Old Kent Road	Building or Feature of Townscape Merit
Church, Cobourg Road/Oakley Place	Building or Feature of Townscape Merit

Volume 2 of the submitted ES considers the impact of the proposals on the built heritage of the surrounding area. It concludes that although the proposed development would not have any direct impacts on the fabric of any designated or undesignated heritage assets, the heights of the buildings would result in considerable change in the townscape of the area and would therefore impact on their settings. The impact of this is discussed in greater detail in response to the submitted Townscape, Visual and Heritage Impact Assessment (TVHIA) below.

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.

Townscape, Visual and Heritage Impact Assessment (TVHIA)

The submitted Townscape, Visual and Heritage Impact Assessment (TVHIA) reports on the impact of the proposed development on 37 views. The views were selected in consultation with Officers in order to ensure the most sensitive views were tested, and include protected views from the London View Management Framework and locally protected views.

London View Management Framework (LVMF) Views

London Plan (2016) Policy 7.11, London View Management Framework, and Policy 7.12, Implementing the London View Management Framework, relate to the identified strategic views in London. They state that development should not harm these views, and where possible should make a positive contribution to the characteristics and composition of strategic views. Supplementary Planning Guidance on the LVMF was published in March 2012.

The LVMF views likely to be impacted upon by the proposed development are 23A.1 from the Serpentine, 6A.1 from Blackheath Point, 2A.1 from Parliament Hill and 3A.1 from Kenwood.

In their Stage 1 response, the GLA noted that the tower would be outside the viewing corridors from the Serpentine and Kenwood House, as well as the locally protected views from Nunhead Cemetery. They requested verified views of protected vista extensions for LVMF 3A.1 and 23A.1. The impact on these views is set out below.

LVMF 23A.1 Bridge over the Serpentine

This view is from LVMF viewing location 23A.1 on the bridge over the Serpentine. It is within the Royal Parks Conservation Area. In respect of the protected vista, the LVMF states that development “should not undermine the relationship between the predominantly parkland landscape composition in the foreground and the landmark buildings at the focus of the view in the middle ground (including the Palace of

Westminster and Westminster Abbey). New buildings in the background of the view must be subordinate to the World Heritage Site. Buildings that exceed the threshold plane of the Wider Setting Consultation Area in the background should preserve or enhance the viewer's ability to recognise and appreciate the Palace of Westminster." The view is of high sensitivity.

In the initial submission, the verified views from this location showed a temporary sculpture in the lake, which obscured the location of the proposed development. A revised assessment was submitted without the sculpture. This shows that a small part of the top of the tower would technically be visible in this view between the existing tall building cluster at Elephant and Castle. It would however, be heavily screened by trees, and given the distance from the viewing point, be barely perceptible to the naked eye. It would also appear well to the side of the Palace of Westminster, and at a lower apparent height than the Victoria Tower. The viewer's ability to recognise and appreciate the Palace of Westminster would be preserved. No cumulative schemes would be visible. As such, there would be no harm to this strategic view.

The submission of the revised view without the floating sculpture addresses the concern that Historic England raised about this view.

LVMF View 3A.1 from Kenwood

This view is from LVMF viewing location 3A.1, at the viewing gazebo at Kenwood House, set within an estate bordering Hampstead Heath. The foreground of the view is occupied by open parkland, with a band of mature trees providing a sense of containment beyond. Central London, and particularly the tall buildings of the City, is visible beyond to the left of centre in the view. St Paul's Cathedral is visible to the right of the Shard. The vista towards St Paul's is protected. The view is of high sensitivity.

The proposed tower would be visible in the distance, towards the centre of the image, but well to the side of St. Paul's Cathedral. It would be perceived as part of an extensive panorama, at a similar or lower apparent height to that of other tall buildings within the same part of the view. Considered cumulatively, a number of other Old Kent Road schemes would appear in the same part of the view at a similar or greater apparent height, also all read as part of the layered panorama. There would be no harm to this strategic view.

LVMF View 6A.1 from Blackheath Point

This view is from LVMF viewing location 6A.1, at Blackheath Point. The view is a panorama towards the City of London. The LVMF guidance here is concerned primarily with St Paul's Cathedral, which is partially visible to the right hand side. The proposed development, particularly the tower, would be visible in the distance on the left side of the view, well to the side of St. Paul's Cathedral. It would appear as part of the extensive panorama and would contribute to the existing layered townscape. Considered cumulatively, a number of other schemes would also be visible, consolidating the layered townscape effect within the view. There would be no harm to this strategic view.

LVMF View 2A.1 from Parliament Hill

This view is from LVMF viewing location 2A.1 at the summit of Parliament Hill. The

view crosses a wide span of London. The foreground is occupied by the open space of Hampstead Heath. 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. The proposed tower would be visible in the distance, towards the centre of the view, but well to the side of St. Paul's Cathedral. It would be seen as part of an extensive panorama, at a similar or lower apparent height to other tall buildings within broadly the same part of the view, such as Guy's Hospital and the Blackfriars Tower. Considered cumulatively, a number of other schemes would be visible in the same part of the view, at a similar or greater apparent height, also all read as part of the layered cityscape. There would be no harm to this strategic view.

Tower of London Viewpoint 4

This view is identified as Viewpoint 4 in the Tower of London's Local Setting Study. The Tower of London is a World Heritage Site, a Grade I listed building, and falls within The Tower Conservation Area (Tower Hamlets). The view is from an elevated position, on the Inner Curtain Wall (south) of the Tower of London, looking south. Beyond the wall of the Tower in the immediate foreground is the River Thames and riverside walkway. Tower Bridge (Grade I listed) is a dominant feature to the south-east. The southern side of the riverbank is densely developed, including with substantial modern developments at One Tower Bridge and around City Hall.

The top of the proposed tower would be visible in the background of the view. It would be a relatively small addition to the view, seen in the context of other relatively modern development to the south of the river. It would not impact on the silhouette of Tower Bridge, the dominance of which would remain unaffected. Considered cumulatively, the Ruby Triangle scheme would also be visible to the east, as would the Tower Bridge Business Complex (obscured by foliage in summer). Both would be of a similar apparent height to the development under consideration here, but neither would undermine the dominance of Tower Bridge. There would be no harm to this view.

Borough Protected Views

Although of limited weight, the draft New Southwark Plan Policy P19, 'Borough Views', states that development must 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.

View 4 One Tree Hill

This Borough View is from on One Tree Hill in Honor Oak Park, looking towards central London. The view is framed by trees. St. Paul's Cathedral is visible to the east of the Shard (on the left side of the image). Its profile is almost entirely uninterrupted by development in its foreground. The towers in the City of London appear further west

(right). The view is of high sensitivity.

The proposed tower would be visible in the distance, towards the centre of the view, but well to the side of St. Paul's Cathedral. It would appear as part of an extensive panorama and would contribute to a layered townscape. As St Paul's Cathedral would remain clearly visible set well to the left of the proposed development, there would be no harm to the significance of this view. Considered cumulatively, a number of other schemes would be visible in the same part of the view. They would consolidate the layered townscape effect and have no impact on the perception of St Paul's. There would therefore be no harm to this protected local view.

View A2 Nunhead Cemetery

This Borough View is located in Nunhead Cemetery, within the Nunhead Cemetery Conservation Area. The view is towards St. Paul's Cathedral, with Highgate West Hill beyond it in the distance. The view is framed by trees, specifically maintained to ensure the view is visible. The view is of high sensitivity.

Historic England raised concerns regarding the relationship of the proposed hotel to St Paul's Cathedral in this view. They considered that it would obscure much of the middle ground and therefore reduce the viewer's ability to appreciate the Cathedral's landmark status. A formal response was issued by the Southernwood planning team to Historic England acknowledging the importance of this designated local view. In this, they set out that the proposals would be almost entirely seen in front of the existing Guy's Cancer Centre, which has a considerable apparent height in the view. Furthermore, the brise soleil proposed at the top of the hotel would remain below the balustrade level of St. Paul's Cathedral and would be barely visible at this distance due to the lightweight nature of the structure. As a result, the proposals would not interfere with the ability to recognise and appreciate St. Paul's Cathedral and accordingly, it is not considered that there would be any harm to the character of the focus of the view. In the cumulative view, Polymex House on Glengall Road would almost entirely obscure the proposed hotel.

It is worth noting that a proposed change to the New Southwark Plan would bring the height threshold in this view down from 52.1m AOD to 45m AOD. This has been considered in the amended TVHIA , and it is demonstrated that this would be of very minimal consequence to the impact of the proposed development and its relationship to St. Paul's Cathedral in this view. The main parts of the hotel block would be below the 45m AOD threshold, with only the brise soleil appearing above it. As mentioned above, the brise soleil would be barely visible at this distance and would remain below the balustrade level of St Paul's.



Telegraph Hill

This Borough View is from the top of Telegraph Hill looking towards central London. It is designated as an important local view by the London Borough of Lewisham. In foreground of the view is a grassy park, and terrace of houses. On the horizon, a number of landmark views can be identified. The proposed development would not be visible in this view.

Local Views

In addition to the strategic views protected by planning policy, the submitted TVHIA sets out the impact on a number of views within the immediate vicinity of the site. On the whole, in local views the proposed development would result in a high quality and well-proportioned addition to the skyline. It would have a relatively simple yet distinctive form, and a readily identifiable top. The impact on each local view is summarised below.

View 01 - Old Kent Road/Trafalgar Avenue, Looking Northwest

This view is from the Old Kent Road, at the corner with Trafalgar Avenue, looking north-west in the direction of the site. It is immediately adjacent to the Trafalgar Avenue Conservation Area. The foreground of the view is occupied by the road junction. The Grade II listed Lord Nelson Public House appears on the southern side of the road, within the Trafalgar Avenue Conservation Area. The view is therefore of some limited heritage significance. The mixture of buildings of different scales, styles and ages is typical of Old Kent Road, and the view lacks any strong sense of coherence and character.

The proposed development would appear in the middle ground of the view, to the

north of the Old Kent Road, clearly distinct from the historic development to the south. The tower would be visible behind Astley House, appearing as a singular tall element in the view. It would be well proportioned, slender and vertically articulated. The way in which the frame over sails the final floors of the buildings would provide it with a recognisable top on the skyline. The hotel would also be visible fronting onto the Old Kent Road. From this view point the warm red tones would be visible, signifying the new town centre in this location. As the development would be visually distinct from the designated heritage assets, it is not considered that there would be any harm to this view. Indeed, thanks to the new definition of the street edges and high quality townscape, the impacts of the development would be beneficial.

There would be no cumulative harm to this view.

View 02 - Old Kent Road/Oakley Place, Looking Northwest

This view is from the corner of Old Kent Road and Oakley Place, looking north-west in the direction of the site. The view point is within the Cobourg Road Conservation Area. It is therefore of some limited heritage significance. It does however lack definition, coherence or character.

The proposed hotel building would be visible to the north of the Old Kent Road. The tower would also appear further north on the Site. It would appear well proportioned and slender. The Phase 2 buildings would also be visible. Whilst representing a step change in scale, the proposed development would have a positive impact on the view, and therefore the setting of the designated heritage assets, by improving the general townscape quality and providing a coherent, high quality architectural language. The hotel would also offer definition and animation to the Old Kent Road, where the frontage is currently inactive and hostile. The proposed development would therefore not harm the view or the setting of the heritage assets.

There would be no cumulative harm to this view.

View 03 - Albany Road, Looking Northeast

This view is from Albany Road, looking north in the direction of the site. Burgess Park lies on the eastern side of the road, and mature trees within the park form a dense canopy of foliage. A school playground lies on the western side of the road in the foreground of the view. The draft locally listed public house at Nos. 320-322 Old Kent Road (the Thomas a'Beckett) is visible to some extent, in the distance, on the corner with Old Kent Road. It is however not considered that the view is of any particular heritage significance. Thanks to the presence of the park and tree foliage however, it is a very attractive view of some sensitivity to change.

The proposed development would appear in the middle distance, distinct from the draft locally listed historic pub and behind the tree foliage of the park in the foreground. The proposed tower and hotel would be prominent in the view as layered elements of a high quality new development. The tower would appear slender and well portioned, and both buildings would have a good sense of rhythm and order. From this view point, the green tones of the hotel would be visible, which would compliment the foliage of the park in the foreground. The distinctive top of the hotel building would form a feature in the view, marking the presence of the roof top café/restaurant. Thanks to the high quality design, the proposed development would not harm the view

or the setting of the undesignated heritage assets.

No cumulative development would be visible.

The DRP requested assessment of a view from Albany Road.

View 04 - Old Kent Road, between Mina Street and Kinglake Street

This view is from the southern side of Old Kent Road, at a point between Mina Road and Kinglake Street. The Old Kent Road dominates the foreground of the view. There are draft locally listed 19th century buildings with ground floor retail units on the south side of the road, but they are obscured from view to a significant extent by a street tree. The Tesco supermarket site lies on the northern side of the road, with car parking dominating its setting. As such, the view has a fragmented, poorly defined character and is of no heritage significance or sensitivity.

The proposed development would be visible in the middle distance. It would form a coherent new development, and create a more attractive focus in the view than the current supermarket car park (although this would of course remain). As such, the impact would be beneficial. The tower would be visible as a singular and well-proportioned tall building marking the new public realm and potential new tube station. The clearly defined top of the tower would create an attractive silhouette on the skyline. The hotel would be visible on the northern side of Old Kent Road, helping to define and animate it.

In the cumulative view, part of the Ruby Triangle scheme would be visible in the distance, some way behind the development under consideration here. The Malt Street scheme would also be partially visible through trees. A small part of 365 Old Kent Road would also be visible to the east of the Site. To the limited extent that these schemes would be visible, they would appear together with the proposed development as new layers within the townscape, marking this major area of regeneration. There would not be any cumulative harm to this view.

View 05 - Mandela Way/Dunton Road, Looking Southeast

This view is from the corner of Mandela Way/ Dunton Road, looking south-east in the direction of the site. Beyond the road junction, the Tesco supermarket occupies most of the view. The view lacks definition and animation. It is of no heritage significance or sensitivity to change.

The proposed development would appear beyond the Tesco site, in the middle distance. The tower would appear as a well proportioned, singular tall building. Pavilion blocks would be visible behind it at a much lower scale. The Phase 2 buildings would also be visible and would contribute to a coherent overall development. The hotel would appear at the southern edge of the site in the background. Given the poor quality townscape of the view as existing, the proposed development would have a beneficial impact.

In the cumulative view, the Ruby Triangle scheme would be visible in the distance and, together with the proposed development, would appear as part of a layered townscape marking this major area of regeneration.

View 06 - Rolls Road, Opposite Cooper's Road

This view is from the northern side of Rolls Road, near the junction with Cooper's Road, looking west towards the site. Street trees along Rolls Road dominate much of the view. Post-war apartment blocks can be seen on the southern side of the road, obscured by trees. A wall runs along the northern side of the road. The view has no strong compositional qualities or character and is not sensitive to change.

The proposed development would appear beyond the post-war apartment blocks, in the middle distance. In summer, it would be partially obscured by tree foliage. The tower would appear as a well proportioned tall building with a distinctive top. The mid rise buildings would be more visible in winter with reduced tree cover. Overall, the proposed development would appear as a coherent, high quality development that would be beneficial to the view.

There would be no cumulative harm.

View 07 - Lynton Road, Corner of Chaucer Drive

This view is from the northern side of Lynton Road, looking south along Chaucer Drive in the direction of the site. It is dominated by late 20th Century housing estates and is of no heritage significance or sensitivity to change. The towers of the Avondale Estate are visible in the background of the view.

The proposed development would appear beyond the 20th Century housing, in the middle ground of the view. The tower would appear as a well proportioned, slender building. The mid rise blocks would also be visible. There would be no harm to this view.

In the cumulative view, a very small part of the Malt Street scheme would be visible in the distance, with no meaningful visual relationship with the Proposed Development. There would be no cumulative harm.

View 08 - Willow Walk/Dunton Road, Looking Southeast

This view is from Dunton Road, near the junction with Willow Walk. The western side of the road is relatively open, with a high wall. The eastern side of the road is occupied largely by two-to-three storey 19th century buildings in the foreground, with street trees obscuring views (particularly in summer) and more modern apartment buildings further south. Although these buildings aren't listed or in a conservation area, they are attractive. The wider view does not contribute positively to their setting however. The view is therefore of low sensitivity to change.

The tower would appear behind one of the 19th Century buildings as a clearly distinct, well-proportioned, singular tall building of high architectural quality, making the location of the new tube station. It would have a clearly defined top and distinctive silhouette on the skyline. Given the low sensitivity of this view to change, it is not considered that the impact would be harmful.

There would be no cumulative harm.

View 09 - Marcia Road, Looking Southeast

This view is from the western end of Marcia Road, looking east in the direction of the site. Modern three storey buildings line the southern side of the road, while a three-storey, facsimile of 19th century terrace lines the northern side that are copies of the original buildings built in the 2000s. Street trees screen views to a large extent, particularly in summer. The view has a strong sense of coherence thanks to the regular building line and rhythm of the terraced houses. Although they are not designated heritage assets, they are attractive and the view is therefore of some sensitivity to change.

The proposed development would be visible in the middle distance, more so in winter than in summer as a result of tree foliage. The tower would appear in the middle distance, behind the coherent roof line of the terraced houses. It would however be clearly distinct, well-proportioned and slender with a distinctive top. Given the fact that the existing buildings are not designated or undesignated heritage assets, it is not considered that the impact on the view would be harmful.

There would be no cumulative harm.

View 10 - East Street/Old Kent Road, Looking East

This view is from the Old Kent Road, at the junction with East Street, looking east in the direction of the site. A three storey brick building occupies the corner to East Street, on the right side of this view. Beyond Old Kent Road, a modern brick block lines the northern side of the street. The view is of no heritage significance or sensitivity to change.

The proposed tower would be visible in the middle distance, beyond the relatively modern buildings. It would appear as a well proportioned, singular tall building, with an identifiable top on the skyline. Given the lack of sensitivity to change, there would be no harm to this view.

There would be no cumulative harm.

View 11 - Surrey Square Park, Looking Southeast

This panoramic view is from Surrey Square Park, looking north-east in the direction of the site. The grassed area of the park lends the foreground of the view an open quality.

Trees around the edge of the park screen views beyond to some extent. Beyond the park, is a handsome five storey red brick apartment block that provides a good degree of enclosure to the view. It is not however a heritage asset. As such, although this is a relatively attractive green view, it is not of any heritage significance and is of low sensitivity to change.

The tower would be visible beyond the red brick apartment block, to the far left of the view. It would appear as a well proportioned tall building, clearly distinct from the buildings and open space in the foreground. There would be no harm to this view.

No cumulative schemes would be visible.

View 12 - Burgess Park, Near Old Kent Road

This view is from Burgess Park, near its entrance on the southern side of Old Kent Road. The grassed areas of the park and routes through it dominate the foreground, with trees providing some screening of views beyond (more sun in summer than winter). Given the importance of Burgess Park, the view is considered to have some sensitivity to change.

The proposed development would be very visible in the middle ground of the view. It would appear at a considerably greater apparent scale than the existing buildings on the site, but would clearly lie beyond and distinct from the park itself. Given the quality of design proposed, it is not considered that the impact on this view would be harmful, although given the dominance it would have over the park in the foreground, a carefully balanced judgement is needed.

There would be no cumulative harm.



View 13 - Burgess Park, Adjacent to the lake

This view is from Burgess Park, adjacent to the lake, looking north in the direction of the site. The lake occupies much of the foreground of the view. Trees around the lake and further in the distance provide a high degree of enclosure to the view, as does the school building to its east. The school building is in the Cobourg Road Conservation Area and is a draft locally listed building. The view is therefore of medium heritage significance and sensitivity to change.

The proposed development would appear in the middle distance, beyond a dense tree canopy (particularly relevant in summer), and clearly distinct from the park and school building in the foreground. The hotel building and the tower would be visible, with the

tower appearing as a well-proportioned tall building of high architectural quality. Given the distance of the proposed development from the school building, and its role as a landmark to identify the new tube station, it is not considered that it would result in harm to this view.

There would be no cumulative harm.

The DRP requested assessment of a view from the lake in Burgess Park.



View 14 - Burgess Park, Multi-route crossing

This view is from Burgess Park, at the meeting point of multiple routes that cross it, looking north in the direction of the Site. The routes and the open space of the park occupy much of the foreground of the view, giving it an open quality. Individual trees in the middle ground, and more consolidated groupings of trees in the distance, screen views to some extent. The tall buildings of the Avondale Estate and the Bermondsey Works tower are visible in the distance. There are no heritage assets in or impacted upon by this view, but given the importance of Burgess Park, it is still considered sensitive to change.

The proposed development would appear in the middle distance, beyond the dense tree canopy (in summer), and clearly distinct from the park in the foreground of the view. It would be perceived as sitting at the end of the route out of the park, thus emphasising its landmark role on the skyline. In this capacity, its impact would be beneficial in terms of legibility and wayfinding. It is not considered that it would be harmful.

In the cumulative view, the Ruby Triangle and Malt Street schemes would appear further south and west of the development under consideration here. Given their distance from the viewing point, and the screening effect of the trees in the foreground

(particularly in summer), they would have a much lesser impact on the view, and there would be no visual coalescence. As such, there would be no cumulative harm.



View 15 - Cobourg Road, Looking North

This view is from the western side of Cobourg Road, looking north in the direction of the site. It is immediately adjacent to the Cobourg Road Conservation Area and looks towards buildings within it. Some of these buildings are Grade II listed. Trees screen views to a large extent, particularly in summer, although the Shard is visible in the distance to the far left of the image. The view is of medium heritage significance and sensitivity to change.

The proposed development would appear in the middle distance. It would be partially screened by tree foliage, but would be more visible in winter when the leaves are not on the trees. The hotel would be partially visible at the southern edge of the Site, indicating the location of Old Kent Road. The top of the hotel building would be light and distinctive. The tower would be visible behind the hotel, at the centre of the view. As in other views it would be perceived as a well proportioned tall building of high architectural quality, with an identifiable termination on the skyline. It would also help to mark the location of proposed public space within the site and the new Bakerloo Line station. It would however also represent an incongruous modern insertion into this otherwise uninterrupted historic view (other than the distant Shard). The obvious contrast with the lower scale historic buildings in the view would result in a harmful impact. As defined by the NPPF, this harm would be less than substantial and it would be outweighed by the wider regeneration benefits of the proposals. On balance therefore, whilst it is considered that there would be an adverse effect in this view, it would not represent a reason to withhold planning permission.

There would be no cumulative harm.

Historic England identified this as a view in which the 48 storey tower would have a major visual impact that would cause harm to the view. Whilst they identify that this harm would be less than substantial harm in NPPF terms, they raise concern about the cumulative impact on a range of heritage designations. As described above, Officers agree with Historic England's assessment that the impact on this view would result in less than substantial harm, but conclude that this would be outweighed by the wider regeneration benefits of the proposals. Officers do not consider that there would be cumulative harm in this case.



View 16 - Oakley Road, Corner of Nile Terrace

This view is from Oakley Place, at the entrance to Burgess Park and the Cobourg Road Nature Area, looking north in the direction of the site. It is immediately adjacent to the Cobourg Road Conservation Area and looks towards buildings within it. The western side of Oakley Place is lined by a terrace of draft locally listed 19th century houses in stock brick, which are of a consistent appearance. A draft locally listed church building sits north of the terrace, just south of the junction with Old Kent Road. A square lies on the eastern side of the road, and trees within it screen views beyond (particularly in summer). The view is of medium heritage significance and subsequently sensitive to change.

The proposed development would appear beyond the buildings and open space on Oakley Place. It would be partially screened by tree foliage (less so in winter). The hotel would appear at the southern edge of the Site, indicating the location of Old Kent Road. The tower would be visible behind the hotel, and would become the focus of the view. As above, it would be perceived as a well-proportioned tall building of high architectural quality and it would help to mark the location of proposed public space and tube station, but it would also represent an incongruous insertion into this sensitive view. Once again, the impact would therefore be harmful as a result of the visual contrast with the lower scale historic buildings, which as existing form a

coherent and relatively self contained composition. As defined by the NPPF, this harm would be less than substantial and it would be outweighed by the wider regeneration benefits of the proposals. On balance, therefore whilst it is considered that there would be an adverse effect in this view, it would not represent a reason to withhold planning permission.

There would be no cumulative harm.



View 17 - Trafalgar Avenue, Intersection with Waite Street

This view is from Trafalgar Avenue, looking north in the direction of the site. The viewpoint is outside the Trafalgar Avenue Conservation Area, but looking towards buildings within it. An open space forming part of the wider Burgess Park is visible on the eastern side of the road, in the foreground of the view. Mature trees within the park and further along Trafalgar Avenue obscure views to a significant extent (particularly in summer). The post-war Astley House is also visible. The view is considered to be of some heritage significance and therefore some sensitivity to change.

The proposed development would appear in the middle distance. It would be heavily screened by tree foliage in summer, but considerably less so in winter. The hotel would be partially visible in winter, indicating the location of the Old Kent Road. The tower would appear behind the hotel, although it would be largely obscured from sight in summer. In winter, it would appear as a well proportioned tall building of high architectural quality with a readily identifiable termination on the skyline. It would mark the proposed public space and tube station, but it would also represent an obvious and incongruent contrast with the lower scale historic buildings in the view (primarily in winter). It would therefore have a harmful impact. This harm however, would be less than substantial and would be outweighed by the wider regeneration benefits of the proposals. On balance, therefore while it is considered that there would be an adverse effect in this view, this would not represent a reason to withhold planning permission.

No cumulative schemes would be visible in this view.

Historic England identified this as a view in which the 48 storey tower would have a major visual impact that would cause harm to the view. Whilst they identify that this harm would be less than substantial harm in NPPF terms, they raise concern about the cumulative impact on a range of designations. As described above, Officers agree with Historic England's assessment that the impact on this view would result in less than substantial harm, but conclude that this would be outweighed by the wider regeneration benefits of the proposals. Officers do not consider that there would be cumulative harm in this case.



View 18 - Glengall Road, Looking Northwest

This view is from Glengall Road looking north in the direction of the site. The viewpoint is located within the Glengall Road Conservation Area. The end of a draft locally listed 19th century terrace of three storey brick buildings appears in the foreground of the view, on the western side of the road, with a Grade II listed two storey brick building occupying the corner with Glengall Terrace. Trees obscure the visibility of the housing further along the street which would be more visible in the winter months. The view is of medium heritage significance and is therefore sensitive to change.

The upper section of the tower would be visible in summer, and more of the lower parts of the building would be seen in winter. It would appear in the middle distance as a well-proportioned tall building of high architectural quality and landmark importance. It would however, also represent an incongruous addition to the view, in obvious contrast with the lower scale historic buildings. Although it would be clearly distinct from the heritage assets, it would result in some harm the view. This harm would however, be less than substantial and would be outweighed by the wider regeneration benefits of the proposals. On balance, therefore while it is considered that there would

be an adverse effect in this view, it would not represent a reason to withhold planning permission.

There would be no cumulative schemes visible in this view.

Historic England identified this as a view in which the 48 storey tower would have a major visual impact that would cause harm to the view. Whilst they identify that this harm would be less than substantial harm in NPPF terms, they raise concern about the cumulative impact on a range of designations. As described above, Officers agree with Historic England's assessment that the impact on this view would result in less than substantial harm, but conclude that this would be outweighed by the wider regeneration benefits of the proposals. Officers do not consider that there would be cumulative harm in this case.



View 19 - Old Kent Road/Olmar Street, Looking Northwest

This view is from Old Kent Road, at the junction with Olmar Street, looking north-west in the direction of the site. The road junction occupies much of the foreground of the view, with a low scale fast food restaurant unit, and brick office/light industrial buildings seen beyond. The northern side of the road is occupied by residential buildings of various ages, styles and scales. The view lacks a coherent character and is not of heritage significance or sensitive to change.

The proposed tower would appear in the middle distance. It would be partially screened by tree foliage (less so in winter). The hotel would be partially visible. The tower would be well proportioned and slender, with a distinctive top and would fulfil a useful wayfinding purpose. As such, the impact on the view would be beneficial.

No cumulative schemes would be visible.

View 20 - Peckham Hill Street/Commercial Way, Looking Northwest

This view is from Peckham Hill Street, at the junction with Commercial Way, looking north in the direction of the site. While the viewpoint is located outside the Peckham Hill Street Conservation Area, the western side of the street (left in the image) lies within it. Beyond the road junction, the western side of the street is largely occupied by historic terraces (with some modern infill) and has a coherent quality, with a consistent scale and building line. The terrace of four stock brick houses immediately north of the road junction is Grade II listed. The eastern side of the street is largely occupied by low scale post-war housing. The view is of medium heritage significance and therefore sensitive to change.

The proposed development would appear at some distance, beyond the post war housing. It would be visually distinct from the Conservation Area and listed buildings. It would also be heavily screened from view by tree foliage in summer. Although the view is sensitive to change, given the position of the proposed development relative to the heritage asserts and its distance from the viewing point, the impact would not be harmful.

There would be no cumulative harm.

View 21 - St. James's Road, Looking Down Rolls Road

This view is from St. James's Road, at the junction with Rolls Road looking west in the direction of the site. It features an assortment of disparate buildings including the Grade II listed Phoenix Primary school (formerly Eveline Lowe School). The heritage significance of this listed building lies with its internal layout rather than its external appearance however, so it is not considered that this view is of any particular heritage significance or sensitivity to change. Overall, the view has an incoherent character.

The proposed tower would be visible in the middle distance, at a very similar apparent height to a tower within the Avondale Estate. It would however, be readily distinguishable from the existing tower, due to its contrasting architectural expression. As such, there would be no harm to this view.

The Bermondsey Service Station scheme would appear in the foreground of this view at a considerably greater apparent scale than the Proposed Development. Given the low sensitivity of the view to change, there would not be any cumulative harm.

View 22 - Ilderton Road, Near South Bermondsey Station

This view is from the southern side of Ilderton Road, near the entrance to South Bermondsey Station, looking west in the direction of the site. The northern side of the road is lined by terraced development with ground floor retail units. Housing blocks built in relatively recent decades are visible further into the middle distance. It is not of any heritage significance or sensitivity to change.

The proposed tower would be visible in the distance, partially obscured by tree foliage in summer. It would clearly lie in the distance, and would form a minor point of visual interest. There would be no harm to the view.

No cumulative schemes would be visible.

View 23 - Thorburn Square, Looking West

This view is from Thorburn Square, looking southwest in the direction of the site. The viewpoint is located in the Thorburn Square Conservation Area, but as the square is surrounded by continuous three storey post-war housing of no particular visual quality, it is only considered to be of limited heritage significance of sensitivity to change.

Given this, although the top of Block 1A would appear in the middle distance, behind the post-war blocks around Thorburn Square, it is not considered that there would be any harmful impact on this view.

No cumulative schemes would be visible.

View 24 - Southwark Park Road, Opposite Reverdy Road

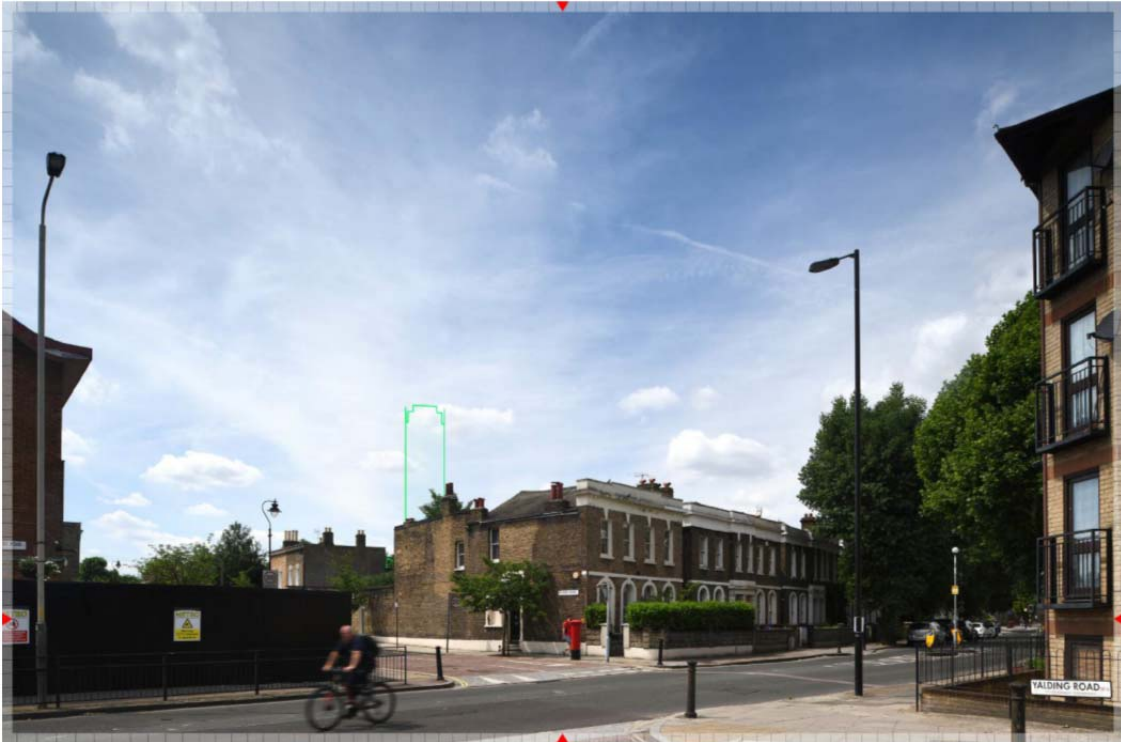
This view is from the northern side of Southwark Park Road, at the junction of Yalding Road and opposite Reverdy Road, looking south in the direction of the site. A four storey, relatively modern apartment block lies on the corner with Yalding Road, framing the right edge of the view. Historic terraced properties of a relatively consistent scale and with a consistent building line are evident on the southern side of Southwark Park Road and heading south along Reverdy Road. These fall within the Thorburn Square

Conservation Area. The view is therefore of medium heritage significance and sensitivity to change.

The proposed tower would be visible in the middle distance beyond the flank walls of terraced brick housing in the Conservation Area. Despite the high quality design and landmark qualities of the new tower, it would still represent an incongruous addition to this sensitive view and would therefore have a harmful impact. The harm would however be less than substantial and outweighed by the wider regeneration benefits of the proposal. On balance therefore, this harm would not represent a reason to withhold planning permission.

No cumulative schemes would be visible.

Historic England identified this as a view in which the 48 storey tower would have a major visual impact that would cause harm to the view. Whilst they identify that this harm would be less than substantial harm in NPPF terms, they raise concern about the cumulative impact on a range of designations. As described above, Officers agree with Historic England's assessment that the impact on this view would result in less than substantial harm to a range of designations, but conclude that this would be outweighed by the wider regeneration benefits of the proposals. Officers do not consider that there would be cumulative harm in this case.



View 25 - Rodney Road, Intersection with Catesby Street

This view is from Rodney Road, looking south-east in the direction of the site. The Roman Catholic Church of the English Martyrs and the Presbytery to the Church, both Grade II listed, appear on the southern side of the road. The view is therefore of medium heritage significance and sensitivity to change.

The proposed development would not be visible in summer view. In winter, it would be visible only to a small extent, largely obscured by a tree, and seen in the distance beyond post-war housing blocks. It would not impact upon the listed buildings and would cause no harm to this view.

No cumulative schemes would be visible.

View 26 - Mandela Way, Near TNT London City Depot

This view is from Mandela Way, looking south-east in the direction of the site. In the summer, street trees screen views of warehouses and light industrial buildings to a significant extent, although some are visible together with a car park. The view is not of heritage significance or sensitive to change.

The proposed development would appear beyond the warehouses along Mandela Way, in the middle ground of the view. It would be heavily screened from view by tree foliage, particularly in summer. Given the low sensitivity of the view and the wayfinding and legibility advantages of the proposed tower, the impact would be beneficial.

There would be no cumulative harm.

View 27 - Guinness Square, Towards Page's Walk

This view is from Guinness Square looking east, in the direction of the site. Guinness Square is a post-war housing estate arranged around a car park in the foreground of the view. In the middle distance, a terrace of two storey houses within the Page's Walk Conservation Area is visible. These are consistent in scale and appearance, and appear as a distinct townscape element beyond the estate. This is however, not the optimum place from which to appreciate these houses, so the view is considered to be of limited heritage significance and limited sensitivity to change.

The proposed tower would be visible in the distance over the distinctive roofline of the Pages Walk houses. As described above however, there are better vantage points from which to appreciate these houses, so on balance, the impact on this view would not result in any harm.

A number of cumulative schemes would be visible in the view, over the roof of the Pages Walk houses. In theory, they could be considered to add to the potential harm to this view but, as described above, as there are better places from which to appreciate the heritage significance of these houses, the on balance assessment made above remains pertinent. As such, and on balance, there would be no cumulative harm.

Historic England identified this as a view in which the 48 storey tower would have a major visual impact that would cause harm to the view. Whilst they identify that this harm would be less than substantial harm in NPPF terms, they raise concern about the cumulative impact on a range of designations. As described above, Officers do not agree with Historic England's assessment that the impact on this view would result in less than substantial harm, given the setting of the view point.



View 28 - Page's Walk/Willow Walk, Looking Southeast

This view is from Willow Walk, opposite the junction with Page's Walk, looking south-

east in the direction of the site. The corner of Page's Walk and Willow Walk is occupied by the two storey element of a former stables building at Nos. 1 to 8 Willow Walk. It is in brick and has a long single storey range extending south along Page's Walk. A single storey brick warehouses lies on the northern side of Willow Walk. The buildings at Nos. 1 to 8 Willow Walk lie within the Page's Walk Conservation Area. The view is of medium heritage significance and sensitivity to change.

The proposed tower would be visible in the background of the view (more so in winter than summer as a result of tree foliage). It would be perceived as lying in the distance, distinct from the brick warehouse buildings in the foreground. It would not break the roof line of any of the historic buildings. As such, it is not considered that the impact on the view would be harmful.

In the cumulative view, the London Square Bermondsey scheme would appear to the north of Willow Walk, at a substantially greater apparent scale than the existing buildings to its south and the development under consideration here. Other schemes, such as Malt Street and Cantium would also be visible, but not to the degree that they would be considered to cause cumulative harm.

View 29 - Bermondsey Street/Decima Street, Looking Southeast

This view is from the junction of Bermondsey Street and Decima Street, looking south-east in the direction of the site. It is located within the Bermondsey Street Conservation Area and therefore of some heritage significance and sensitivity to change. The proposed development would not be at all visible however, so there would be no harm. No cumulative schemes would be visible either.

View 30 - Bricklayers Arms Roundabout, Great Dover Street

This view is from the Bricklayer's Arms roundabout, on the north-western side, looking east in the direction of the Site. It is of low visual quality and not sensitive to change.

The upper part of the proposed tower would be visible in the distance, but given the low sensitivity of the view, no harm would be caused. The landmark qualities of the proposed building would be beneficial.

No cumulative schemes would be visible.

Conclusion on the Setting of Listed Buildings, Conservation Areas and Townscape

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

Listed Buildings and Conservation Areas	Assessment of Impact on heritage significance
LVMF Views	No harm identified
Tower of London Views	No harm identified
Local Views	No harm identified
Glengall Road Conservation Area	Some less than significant harm identified to setting, outweighed by the wider regeneration benefits of the proposals.
Trafalgar Avenue Conservation Area	Some less than significant harm identified to setting, outweighed by the wider regeneration benefits of the proposals.
Cobourg Road Conservation Area	Some less than significant harm identified to setting, outweighed by the wider regeneration benefits of the proposals.
Thorburn Conservation Area	No harm identified
Liverpool Grove Conservation Area	No harm identified
Pages Walk Conservation Area	No harm identified by LBS Officers, but less than substantial harm identified to setting by HE.
Bermondsey Street Conservation Area	No harm identified
Peckham Hill Street Conservation Area	No harm identified
Listed Buildings	Some less than significant harm identified to setting, outweighed by the wider regeneration benefits of the proposals.
Draft Locally listed buildings/ undesignated assets identified in the draft Old Kent Road AAP	Some less than significant harm identified to setting, outweighed by the wider regeneration benefits of the proposals.

In their consultation response on the scheme, Historic England raised the concern that, whilst the impact on each heritage asset is considered less than substantial in NPPF terms, the cumulative impact of the development on the wide range of designations in the vicinity is of concern. As set out in the report above, Officers agree that there would be adverse impacts on some sensitive views from heritage assets, including Conservation Areas and their settings, and the settings of Listed Buildings. Historic England also consider that there would be harm to the locally protected view from Nunhead Cemetery. Whilst Officers do not agree with the Nunhead Cemetery assessment, it is however also acknowledged that, given there would be an adverse impact on a range of heritage assets, cumulative harm in this sense should also be assessed. In doing so, it is important to note that the views assessed in the TVHIA were identified for the likelihood of the proposed development being visible, rather than necessarily being the most important or sensitive views impacting upon the relevant Conservation Areas. There would be many points in these Conservation Areas from which the proposed development would not be visible at all.

It is also worth noting that, whilst it important to preserve the settings of designated and undesignated heritage assets, the settings themselves are not designated. The importance of the settings, and therefore the degree of protection they should be

offered, depends on the contribution they make to the significance of the heritage assets themselves. On balance, it is considered that the significance of the heritage assets under consideration is not unjustifiably undermined by the ability to see beyond them to clearly distinct, large-scale modern development. In many of the heritage assets under consideration, their context is already varied and densely developed. Indeed, as identified above, the improved townscape offered by the development under consideration would be beneficial to the settings of the heritage assets.

As such, whilst it is concluded that there would be some adverse, and therefore harmful impacts to the settings of some of the heritage assets surrounding the proposed development, even when considered cumulatively (in the sense set out above), this harm would be less than substantial and far outweighed the wider regeneration benefits of the proposals. As such, it is considered to accord with the NPPF (2019).

Historic England also raised concerns about the consideration of this application in the absence of an adopted strategy for the area, which they consider to conflict with their tall building guidance and Paragraph 185 of the NPPF. Throughout the assessment of the tall buildings proposed set out in this report, the very limited weight of the draft Old Kent Road Area Action Plan has been acknowledged. It is nonetheless considered important in guiding a vision for the Opportunity Area, and therefore of some relevance to determining applications here. It is also worth noting that, whilst the OKR AAP is still in draft, the Old Kent Road Opportunity Area was formally identified in the Further Alterations to the London Plan in 2015, which have been incorporated into the current London Plan (2016). In addition, the adopted Southwark Core Strategy (2011) identifies Old Kent Road as an action area setting out that the area will be subject to substantial regeneration.

Whilst limited weight has been given to emerging policy, full weight has been given to adopted policies, including the NPPF (2019), London Plan (2016) and Southwark Plan (2007) and Core Strategy (2012). As can be seen from the assessment contained within this report, the proposals are considered to be in compliance with these adopted policies, although in some cases relating to impacts on heritage assets, on balance judgements are needed.

In conclusion, the proposed development would have a significant impact on many of the views assessed, becoming a highly visible feature in the surrounding townscape. However, in the majority of cases, the impact is not considered to be harmful. Indeed in many 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.

There is however six views where either Southwark Officers or Historic England (or both in the majority of cases) consider that there would be some less than substantial harm to townscape and heritage significance. Neither Southwark Officers nor Historic England considers that this harm would be 'substantial', as defined by the NPPF. Southwark Officers do not consider that the degree of harm would warrant refusal of this planning application, as that harm would be outweighed by the other substantial regeneration benefits of this proposal.

Trees

Saved Policy 3.13 of the Southwark Plan requires high quality and appropriately designed streetscape and landscape proposals.

The submitted arboricultural impact assessment proposes the removal of fifteen trees on the site, including one to the Old Kent Road corridor. A further four trees were found to be in such a poor condition with limited life expectancy that they have been classified as Category U (British Standard BS5837: 2012 Trees in Relation to Design, Demolition and Construction – Recommendations) and recommended for removal irrespective of the proposed development.

Three trees (T8, T9 and T16) will be retained and integrated into the development. Sufficient space and adequate protection measures have been set out to ensure that these retained trees are not damaged during the pre-construction and construction phase and to enable their successful development post-construction.

The tree strategy submitted in the Design and Access Statement proposes the delivery of new trees across the enhanced public realm that would equate to a net gain in tree canopy cover when compared to the existing. This is a positive biodiversity benefit of the proposals.

To further mitigate the loss of existing trees, a large number of the replacements would be planted at semi mature sizes, details of which can be reserved by condition. Tree planting on the upper level podium gardens would be planted in consideration of size, and blocking sunlight.

Housing mix

Strategic Policy 7 of the Core Strategy 'Family homes' requires developments of 10 or more units to provide at least 60% 2+ bedroom units and 20% 3+ bedroom units. No more than 5% studio units can be provided and these can only be for private housing. The draft OKR AAP and NSP policies also include the same mix requirements. The proposed overall housing mix and affordable housing mix is detailed below.

	Market units	Affordable – Intermediate units	Affordable - Social Rent units	Total units
Studio	18	0	0	18
1-Bed	184	36	58	227
2-Bed	266	28	44	338
3-Bed	38	7	46	91
Total	505	71	148	724

Table: Overall housing mix

Unit size	No. of units	% Units
Studio	18	2%
1 bed	277	38%

2 bed	338	47%
3 bed	91	13%
Total	724	100%

Table: Affordable housing mix

Unit size	No. of units	% Units
Studio	0	0%
1 bed	140	43%
2 bed	122	33%
3 bed	98	24%
Total	219	100%

At 2%, the number of studio flats is well within the 5% limit and so is acceptable. 60% of units would have two or more bedrooms and this meets the 60% target. Overall, just 14% of the units would have three or more bedrooms, which is below the 20% requirement. For the affordable housing however, 57% of the units would have two or more bedrooms and 24% would have three bedrooms or more. So whilst there is a slight shortfall in two and three bedroom units overall, the percentage of three bedroom units in the affordable housing mix would be fully compliant. The housing mix is therefore found to be acceptable.

Wheelchair housing

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 NSP.

75 wheelchair units (10.3%) would be provided to meet the M4 (3) standard, and secured by the legal agreement. 37 will be delivered during Phase 1 and 38 will be delivered during Phase 2. The units would be provided in the social, intermediate and private tenures in a range of unit sizes. The social rented and intermediate units would be required to be fully fitted for first occupation, with private units being adaptable. 90% of the units would achieve the M4 (2) standard, meeting the 90% target. The only units that would not meet the M4 (2) standard are the 7 maisonettes in Phase 1 where step free access would not be possible unless a stair lift was fitted.

Quality of accommodation

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

All of the proposed dwellings have been designed to a high standard to ensure appropriate living accommodation for residents.

Unit size

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.

The following table sets out the minimum flat size requirements as set out in the Residential Design Standards 2011, and also the flat sizes that would be achieved:

Unit Type	SPD (sqm)	Size Range (sqm)
Studio	36	37
1 Bed (flat)	50	50-53
2 Bed (flat)	61-66	70-80
3 Bed (flat)	74-85	96-125

The flat sizes meet and in most cases significantly exceed the standards as set out in the SPD. Space has been allocated for storage and all kitchens enjoy natural light and ventilation. The bathrooms are primarily mechanically ventilated and artificially lit, but this is not unusual for a relatively dense flatted scheme.

Every unit meets the minimum floorspace standard or exceeds it as follows:

In addition, all of the three bedroom affordable units include the following:
 separate kitchens and dining rooms;
 provision for washing machines to be located in hall cupboards instead of the kitchen;
 general storage to be accessed off the dwellings circulation space and not off bedrooms;
 storage cupboards no deeper than 1m for ease of use; and
 private amenity space located off the living area.

Overall, it is therefore considered that the flat sizes and layouts accord with policy, and would provide for a very good standard of accommodation.

Dual aspect

The percentage of dual aspect would be acceptable at 50%. It should be noted that Phase 1 delivers 53%, while the outline phase 2 delivers 40% as a result of the long plan form. Whilst the single aspect flats would have a sole frontage to public highways, public realm or the podium, this would be mitigated by deep balcony reveals that would allow light to additional habitable rooms.

Taking into account the high density of the scheme, the level of dual aspect accommodation is considered very good with the successful use of gaps and breaks in the blocks.

Internal daylight

A daylight and sunlight report based on the Building Research Establishment (BRE) Guidance has been submitted which considers light to the proposed dwellings using

the Average Daylight Factor (ADF). ADF determines the natural internal light or 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.

The submitted daylight report demonstrates that the internal daylight provision within the development is “very good”. Across all the buildings, 88% of the habitable rooms will enjoy an Average Daylight Factor above that recommended by the BRE guidelines. This is considered a good level of compliance for a scheme of this size and density.



Overlooking within the scheme

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.

The internal distances across the podium block range from 7m to 11m. While it is acknowledged that the internal distance across the communal podium does not meet this guidance, the layout and orientation of the pavilion blocks have been carefully organised to minimise overlooking and overshadowing between blocks in terms of internal layout, the location of habitable rooms such as bedrooms, and the offsetting of

windows and balconies. Furthermore, the majority of podium facing units are dual aspect to allow a variety of external views. These are positive features of the scheme.

It is therefore considered that the overlooking distances within the scheme are acceptable, when taking into account the mitigating factors of the design.

Amenity space

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). In addition, emerging policy 10 of the AAP states that each dwelling should make a contribution of 5sqm towards open space.

In terms of the overall amount of amenity space required, the following would therefore 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 space in the development as required by the London Plan.

Public open space. 5sqm of public open space per dwelling as required by the OKR AAP. If it is not feasible to deliver the open space on site, a financial contribution will be required.

Private amenity space

This comprises private balcony and terrace space which is for the use of the home associated with that balcony, terrace or garden

A positive aspect of the scheme is that all units have been provided private amenity space in the form of a balcony, garden or terrace Provision in four of the blocks meets or exceeds the required standard, while Blocks 1A and 1B have a slight underprovision. However, there are some instances where the one, two and three bed units do not provide the full 10sqm and therefore this shortfall must be provided elsewhere as communal amenity space. The table below sets out the proposed private amenity space in each block.

Table: Private amenity space by Block

Block	Units	Required private amenity space sqm	Proposed sqm	Private amenity space shortfall sqm
Block 1A	344	3440	2914	526
Block 1B	93	930	750	180

Block 1C	52	520	584	-64
Block 1D	52	520	553	-33
Block 2A	84	840	841	-1
Block 2B	99	990	1022	-32
Total	724	7240sqm	6664sqm	706sqm

Overprovision in blocks 1C, 1D, 2A and 2B does not count against shortfall, as residents in blocks 1A and 1B would not be able to use these private spaces.

Communal amenity space

This comprises amenity space which is accessible to flats within the development so is a shared space, but which isn't accessible to the general public.

Where the full recommended provision of 10sqm of private amenity space per residential unit has not been provided, the shortfall must be added to the communal requirement. In addition, the SPD requires 50sqm per block, of which six blocks are proposed (total 600sqm). The total amount of communal amenity space that would be required is therefore 600sqm.

In total, 1399sqm of external community amenity space would be provided across the site, which meets the required amount of space. This would be podium gardens and the roofs of the residential blocks. 493sqm of further amenity space would be provided within internal communal 'rooms'.

Public open space

This space is fully open to the public. Policy AAP10 of the draft OKR AAP requires the provision of 5sqm of public open space per dwelling. This would amount to 3620sqm based on the 724 units proposed. In total, 4035sqm of public open space would be provided across the ground floor of the proposed development and includes the new central square and adjoining civic spaces. This offer is consistent with the draft policy.

Table: Public open spaces

Public open space	Proposed Area	Required Area (sqm)	Excess
Phase 1	2,099	/	/
Phase 2	1,936	/	/
Total	4,035sqm	3620sqm	415sqm

Children's play space

This space can be in both the communal areas and also in the publically accessible open space. In this instance it is split between the two.

In line with the Mayor's Providing for Children and Young People's Play and Informal Recreation SPG, the development would be expected to contribute 1940sqm of children's play space, based on the requirement for 10sqm for every child (total 194 children). The child yield calculation is as set out in the following table.

Table: Child yield calculation

Age group	Number of children
Under 5	97
5 to 11	60
12+	37
Total	195

In total, 1,125sqm of children's playspace would be provided in the development, as detailed in the table below. The level of provision falls below the required provision of 1,940sqm by 815sqm and is accordingly a financial contribution of £123,065 (815sqm x £151.00) is required to overcome the underprovision.

Discussions with developer, leisure services and neighbouring TRAs will determine what this money will be spent on locally. Given the proximity of the scheme to Burgess Park its likely that would primarily provide play provision for older children.

Table: Children's playspace

Age group	Area required	Area provided	Shortfall
Dedicated under 5's	970sqm	970sqm	0sqm
Dedicated 5-11's	600sqm	155sqm	455sqm
Dedicated 12+	369sqm	0sqm	369sqm
Total	1949sqm	1125sqm	815sqm

Designated equipped play space for all ages would be provided and play features would be fully integrated into the landscape design to provide an attractive and versatile public realm. As well as incorporating play space within the Phase 1 podium courtyard and roof gardens of Blocks 1B and 1D in Phase 1 and Blocks 2A and 2B would also include some provision. In addition, informal play opportunities would be incorporated throughout the public realm in the form of playful furniture such as the benches found on the Southbank and open spaces for active play.

considered that the scheme delivers a very good level of sunlight amenity for the public and communal spaces.

Secured by design

The applicant met with officers of the Metropolitan Police, to review the design of the scheme and allow for appropriate security measures to be suitably incorporated into the development. The applicant has proposed that all shared spaces between the hotel and residential components, including back of house areas will be clearly signposted and monitored by CCTV.

The Metropolitan Police, in their consultation response to the application stated that the proposed development is on track to achieve Secured By Design accreditation. It is therefore appropriate to attach a 'Secured by Design' condition for the whole development.

Units per core

Standard 12 of the Mayor's Housing Design SPG requires that each core should be accessible to generally no more than eight units on each floor or less. The proposal has been designed to minimise corridor lengths. 63% of units are planned with less than 8 units per core.

Conclusion on quality of accommodation

To conclude, officers are satisfied that the quality of residential accommodation proposed would be high and would justify the high density of the scheme. The units would be provided with bulk storage which is a positive aspect of the design and the majority of the units would exceed the minimum requirement for floor sizes.

The percentage of dual aspect units across Phase 1 and 2 would be acceptable at 50%, with Phase 1 at 53%. Whilst there would be some single aspect flats, these units would benefit from easterly or westerly outlooks and returns to balconies and would provide very good quality accommodation overall.

The accommodation would achieve very good internal daylight levels including good privacy and outlook and a very good provision of outdoor amenity space and children's play space, as well as the other major regeneration benefits of the scheme. All flats would have private amenity space provided.

Density

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.

The development as a whole would have a density of 2522 habitable rooms per hectare (hrh), calculated in accordance with the Residential Design Standards SPD 2011. This has been worked out on the basis of the total non residential floorspace of 11,788sqm GIA, 2119 residential habitable rooms and a site area of 1.01ha.

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.

Exemplary residential design criteria from Southwark Residential Design Standards SPD	Commentary
Provide for bulk storage	Each apartment has been designed to provide at least the minimum built in storage required: 1 sqm for a Studio 1.5 sqm for a 1Bed 2 sqm for a 2Bed 2.5 sqm for a 3Bed
Exceed minimum privacy distances	<p>The layouts have been carefully organised to minimise overlooking and overshadowing between blocks.</p> <p>The 21m back to back distances have not been achieved. Nonetheless the layouts of the units have been arranged to avoid living rooms facing living rooms and to provide good outlook within the internal courtyard</p> <p>The elevational treatment further refines views to and from internal rooms providing privacy when facing neighbouring buildings and more openings to long views between buildings.</p> <p>In addition to this, adjustments to Block 1B massing have been made to increase the separation distance to block 1A. The internal partitions of Block 1C and 1D have been amended to provide dual aspect units towards the internal garden, leaving the smaller single aspect units with views towards the street.</p>
Good sunlight and daylight standards	Daylight sunlight assessments have been undertaken to the proposed

	<p>habitable rooms within Phase 1 of the Proposed Development. In addition, sun on ground studies have been undertaken to the proposed amenity spaces.</p> <p>The results show that a good level of compliance against the BRE guidelines Average Daylight Factor target criteria is expected. Approximately 88% of all habitable rooms will enjoy good levels of daylight for an urban area by receiving an Average Daylight Factor above that recommended by the BRE guidelines.</p> <p>The overshadowing results show that the proposed amenity spaces will enjoy slightly less sunlight than that suggested by the BRE guidelines as they will not quite receive 2 hours of sun on ground to over 50% of their area on 21 March. However, in the summer months, which is considered the time of the year when these amenity spaces are more likely to be used, good levels of sunlight are likely to be enjoyed</p>
Exceed minimum ceiling heights of 2.30 metres	The minimum floor to ceiling height across the development is 2.5m.
Exceed amenity space standards (both private and communal)	Overall both private and communal amenity spaces are met, as the small private amenity shortfall is reprovided as communal space.
Secure by Design certification	The proposals have been discussed in detail with Laura Flux (Designing Out Crime Officer) and Steve Watts (Metropolitan Police). The design team has addressed the comments received to comply with the secure by design criteria.
No more than 5% studio flats	Overall development proposes 18 (2%) of all units as Studio flats.
Maximise the potential of the site	<p>The potential of the site has been maximised by incorporating a mix of uses as well as public open spaces.</p> <ul style="list-style-type: none"> - 724 new homes of which 219 affordable (36% by habitable rooms) - 195 Hotel Rooms

	<ul style="list-style-type: none"> - 2,530 sqm of Retail Space - 1,141 sqm of Cinema - 4035 sqm of new public open space and Routes - 1,091 sqm of Residential and Playspace Area
<p>Include a minimum of 10% of units that are suitable for wheelchair users</p>	<p>The proposals respond to the policy requirements for inclusive design, ensuring that all housing will be appropriate, high-quality, well-designed and sustainable.</p> <p>90% of new housing meets Building Regulation requirement M4 (2) 'accessible and adaptable dwellings' and 10% of new housing meets Building Regulation requirement M4 (3) 'wheelchair user dwellings',</p> <p>38 adaptable/wheelchair dwellings will be provided in Phase 1. 38 adaptable/wheelchair dwellings will be provided in Phase 2.</p>
<p>Have excellent accessibility within buildings</p>	<p>Step free access would be provided to the majority of the site including access to the retail and commercial units. The exception being the town houses on Rowcross Street; However these only comprise 7 out of the 724 homes proposed.</p>
<p>Have exceptional environmental performance</p>	<p>The submitted energy report concludes that the residential element of the proposed development will achieve a CO2 emission reduction of 37.22% over Part L1A 2013 (with 2016 amendments) of the Building Regulations and the non-residential element will achieve a CO2 emissions reduction of 29.35% with the following strategy applied:</p> <p>Improved building fabric specification to exceed that of the notional building</p> <p>Community heating scheme with high efficiency gas boilers and 123kWe/199kWth Combined Heat and Power (CHP) engine connected to the dwellings and hotel</p> <p>Air Source Heat Pumps (ASHPs) to the retail units for heating and cooling and to</p>

	<p>the hotel for cooling 87kWp of Photovoltaic (PV) array</p>
<p>Minimise noise nuisance between flats by stacking floors so that the bedrooms are above bedrooms, lounges above lounges</p>	<p>The submitted plans for each of the floor levels containing residential units within all buildings show a layout where bedrooms are stacked on bedrooms; this is replicated with living areas on top of living areas.</p>
<p>Make a positive contribution to local context, character and communities</p>	<p>The scheme makes positive contribution by enhancing its context and providing services, jobs and homes for local and new residents.</p>
<p>Include a predominance of dual aspect units</p>	<p>The layouts of the proposals has been carefully organised to minimise overlooking and overshadowing between blocks.</p> <p>While the total number of dual aspect units would be 50%, Phase 1 of the scheme would be 53%.</p>
<p>Have natural light and ventilation in all kitchens and bathrooms</p>	<p>The layouts of all residential units are carefully planned to provide natural light and ventilation to the kitchens area. Many of the affordable units have separate kitchens. Where a separate kitchen is planned (within the affordable units) an openable window is provided. Bathrooms will be mechanically ventilated.</p>
<p>At least 60% of units contain two or more bedrooms</p>	<p>429 of the 724 units proposed consist of two or more bedrooms. This amounts to 60% of the entire development.</p> <p>61% of social rented units would contain two or more bedrooms. The social rented offer also has an overprovision of 3 bed units, 31% rather than 20%, and the balance is considered to be acceptable.</p>
<p>Significantly exceed the minimum floor space standards</p>	<p>All units meet minimum floorspace standards. The majority (54%) of the proposed units will exceed minimum floor space standards.</p>
<p>Minimise corridor lengths by having additional cores</p>	<p>The proposal has been designed to minimise corridor lengths.</p>

	<p>63% of the units are planned with 8 Units per Core and 38% of the units are planned with less than 8 units per core.</p> <p>Maximum travel distances in Block 1A is 9 m</p> <p>Maximum travel distances in Block 1B is 12 m</p> <p>Maximum travel distances in Block 1C is 7 m</p> <p>Maximum travel distances in Block 1D is 9 m</p> <p>Maximum travel distances in Block 2A is 15 m</p> <p>Maximum travel distances in Block 2B is 13 m</p>
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Conclusion on density

For the reasons detailed in the above table, the quality of the accommodation can support the high density since it provides for bulk storage, mitigates satisfactorily where overlooking standards cannot be reached, achieves very good daylight standards and in the clear majority of instances the minimum floorspace standards would be exceeded. The scheme includes a predominance of dual aspect flats at 53% in Phase 1. In addition, they have a balcony, terrace or garden, and access to communal amenity space.

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

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

Impact of the proposed uses

The re-provision of retail uses, as well as new uses such as residential, cinema and hotel would be compatible with the surrounding land uses which include residential, retail and other commercial uses. Opening hours for the retail, hotel would be secured by condition, and noise from machinery and plant can also be adequately dealt with by condition to ensure that no harm to surrounding residential amenity would occur. 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.

Overlooking to surrounding neighbours

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.

The nearest existing residential properties are listed below with the approximate distance of separation from the proposed development:

Surrounding properties	Location	Approximate distance of separation
Dwellinghouses on Chaucer Drive	Northern side of Rolls Road	19m
Gloucester Court,	Eastern side of Rowcross Street	16m
Astley House	Eastern side of Rowcross Street	42m
Lackland House	Eastern side of Rowcross Street	20m
Wessex House	Eastern side of Rowcross Street	30m
361 Old Kent Road	Junction of Rowcross Street and Old Kent Road	11m



Daylight

A daylight and sunlight report has been submitted as part of the ES, based on the Building Research Establishments (BRE) guidelines on daylight and sunlight.

The report considers the Vertical Sky Component test (VSC), which is the most readily adopted. This test considers the potential for daylight by calculating the angle of vertical sky at the centre of each of the windows serving the residential buildings which look towards the site. The target figure for VSC recommended by the BRE is 27% which is considered to be a good level of daylight and the level recommended for habitable rooms with windows on principal elevations. The BRE have determined that the daylight can be reduced by about 20% of their original value before the loss is noticeable.

The report also considers 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.

The submitted report has taken into account the daylight and sunlight impacts for surrounding residential buildings which are in residential use. Whilst there are other residential properties located near the site, the report advises that these have not been included in the assessment as the effects are considered to be small.

18-58 Chaucer Drive
60-82 Chaucer Drive
84-114 Chaucer Drive
116-146 Chaucer Drive
148-178 Chaucer Drive
160 Oxley Close
156 Oxley Close
154 Oxley Close
130-152 Oxley Close
128 Oxley Close
1-13 Gloucester Court, Rolls Road
1-14 Lackland House
1-90 Astley House
356 Old Kent Road
354 Old Kent Road
352 Old Kent Road
320-322 Old Kent Road (PH) and
361-363 Old Kent Road

Image: Site plan showing the properties surrounding the site.



The overall effects of the proposed development have generally been described as negligible, minor, moderate or major using professional judgement, and by reference to the following table which can be found in the ES.

Table: Daylight, sunlight and sun on ground significance criteria

Significance	Description
Negligible	No alteration or a small alteration from the existing scenario which is within the numerical levels suggested in the BRE Guidelines.
Minor Adverse	Minor infringements (20.1% - 30% reductions) of the numerical values suggested in the BRE Guidelines, which should be viewed in context. OR Daylight: Retaining at least 15% VSC and 50% NSL Sunlight: Retaining a total APSH of at least 15% APSH
Moderate Adverse	Moderate infringements (30.1% - 40%) of the numerical values suggested in the BRE Guidelines, which should be viewed in context. OR Daylight: Retaining at least 10% VSC and 30% NSL Sunlight: Retaining a total APSH of at least 10% APSH

Major Adverse	Major infringements (40.1%+) of the numerical values suggested within the BRE Guidelines, which should be viewed in context. OR Daylight: Retaining less than 10% VSC and less than 30% NSL Sunlight: Retaining a total APSH of less than 10% APSH
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Daylight to surrounding properties

There are 541 windows serving 422 residential rooms within the assessed properties surrounding the site. These have all been assessed in terms of both VSC and NSL.

Table: VSC summary with the proposed development in place.

Address	Total no. of windows that meet the BRE guide (Neg.)	Below BRE guidelines				Total no. of windows
		20.1-30% reduction (minor)	30.1-40% reduction (moderate)	>40% reduction (major)	Total	
18-58 Chaucer Drive	39	6	0	0	6	45
60-82 Chaucer Drive	5	3	9	3	15	20
84-114 Chaucer Drive	16	0	0	24	24	40
116-146 Chaucer Drive	4	4	0	24	28	32
148-178 Chaucer Drive	8	0	4	20	24	32
160 Oxley Close	4	0	0	0	0	4
156 Oxley Close	6	1	0	0	1	7
154 Oxley Close	6	2	0	0	2	8

130-152 Oxley Close	22	1	0	0	1	23
128 Oxley Close	14	0	0	0	0	14
1-13 Gloucester Court	10	4	4	17	25	35
1-14 Lackland House	0	0	0	28	28	28
1-90 Astley House	37	19	37	111	167	204
356 Old Kent Road	4	0	0	0	0	4
354 Old Kent Road	6	0	0	0	0	6
352 Old Kent Road	6	0	0	0	0	6
320-322 Old Kent Road	(PH)	19	0	0	0	19
361-363 Old Kent Road	2	0	2	10	12	14
Totals	208	40	57	236	333	541

Table: NSL Summary with the proposed development in place

Address	Total no. of rooms that meet the BRE guide (Neg.)	Below BRE guidelines				Total no. of rooms
		20.1-30% reduction (minor)	30.1-40% reduction (moderate)	>40% reduction (major)	Total	
18-58 Chaucer Drive	36	0	0	0	0	36
60-82 Chaucer Drive	6	6	1	1	8	14
84-114 Chaucer Drive	19	11	2	0	13	32

116-146 Chaucer Drive	12	4	5	11	20	32
148-178 Chaucer Drive	12	6	2	4	12	24
160 Oxley Close	2	0	0	0	0	2
156 Oxley Close	3	0	0	0	0	3
154 Oxley Close	3	0	0	0	0	3
130-152 Oxley Close	14	0	0	0	0	14
128 Oxley Close	6	0	0	0	0	6
1-13 Gloucest er Court	10	0	0	5	5	15
1-14 Lackland House	0	1	2	25	28	28
1-90 Astley House	148	12	14	12	38	186
356 Old Kent Road	2	0	0	0	0	2
354 Old Kent Road	6	0	0	0	0	6
352 Old Kent Road	6	0	0	0	0	6
320-322 Old Kent Road	7	0	0	0	0	7
361-363 Old Kent Road	2	1	1	2	4	6
Totals	294	41	27	60	128	422

The above results show that based on the VSC reductions alone, the majority of windows would experience a moderate or major adverse effect. This however is to be expected due to the fact that the existing buildings on the site are low-rise buildings. The reductions and impacts are therefore likely to be notable to the occupiers of the surrounding properties.

Complaint VSC and NSL properties

In situations where the proposed development would result in fully BRE compliant VSC and NSL alterations to the windows and rooms within a property, the effect on the daylight amenity to that property is considered in the submitted ES to be of negligible significance. The following properties would therefore experience alterations which, in accordance with the BRE Guidelines, would not be noticeable to the occupants and therefore considered negligible:

160 Oxley Close
 128 Oxley Close
 356 Old Kent Road
 354 Old Kent Road
 352 Old Kent Road
 320-322 Old Kent Road

Minor adverse VSC and NSL properties

The applicant has considered that the effect of daylight amenity of a property in an urban context can be considered minor adverse in situations where:

- i) Despite VSC alterations to the windows serving the room, the NSL alteration to the room is fully compliant with the BRE Guidelines; or
- ii) Despite NSL alterations to the room, the VSC alteration to all windows serving the room is fully compliant with the BRE Guidelines; or
- iii) All VSC and NSL alterations applicable to the room are no greater than 30% of their baseline values.

Accordingly, the effect on the daylight amenity within the following properties has been therefore defined as minor adverse:

18-58 Chaucer Drive
 156 Oxley Drive
 154 Oxley Close
 130-152 Oxley Drive

Moderate and major adverse VSC and NSL properties

Properties which would experience moderate or major adverse impacts are considered in more detail below.

60-82 Chaucer Drive

There are assumed to be 20 windows serving 14 rooms within this property that face towards the proposed development. It has been assumed that all windows serve a habitable room apart from those that are obvious to serve a stairwell or communal area.

Of the 20 windows assessed, 3 windows which serve 3 rooms would experience alterations which are within 20% of the BRE reduction criteria for both VSC and NSL assessments and are therefore considered to be of negligible significance. All other windows/rooms are therefore likely to experience an adverse/notable effect in

accordance with the BRE Guidelines and are considered in further detail below.

The impact to room R3/41 (on first floor) is considered to be of minor adverse significance due to the VSC alteration to the window being compliant with the BRE Guidelines, despite the NSL alterations to the room.

For the remaining 10 rooms, 9 have a main window which retains at least 15% VSC and retains a No-Sky Line (NSL) to at least 50% of the rooms area. The retained level of daylight is considered appropriate for an urban setting.

The room use of the remaining room (R3/42 on the second floor) has been assumed to be habitable. The window to the room (W3/42) has a VSC of 11% because it has a projecting wing which limits the amount of light the window receives. However, if the self-obstruction element of this building was not present, the applicant advises this window would retain a higher VSC of at least 15%.

The overall daylight effect on this building is therefore concluded to be of minor adverse significance.

84-114 Chaucer Drive

There are 40 windows serving 32 rooms in this property that face towards the proposed development.

Of the 40 windows, 8 windows which serve 8 rooms would experience alterations which are within 20% of the BRE reduction criteria for both VSC and NSL assessments and are therefore considered to be of negligible significance. All other windows/rooms are therefore likely to experience an adverse/notable effect in accordance with the BRE Guidelines and are considered in further detail below.

Of the remaining 24 rooms, 16 rooms have a main window which retain at least 15% VSC and retain a No-Sky Line (NSL) to at least 50% of the rooms area.

This therefore leaves 8 rooms, which are all located in the corners of the property with a projecting wing to the right-hand or left-hand side of them. The window directly to the left/right of each of these windows, which is also closer to the proposed development, each retain a VSC above 15%. It is therefore clear that it is the presence of the projecting wings as to why these windows do not achieve a higher VSC. Following the principles set out in the BRE Guidelines regarding self-obstructions the effect can therefore be considered minor adverse.

Further to the above, the overall daylight effect on this building is concluded to be of minor adverse significance.

116-146 Chaucer Drive

There are 32 windows serving 32 assumed rooms in this property.

Of the 32 windows/rooms assessed, 4 would experience VSC and NSL alterations which are within the BRE Guidelines suggested criteria. The effect on these rooms is therefore considered to be of negligible significance. All other windows/rooms are therefore likely to experience an adverse/notable effect in accordance with the BRE Guidelines and have been considered in further detail below.

Of the 28 rooms experiencing an adverse effect, 4 would retain over 15% VSC and more than 50% daylight distribution.

The remaining 24 rooms, when taking into account the recessed windows/projecting wings, generally retain a VSC of around 13%.

In addition, the daylight distribution to the majority of rooms is above 50%, and where it would fall below 50%, this is due to the projecting wings.

Overall the effect on this property is considered to be of moderate adverse significance.

148-178 Chaucer Drive

There are 32 windows serving 24 rooms in this property that face towards the proposed development.

Of the 32 windows, 8 windows which serve 8 rooms would experience alterations which are within 20% of the BRE reduction criteria for both VSC and NSL assessments. The effect on these rooms is therefore considered to be of negligible significance.

This leaves 16 rooms of which, 14 rooms have a main window which retain at least 15% VSC and retain a No-Sky Line (NSL) to at least 50% of the rooms area and are therefore considered to be of minor adverse significance.

The remaining two rooms are located on the ground floor (R9/70 & R10/70) are served by windows W10/70 and W11/70. These are located to the right of a projecting wing. This projecting wing is self-obstructing the daylight to this room and it is clear that if the effect of the projecting wing is removed that this window would retain a VSC above 15%. In addition, the retained NSL is greater than 50% of the room area.

Overall, when considering the retained values of daylight, the impacts to this property are considered to be of minor adverse significance.

1-13 Gloucester Court, Rolls Road

There are 35 windows serving 15 rooms to this property.

Of the 15 rooms assessed, all would experience a reduction in VSC to at least one window that is beyond 20% of its existing value. It is therefore considered that all rooms would experience an adverse effect when considered against the BRE Guidelines. It is understood there would be 8 flats affected.

One of the reasons why the reductions in daylight are beyond the BRE Guidelines is because the windows are nearly all set back from the main elevation behind a balcony space. Re-running the calculations to remove the effect of the balcony shows that the retained levels of daylight are at least 13.45%. In addition, the daylight distribution results show that each room, with the balconies in place, would retain at least 50% NSL.

Overall, when considering the retained VSC levels in combination with the NSL values,

the impact is considered minor adverse.

1-14 Lackland House

There are 28 windows serving 28 rooms in this property. The properties affected are understood to be 2-bed maisonettes with a small kitchen and secondary bedrooms facing towards the proposed development.

The living rooms all face in the opposite direction to the proposed development and would therefore not be affected. It is understood that there are 14 flats with windows that face towards the proposed development.

Of the 28 rooms assessed, all would experience a reduction in VSC that is beyond 20% of its existing value. It is therefore considered that all rooms would experience an adverse effect when considered against the BRE Guidelines.

One of the reasons why the reductions in daylight are beyond the BRE Guidelines is because the existing buildings on the site are low rise and the windows are nearly all beneath a walkway balcony.

When removing the effect of the balconies, the ground floor kitchens retain an average VSC of around 13% and the first-floor bedrooms retain a VSC of around 14.50%.

The NSL results show that the rooms would experience a NSL slightly below 50%, and when taking into account the room sizes and uses (bedrooms and small kitchens), the significance of the effect is reduced.

The effect to this property is therefore considered to be of minor adverse significance.

1-90 Astley House

There are 204 windows serving 186 rooms in this property.

The living rooms all face in the opposite direction to the proposed development and would therefore not be affected.

Of the 204 windows assessed, 37 windows which serve 20 rooms would experience alterations which are within 20% of the BRE reduction criteria for both VSC and NSL assessments and are therefore considered to be of negligible significance.

It is therefore considered that the majority of rooms would experience an adverse effect when assessed against the BRE Guidelines criteria.

One of the reasons why the reductions in daylight are beyond the BRE guidelines is because the existing buildings on the site are low-rise and the windows are nearly all affected by the walkway balconies.

When removing the effect of the balconies, the windows would retain a VSC of at least 17%. The daylight distribution tests also show that each room would retain a daylight distribution to more than 50% of the room's area. Therefore the submitted report states that the projecting walkways do cause a relative loss of light to the rooms and, if these were not to be present then, the retained values are in line with what is considered commensurate for the local area.

The overall significance when considering the retained values of daylight is considered to be of minor adverse significance.

361-363 Old Kent Road

This property is in retail use on the ground floor and the applicant has assumed residential on the upper floors with 14 windows serve 6 site-facing residential rooms.

Of the 6 rooms assessed, all have at least one window that would experience a VSC reduction that is beyond the BRE Guidelines criteria. All rooms would therefore experience an adverse effect when assessed against the BRE Guidelines criteria.

On review of the retained values, 5 rooms would have a main window, retain at least 15% VSC and/or at least 50% of the room area can still benefit from direct skylight at working plane height (NSL) with the proposed development in place. These rooms are therefore considered to be of minor adverse significance.

The remaining room is located on the first floor of the property and would have a retained VSC of 14%. Additionally, the room retains a No-Sky Line to 71% of the room's area, which is only 9% below the recommended value as suggested by the BRE Guidelines. It is therefore considered that the overall effects to this room would be of minor-moderate adverse significance.

Conclusion on daylight

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, with properties at 60-82 Chaucer Drive, 84-114 Chaucer Drive, 116-146 Chaucer Drive, 148-178 Chaucer Drive, 1-13 Gloucester Court, 1-14 Lackland House, 1-90 Astley House and 361-363 Old Kent Road affected.

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 and when taking into account features such as projecting walkways and balconies which are limiting the amount of light received by the windows. Given the context of the site, these results are indicative of a relatively good retained level of daylight.

Considering the daylight impacts overall, the harm that would be caused to some properties is on balance considered to be acceptable, especially when taking into account the major regeneration benefits of the scheme described elsewhere in the report.

Sunlight

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 sunlight.

There are 185 windows serving 144 residential rooms surrounding the proposed development that are relevant for sunlight amenity assessment. These have all been assessed in terms of total and winter APSH.

Table: Sunlight summary with the proposed development in place

Address	Total no. of rooms that meet the BRE Guide (Neg)	No. of rooms below the APSH stated in the BRE guidelines								Total no. of rooms
		% Below threshold for Winter sunlight				% Below threshold for Total APSH				
		20-30 %	30-40 %	>40 %	Total	20-30%	30-40%	>40 %	Total	
18-58 Chaucer Drive	33	0	0	0	0	0	0	0	0	33
60-82 Chaucer Drive	11	0	0	0	0	0	0	0	0	11
84-114 Chaucer Drive	21	0	0	7	7	1	1	4	6	28
116-146 Chaucer Drive	19	0	0	5	5	0	0	5	5	24
148-178 Chaucer Drive	24	0	0	0	0	0	0	0	0	24
160 Oxley Close	1	0	0	0	0	0	0	0	0	1
130-152 Oxley Close	11	0	0	0	0	0	0	0	0	11
128 Oxley Close	6	0	0	0	0	0	0	0	0	6
320-322 Old Kent Road (PH)	4	0	0	0	0	0	0	0	0	4
361-363 Old Kent Road	2	0	0	0	0	0	0	0	0	2
Total	132	0	0	12	12	1	1	9	11	144

Sunlight compliant properties

The following properties have a number of site-facing rooms that are within 90 degrees of due south and would experience alterations which, in accordance with the BRE Guidelines, would not be noticeable to the occupants:

18-58 Chaucer Drive
60-82 Chaucer Drive

148-178 Chaucer Drive
160 Oxley Close
130-152 Oxley Close
128 Oxley Close
320-322 Old Kent Road (PH)
361-363 Old Kent Road

Two remaining properties at 84-114 Chaucer Drive and 116-146 Chaucer Drive would experience APSH alterations that are beyond those described above and so are considered in more detail in the following paragraphs.

84-114 Chaucer Drive

28 rooms have one or more site-facing windows which require assessment. Of these rooms, 21 are within the BRE Guideline recommendations in terms of any alteration to their APSH levels. This means that the occupants of these rooms are unlikely to notice any alteration to their levels of sunlight amenity. The effect on these rooms is therefore considered negligible.

The remaining 7 rooms would experience alterations to their level of annual sunlight that is beyond the BRE Guidelines.

Of the 7 windows that do not meet the BRE Guidelines, 6 would retain a good level of total APSH with 25% or above. These windows therefore only fail to meet the recommended guidance for the winter months sunlight hours. However, the lowest retained winter months value to these 5 windows is 3%, which is considered acceptable for an urban area.

The remaining window retains an APSH of 20% of which 1% will be in the winter months. This window is on the side elevation of the property and orientated almost 90 degrees to the proposed development. In addition, it is assumed, given the position of the window that it is likely to serve a bedroom, which the BRE guidelines say is considered less important than a main habitable room.

Overall, when taking into account the retained levels of sunlight and the fact that the majority of windows would experience a negligible effect, it is considered the effects upon this building can be considered of minor adverse significance.

116-146 Chaucer Drive

24 rooms have one or more site-facing windows, which are required for sunlight assessment. Of these rooms, 19 are BRE compliant in terms of any alteration to their APSH levels. This means that the occupants of these rooms are unlikely to notice any alteration to their levels of sunlight amenity. The effect on these rooms is therefore negligible.

The 5 windows that do not meet the BRE Guidelines are those that are set back from the main elevation with a projecting section of the building on one or both sides. It is clear from the results to the unobstructed windows, which are also positioned further forward towards the proposed development, that these windows would enjoy good levels of sunlight above the BRE Guidelines recommendations if the projections were not in place. When applying the good neighbourly principles, it can therefore be considered that it is due to the presence of the projection elements of this building,

rather than the scale and bulk of the proposed massing as to why these windows do not retain good levels of sunlight in accordance with the BRE Guidelines.

Overall, when taking into account the projecting elements of the building, it is considered that the effects upon this building can be considered to be of minor adverse significance.

Conclusion on sunlight

As with daylight, there are a number of windows which would not meet the BRE guidelines for summer and winter sunlight. However, the extent of non compliance is considered minor overall with just two properties adversely affected and when taking into account overhanging balconies and projections, the impacts are on balance found to be acceptable.

Overshadowing to surrounding amenity areas

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.

There are no public amenity spaces, which are relevant for detailed sun on ground overshadowing assessment to the north of the proposed development.

Transient overshadowing

Transient overshadowing analysis has been run to show the instances and duration of any additional shadow caused by the proposed development to the surrounding amenity spaces.

It can be seen that there would be a slight increase in transient overshadowing to the amenity spaces surrounding the proposed development, as would be expected from a development of this scale. However, this shadow does not cover large areas for prolonged periods of time and is therefore, considered to represent a negligible impact.

When looking at the transient results in more detail, the children's play space behind Lackland House would experience approximately 1 hour of slight additional overshadowing, when the sun is low in the sky between 4pm and 5pm on 21st March. It is clear from the sunlight this space can receive throughout the day that a negligible impact would be shown if detailed 2 hours sun on ground assessments were carried out. Additionally, in the summer months, the transient overshadowing images show that a slight amount of overshadowing would be experienced between 6pm and 7pm. This again is considered a negligible impact.

The 21st June analysis plots show that Burgess Park would experience a slight amount of additional overshadowing between 6am and 7am. This is considered a negligible effect.

Overall, the effect of the proposed development in terms of overshadowing to the public and private amenity spaces throughout the year is considered to be negligible.

Cumulative impact (mosque)

There is currently only one cumulative scheme which is in close proximity to the Site to be considered for assessment and this is the Muslim Association for Nigeria scheme to the south east of the site.

When taking into account the impacts of the mosque, which would increase in height from 4 storeys to 5 storeys following its redevelopment, the impacts are considered to be of minor adverse significance.

Transport Issues

Key transport issues

In assessing this application from a transport perspective, the council is required to pay significant consideration to development proposals which are on or adjacent to the route alignment of the proposed Bakerloo Line Extension. Safeguarding of the route alignment and land for Bakerloo Line Extension stations and enabling works is a policy commitment contained in the New Southwark Plan. This proposed development is adjacent to the proposed Old Kent Road 1 station and directly above the route alignment for the Bakerloo Line Extension. Therefore, special consideration will be required to be undertaken to ensure that by permitting development, successful delivery of the proposed Bakerloo Line Extension will not be compromised which is integral for the success of the Old Kent Road corridor regeneration scheme.

Key issue 1: The BLE and the Hotel

Officers agree with TfL that if the hotel was approved to be delivered within the same time frame as the rest of phase 1 if could compromise the delivery of the BLE station and tunnelling.

We did consider the moving of the hotel to phase 2. The applicant's preference was to retain the hotel in phase 1 because phase 2 could be up to 10 years away.

Discussions with TfL and LBS are ongoing with the neighbouring site where Tesco's is currently located. Successful discussions could lead to the station box being delivered as part of the re-development of this site which could have economic benefits to the delivery of the BLE.

Recent correspondence with TfL proposed a possible compromise which was to use an S106 obligation to ensure the basement and piling for the hotel require a formal sign off from TfL before construction can be delivered.

Officers believe that this is a reasonable compromise as TfL's current programme for the BLE is for submission of application for a Transport Works Act Order (TWAO) in 2022 to be decided 2023. To meet that requirement TfL should have sufficiently advanced the design of the tunnels and stations to be able to assess applications details.

Key issue 2: TfL's concerns on the Traffic management

Officers agree with TfL that careful consideration of the implications of the development on the public highway and the potential changes required to facilitate the BLE.

However the current arrangements where the site is accessed from Humphrey Street via a large ground level car park is largely retained until phase 2.

Phase 1 proposals provide access from Rolls Road for the rear of the site which will require some changes to the local road network to facilitate but are considered reasonable by Southwark highways and deliverable within the S278 agreement. The impact on Rowcross Street will be minimised by ensuring the servicing courtyard exits left only. The use of Rowcross Street to access the hotel has been discounted by Southwark as an option on road safety grounds.

The servicing of the hotel when it is approved to be delivered will happen from the retained ground level car park until Phase 2 basement extension is delivered. An obligation for that extension to the basement to be an essential part of phase 2 has been agreed with the applicant.

The extent of the S278 for phase 2 includes the opportunity to revisit changes made in phase 1 to ensure amendments can be made.

Policy context

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.

Southwark have recently adopted the Movement Plan, a people, place and experience approach to transport planning. This application has been assessed on how will contribute to the 9 Missions.

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

The submitted Transport Assessment (TA) complied with TfL guidance and is considered to provide a comprehensive 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

The site records a Public Transport Access Level (PTAL) of 4. There are numerous bus stops within 300 metres of the site that serve bus routes to and from central London and with connections to stations including Bakerloo and Northern Line and national rail services at Elephant and Castle and Northern, Jubilee and national rail services at London Bridge.

Existing site layout

The site is served by a single two-way vehicle access from B204 Humphrey Street to the retail car park.

There is a dedicated pedestrian access connecting the retail park to the A2 Old Kent Road/B204 Humphrey Street junction to the south-west of the site. At the northern part of the site a pedestrian access is provided close to the northern retail block that connects to B204 Humphrey Street.

The existing retail units of Argos and Sports Direct have rear servicing accessed from Humphrey Street via the car park locations. Carpet Right and DFS are serviced from the car park.

Currently there is no access from the rear of the site on Rolls Road which operates one way exiting onto the Humphrey Street mini roundabout. A speed table forms the T-junction between Rolls Road and Rowcross Road at the north-eastern corner of the site, Rolls Road was made one –way to address rat running in the past Rowcross Street forms the eastern boundary of the site, linking Rolls Road with Old Kent Road. It is a two-way single carriageway road subject to a 20 miles per hour speed limit starting 25 metres (approximately) from its junction with Old Kent Road. There are traffic calming measures in the form of speed humps along Rowcross Street.

Future site layout

Key to understanding how the site layout will work after the two Phases are delivered is the role of Humphrey Street. During the construction of the BLE 1 station at this location Humphrey Street is likely to be closed for an estimated 6 years. Post BLE station it is likely that Humphrey Street will reopen but how it operates is currently unknown. Therefore both the Phases have concentrated the access to the site to the rear on Rolls Road.

To accommodate the proposed access requirements from Rolls Road, 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.

The likely change is to make the first section of Rolls Road two-way working from the mini roundabout to the speed table at the junction with Rolls Road. The whole of that section of the public highway will require a re-design to ensure pedestrian and cycle safety is prioritised.

Officers are keen to reduce the impact of Rowcross Street. Therefore it is proposed that the servicing area at the rear of the site can exit left only onto Rowcross Street.

The basement car park area can accommodate up to a 7m rigid vehicles to service and deliver this has space for two way movement to happen allowing for one vehicle to queue each way off the public highway.

Larger vehicles including refuse collection vehicle will use the ground floor forecourt area which will operate one-way from Rolls Road to Rowcross Street where vehicles will exit left only.

To clarify the TA proposed using Rowcross Street to exit back onto Old Kent Road. This was discounted by both Southwark highways and TfL.

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.

Condition requirement for the detailed design of the Ground floor forecourt and its relationship with the public highway including the gates. To ensure secure by design and road safety is fully considered.

Phase 2 extent of S278 works will include the Phase 1 extent to ensure the opportunity to ensure a cohesive finish to the area.

Phase 2 will also require TfL S278 the interim extent of which is included in the heads of terms.

Trip Generation

Once fully built and occupied, the vehicular trip generation from the site is estimated to be as shown in the table below.

Land Use	Daily Demand (vehicles)	Peak Hour (0900-1000)
A1 Retail (Food/Nonfood)- Ground Floor	7	1
A2-5 Retail (Café)- Ground Floor	18	3
C3 Residential	44	7
C1 Hotel	9	1
Cinema/ Leisure use	1	0
TOTAL - ALL	80	12
A1 Retail (Food/Nonfood) - Ground Floor	7	1
A2-5 Retail (Café)- Ground Floor	5	1
C3 Residential	33	5
TOTAL – Phase One	46	

The nature of this hybrid application means that the Phase 2 will have to come back to committee with detailed design and the up to date review of impacts on transport and the public highway. This allows for adjustments to changes made in the first Phase to be incorporated at that time.

Walking

As part of the TA a Pedestrian Environment Review System (PERS) Audit was carried out in August 2018. This information demonstrated the proposal would improve the

pedestrian experience as routes audited were considered to be pedestrian friendly and benefited from good pedestrian infrastructure.

The proposal creates a “destination space” allowing pedestrian movement from the Old Kent Road and the proposed new BLE station to move through the site and allows for a generous space protected from the Old Kent Road by the hotel.

It is recommended that to support Healthy Streets the extended areas of footway is 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.

The S278 works will ensure pedestrian safety is prioritised in all changes to the public highway in both Phases

Cycling

The TA includes Cycle Level of Service (CLOs) Audit which was carried out in parallel with the PERS Audit.

A total of 893 cycle parking spaces would be provided across the scheme. This is less than the current London Plan standards however the application also provides other cycle benefits This would be split across the uses as follows:

Land Use	Long Term	Short Term (public realm)
Retail	10 spaces	79 spaces
Hotel	10 spaces	21 spaces
Residential	725 spaces	44 spaces
Cinema	2 spaces	2 spaces
TOTAL	747 spaces	146 spaces

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 OKR AAP area. A balance is sort between the London plan cycle parking standards, quality of infrastructure and other cycle opportunities. In this applications cycle parking would be provided through a mix of double stackers, Sheffield stands to the equivalent to 1 space per residential unit design to be agreed by condition. There will also be:

Brompton style cycle hire lockers equivalent to 1 locker per 10% of residential units (10% of which a EV lockers)

Brompton style cycle hire lockers equivalent to 1 locker per 10% of proposed jobs (10% of which a EV lockers)

Visitor cycle parking compliant with London Plan but locations to be agreed by condition and where on the public highway as part of the S278 agreements.

Sustainable transport lockers to accommodate tricycles, scooters, prams, possible cargo bikes.

TfL intend to provide docking stations for the Santander (TfL managed docked cycle scheme) cycle hire within the proposed BLE station one, therefore given the proximity of the site to the proposed station additional station/s are not considered necessary.

However there is nothing within the application which would preclude the provision of a docking station in the public highway adjacent the site.

Behaviour Change

A travel plan should be secured for the proposed cinema and hotel, to ensure that staff and customer trips are sustainable. This will be requested by condition.

Public transport

Buses

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.

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. As per the Ruby Triangle site an agreed maximum cap for bus contributions is proposed of £2,700 per unit. This will be able to be requested in stages between 3 -5 years. At each stage TfL will need to provide evidence to justify the requested payments in terms of what services they are enhancing and how they are mitigating scheme impacts.

Bakerloo Line extension

Running Tunnels

As detailed above, the current proposals for the Bakerloo Line Extension involve running two tunnels directly below the southern end of the application site. Although the principle and location of the proposed hotel and basement development is supported, the implementation of the hotel as part of Phase 1 and the cinema and basement as part of Phase 2 could negatively impact the delivery of the Bakerloo Line Extension tunnels. The applicant and their engineers and LBS officers have had a series of meetings with TfL over the last year to try and resolve this issue.

As the GLA note in their Stage 1 report and TfL's email dated 29 April 2019, a final decision has not been made on the siting of the proposed underground station box and escapes, the running tunnel sitings and the potential requirements for a station worksite. Furthermore, the impact of the proposed scheme's foundations on the running tunnels is currently being assessed by TfL, however TfL advise that they cannot accept these proposals as they stand as they provide inadequate safeguarding to the delivery of the BLE.

TfL advise that:

The running tunnels could be impacted by both Phases of development by means of

possible encroachment into the running tunnel exclusion zone.

Were a permission to be granted for the Phase 2 element of the development, conditions are required to ensure that the applicant is obliged to ensure designs enable the Phase 2 structure to avoid the exclusion zone and to safeguard the delivery of BLE. This would require further design work to ensure that basement spans over the tunnels and to demonstrate that the tunnels are not excessively loaded / unloaded given the life of the development will be shorter than the tunnels built for the BLE. Given this is of fundamental importance to the acceptability of the phase 2 development it is their view that this work must be carried out prior to determination of the permission lest a condition is imposed with which compliance is impossible or very costly and complex or requires other changes to the approved design e.g. levels

They are considering raising the alignment (depth below ground) of the running tunnel, therefore further work is required to understand how the development, and in particular the hotel and the basement cinema and parking and servicing area, would accommodate a revised vertical alignment.

Phase 2 structure design needs further work in terms of addressing potential settlement and vibration mitigation to the cinema.

The applicant reviews their drawings in respect of lift requirements and other details before a decision on the current application to confirm that the development once designed up to full detail can be implemented as currently proposed without encroachment into the exclusion zone

In light of this, and to ensure that there are no temporary or permanent structures in the running tunnel exclusion zone in the Phase 1 and 2 of development and to address the other concerns set out above, TfL request that a s106 obligation placing a legal requirement on the applicant for appropriate safeguarding must be agreed with TfL. TfL consider a s106 obligation is justified in this location due to the proximity of the site to the proposed station.

Furthermore TfL request they are a party to the legal agreement to enable it to be fully involved in the consideration of the technical details and can enforce if necessary itself.

Given the proximity of the development both horizontally and vertically to the BLE early works which could take place prior to fulfilment of the obligation, it should be defined as demolition and site clearance only in respect of the Phase 2 site and that part of the Phase 1 on which the hotel would be developed.

TfL advise that have no concerns if the early works for the rest of Phase 1 included additional elements such as the laying and / or diversion of infrastructure and services; access works on or adjacent to the public highway (subject to any necessary agreements pursuant to s184 or s278 or equivalent).

Bakerloo Line Extension Station – Old Kent Road 1

TfL has discussed with the applicant the proposal for a Bakerloo line station on the site of the Tesco superstore, as consulted by TfL in 2017. At the current time, this station location remains TfL's preferred option. However, it was noted by TfL to the applicant that there are alternative proposals including within the Tesco site and potentially including the Southernwood retail park site, as proposed by Invesco and Tesco. TfL are obliged to demonstrate consideration of these latter proposals.

TfL has also discussed with the applicant the potential need for TfL to temporarily

close Humphrey Street for the duration of works on the station and this section of the line. This could be for a period of 5 or more years and thus it would be necessary to ensure that the development can at both phases and also during construction of Phase 2 operate safely and effectively in terms of access.

TfL's concern relates particularly to vehicles serving the hotel and during the construction of Phase 2 and its subsequent occupation, all of which could take place prior to completion of the BLE works. In addition, TfL cannot rule out the need for further land to support construction and operation of the station. TfL would consider this further as part of its ongoing work towards their objective to develop a scheme which could secure Transport and Works Act (1992) Order consent. This will therefore require TfL to take no more land but also no less than is required to ensure that its infrastructure can be built and operated safely and efficiently.

TfL notes that the applicant's proposals potential to place constraints on where the running tunnels can be constructed through foundation and other structure -free areas of the development. Owing to the proximity of the applicant's site to the proposed Bakerloo line extension station location, the applicant's proposal will potentially reduce optioneering for the station siting and its design as the tunnels' location could be dictated by the applicant's scheme (assuming planning permission is granted and related details approved). Whilst TfL consider it should still be possible to build the OKR 1 station, it is likely to add to the risk and complexities that may impact on cost of construction of the BLE.

In summary, and in light of TfL concerns it is considered reasonable to ensure the detailed designs of the basement of the proposed hotel, the basement cinema and the service basement to Blocks 2A and 2B safeguard the delivery of the running tunnels, alongside appropriate conditions.

TfL should therefore be a cosignatory to the s106 in respect of the foundation design, and that phase 2 of the development and the hotel element of the development can not be implemented until the foundation design is agreed by TfL and LBS.

TfL have recommended that a condition be imposed to ensure TfL's approval of the foundation design, and a condition to this effect has been included on the draft decision notice.

Car parking

The existing site has 146 parking spaces (11 accessible spaces and 135 standard spaces).

The development is largely car free but would provide 71 accessible parking spaces within the basement area for the full development (38 spaces for Phase one). The majority of the spaces (52 of the 55 spaces) would be located within the proposed basement. The proposed retail and residential car parking within the basement will be separated.

The retail provision in Phase 1 will use the car parking within the Phase 2 retail area until the full basement is delivered.

Car club membership will be provided for residents, which can be secured by the legal

agreement.

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 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

The TA predicts servicing demands for the Southernwood Retail Park scheme. Phase 1 identifies motorised vehicle servicing of 54 two movements per day. The development proposals for Phase one/two will introduce approximately 80 inbound and 80 outbound servicing trips per day. (An agreement to move the hotel to Phase 2 will reduce the Phase 1 trips by 9 two way movements).

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 loading bays within the basement will be provided with a minimum clear headroom of 3.8m – 4.0m to accommodate all typical delivery vans up to 7m long. The supermarket home delivery vehicles (e.g. Ocado) require more headroom than the typical 7m long delivery vehicles will be accommodated in the basement. 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.

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).

The domestic waste collection identifies up to 90 bins to be collected from a single point. Consideration of how much time that will take needs to be taken into account in the DSP. The holding area can only hold 45 bins. Officers estimate that 45 bins could take in excess of one hour to process. If two refuse vehicles are needed to carry out this it will prevent other vehicles using this facility during that time. To empty 90 bins will double the impact. The DSP bond obligation will need to include details on how this will managed to not impact negatively on to the public highway before occupation.

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:

- (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.

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 Phase 1 in this instance would be £55,700 based on the 542 residential units and 9992 sqm of non residential floorspace. The applicant has agreed to the contribution which can be collected via the legal agreement.

	P1	£	P2 (approx.)	£
Residential	542	54,200	tbc	
Non residential	9992	5,000		
		59,200		
Baseline	46 motorised vehicle trips per day		80 motorised vehicle trips per day	

Conclusion on Transport

The table below summarises how this development will contribute to delivering the Movement Plans 9 missions, Vision Zero, Healthy Streets and Air Quality.

Movement Plan mission		How they are addressing this?	Benefits		
			Healthy streets	Vision zero	Air quality
M1	Equality: Seeks to empower positive lifestyle choices and ensure safety when moving in the Borough.	The development provides a range of benefits to encourage active transport for all. Good pedestrian permeability, access to a range of cycling, good public transport.	✓	✓	✓
M2	Mental wellbeing: A focus on reducing noise and visual clutter.	Public realm space is set back from the Old Kent Road providing a quieter sheltered space for resting.	✓	✓	✓

M3	Physical wellbeing: Making active travel the first choice.	Development will be marketed as car free with information on access to cycling and walking development adjacent to Burgess Park and easy access to Quietway 1.	✓	✓	✓
M4	Manage space: Ensure flexibility to management of our streets over time.	This area will change over the next 10 years and by attaching a DSP bond will enable monitoring of trip generation throughout this time.	✓	✓	✓
M5	Support business: Creating more space, ease of movement and creating a more safe and pleasant environment.	The non residential is ground floor and has off street servicing that will accommodate the servicing needs. The location is well served by public transport and there will be dockless cycle hire.	✓	✓	✓
M6	Neighbourhoods: Make sure that people have places to connect.	The mixed use development with public open space located close to Burgess Park allows for good pedestrian permeability and space to dwell and rest.	✓	✓	✓
M7	Positive experience: Focus on reducing traffic on our roads and increasing safety.	Car free and the DSP bond help to manage traffic reduction	✓	✓	✓

M8	Change management: Work on understanding and responding positively to changes in construction or delivery due to new homes, offices or infrastructure.	The CEMP and DSP bond help change management. Event space has a travel plan.	✓	✓	✓
M9	Sharing information: Improve the way we exchange information with people.	Condition to require marketing material to promote car free living	✓	✓	✓

The Phase 1 proposal with the hotel is supported because it reduces car dependency provides improved pedestrian and cycle permeability, has residential management to reduce the impact of servicing and delivery and allows for the emerging plans for the surrounding public highway to be facilitated, subject to the following obligations and conditions:

S106 obligation for TfL to sign off hotel basement and piling detailed design.
 delivery and service plan bond details of parking, servicing and delivery management to encourage safety and sustainability;
 submission of a travel plan for the destination use;
 detailed design of the basement and servicing layout; and its relationship with the public highway including the gates.
 a bus contribution for TfL;
 car club membership;
 publicly accessible cycle hire and membership;
 detailed design of cycle parking;
 condition to ensure residents would not be eligible for parking permits in the controlled parking zone, or any future CPZ;
 condition for marketing details to ensure promotion of car free living; is clear to the new occupants of the development
 condition for hotel marketing to promote accessibility by public transport.
 s.278 works with the council for highway works, tree planting and traffic management changes to Rolls Road and Rowcross Street, and
 a condition for a detailed construction and environmental management plan CEMP

For the Phase 2 proposal. This is supported as an outline design. That it will not be eligible to come forth for full planning permission until the Transport Works Act Order has been approved. As with Phase 1 the Phase 2 proposal generally reduces car dependency, provides good quality pedestrian and cycle permeability. The obligations and conditions will need to be reviewed at the time of full planning permission but at this stage should include:

Specific obligation to ensure Phase 2 detailed design or any new proposal for that site will deliver the basement car park extension.
 delivery and service plan bond details of parking, servicing and delivery management to encourage safety and sustainability;
 submission of a travel plan for the destination use;
 detailed design of the basement and servicing layout;

a bus contribution for TfL;
 car club membership;
 publicly accessible cycle hire and membership;
 detailed design of cycle parking;
 condition to ensure residents would not be eligible for parking permits in the controlled parking zone, or any future cpz;
 condition for marketing details to ensure promotion of car free living; is clear to the new occupants of the development
 condition for hotel marketing to promote accessibility by public transport.
 s.278 works with the council and TfL for highway works, tree planting and to secure the extended area of footway along Old Kent Road to be adopted as public highway, and
 a condition for a detailed construction and environmental management plan CEMP

Tree planting on Old Kent Road

An agreement under Section 278 of the Highways Act 1980 would be required with TfL in relation to the proposed works and tree planting on the footway. The process of negotiating the Section 278 agreement would give opportunity for detailed discussion about issues such as paving materials and the acceptability and potential species of street tree. Any planting should enable the Mayor's Healthy Streets plan for the Old Kent Road corridor. Please see the section on Trees at paragraph XX.

Noise and vibration

A Noise and Vibration Assessment has been undertaken as part of the ES to determine the likely noise impacts from the proposed development. In this regard, a demolition and construction management plan has been requested by condition which shall include that the constructors operate under the Code of Considerate Practice.

Noise levels within apartments will be controlled to the recommended internal noise levels. This will require use of mechanical ventilation heat recovery (MVHR) units to all apartments within the development and comfort cooling to all apartments and hotel rooms facing Old Kent Road or Humphrey Street.

External residential amenity areas between the proposed buildings will be provided that are compliant with the recommended noise criterion (LAeq,16h 50-55 dB). Noise levels in external amenity areas facing Old Kent Road and Humphrey Street will exceed this criterion.

Noise from building services will be controlled so that it meets the relevant noise criterion based on the local authority requirements at the surrounding noise-sensitive receptors. Building services plant noise limits have been set on this basis and will be used as a basis of the building services design.

Planning obligations (S.106 undertaking or agreement)

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 to 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 s106 obligations:

Planning Obligation	Mitigation	Applicant Position
Archaeology	£11,171	Agreed
Affordable housing monitoring	£9529.20	Agreed
Carbon Offset – Green Fund	£880,852	Agreed
Child playspace	£123,065	Agreed
Delivery and service bond	£55,700	Agreed
Transport for London Buses	Maximum cap £2,700 per unit up to £1,954,800 over five years.	Agreed
Transport for London cycle hire contribution	TfL request a significant contribution to be determined through discussion	Funded through CIL
Admin fee 2% for all Southwark cash contributions, plus flat fee of £2,000 for costs incurred transferring TfL buses contribution.	£23,606.34	Agreed
Total	A maximum of £3,058,723.54	

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

Detailed design of Phase 1 and Phase 2 basement design for hotel, cinema and servicing basement. TfL as cosignatory

Phase 2 detailed design or any new proposal for that site will deliver the basement extension to ensure servicing and car parking.

Affordable housing provisions, including provision for an early stage review;

Marketing, allocation and fit out of the wheelchair units;

Business retention and relocation strategy

Independent retail for the units in Phase 2

Public access to open spaces and hotel lobby

Phasing plans;

Local economy – construction phase job/contributions

Local economy – end use jobs/ contributions and employment;

Highway works – s278 works;

Transport for London – s278 works including highway works, tree planting and adoption of Old Kent Road frontage as public highway;

Car club membership for 3 years;
 Connection to a future district heating system;
 London Living Wage – best endeavors to being offered to all staff employed in the commercial units, hotel and cinema as well as workers during the construction period;
 Delivery and service management plan;
 Demolition and construction management plan;
 Public realm works plan; and
 Securing of Pilbrow and Partners architects to deliver the detailed design of the scheme.
 Contribution to the management of the car parking on the Astley Cooper Estate.

In the event that a satisfactory legal agreement has not been entered into by 31 October 2019 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 Borough Community Infrastructure Levy (CIL)

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.

In this instance a Mayoral CIL payment a Southwark CIL payment would be required. As the scheme has been revised, the final updated figures will be included in the committee report addendum.

Sustainable development implications

Energy

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. An Energy statement and Sustainability Assessment based on the Mayor’s hierarchy have been submitted.

The applicants have submitted an energy strategy and a sustainability assessment for the proposed development which seek to demonstrate compliance with the above

policies.

Be lean (use less energy)

Energy demand reductions are to be realised throughout the scheme via the specification of an optimised building fabric and the inclusion of energy efficient building services systems.

Be clean (supply energy efficiently)

A Community heating system with efficiency gas boilers and a CHP plant are proposed to co-generate electricity and heat in a single combustion process and thereby reduce energy consumption, associated CO2 emissions and energy costs. It is proposed that this plant would serve the residential units and hotel.

The energy centre within the development can be future proofed to allow connectivity to the South East London CHP (SELCHP) District Heating Network when it becomes available in the future. This would be secured through the Section 106 Agreement. Officers are currently developing a District Heat Network scheme with GLA and Veolia (the operators of SELCHP).

Be green (low or carbon zero energy)

Roof mounted PV arrays are proposed to provide a green source of electricity to be utilised on site in the residential and commercial units and Air Source Heat Pumps (ASHP) are proposed to serve the retail units and hotel.. 87kWp of Photovoltaic (PV) arrays have been proposed for the development and their use has been maximised, taking into account the amount of roof space that would be required for cooling condenser plant and lift over runs.

It is considered that the scheme has maximised the potential of 'be lean', 'be clean' and 'be green' measures and does not have scope to reduce the carbon emissions any further. This is because of the high density nature of the scheme and the lack of available roof space to include more PV panels.

The 'be lean', 'be clean' and 'be green' measures would result in an overall reduction in carbon dioxide emissions when compared to a scheme compliant with the building regulations. For the residential element, a 36.58% carbon reduction would be achieved falling short of the zero carbon requirements as set out in policy 5.2 of the London Plan, amounting to a 454.094 tonne shortfall. For the commercial element, a 29.35% reduction in carbon emissions would be achieved meeting the 35% target against Part L of the Building Regulations.

Recognising that the residential aspect fall below the policy requirements in relation to carbon savings, a contribution towards the council's carbon offset fund would be required. Calculated on the basis of £1,800 per tonne, the residential component would generate a contribution of £817,369 and the non residential £63,482.40 The applicant has agreed to make the contribution of £880,852 to the carbon off set fund which would therefore make this aspect of the scheme fully policy compliant.

Overheating

A Sample Summer Overheating Assessment has been submitted to demonstrate that

the proposed new residential accommodation would mitigate overheating. It advises that factors such as an appropriate proportion of façade glazing, inclusion of balconies and use of solar control glass have been taken into account when considering the potential risk of overheating. Comfort cooling systems are also proposed to be installed. This aspect of the scheme is therefore considered acceptable.

BREEAM

Strategic policy 13 of the Core Strategy requires the commercial units to achieve BREEAM 'excellent'. A BREEAM Pre-assessment was included within the Energy Statement has been undertaken which demonstrates that an "excellent" standard can be achieved for the retail units. This meets the "excellent" standard required by the policy. It is recommended that a planning condition be attached to secure a post construction review to confirm that the "excellent" standard has been achieved in the completed development.

Ecology

An Ecological Impact Assessment was submitted with the application which has been reviewed by the council's ecology officer. A Phase 1 habitat survey and bat emergence surveys were undertaken in September 2018. The purpose of the assessment was to identify any ecological mitigation or enhancement measures. Six trees scheduled for removal were assessed as providing low bat roosting potential. A precautionary approach prior to felling was recommended and should be undertaken by a licensed bat ecologist. Furthermore, the introduced shrub and scattered trees on site have potential to support breeding birds. Where these features were to be affected they would be removed outside of the breeding bird season or cleared under the supervision of an ecologist. Overall, the assessment found that the site is considered to be of low value for nature conservation.

The replacement scheme offers an opportunity to enhance the biodiversity value of the site and a series of ecological enhancements are proposed including areas of biodiverse roofs, Sustainable Drainage Systems, rain gardens, new tree planting, a mix of native and non native shrubs, and bird and bat boxes. It is recommended conditions be attached to secure the features, all of which have been included in the recommendation.

Air Quality

The impacts of the scheme on air quality have been assessed as part of the ES. The site lies in an Air Quality Management Area. The impacts during the demolition and construction phases of the scheme have been addressed and were considered not to be significant when appropriate mitigation measures are adopted such as measures to control dust emissions, details of which can be requested by condition to form part of the demolition and construction management plan.

The proposed development has been designed to limit exposure to existing poor air quality. No residential apartments would be located at ground level facing onto Old Kent Road or Humphrey Street where impacts from road traffic would be at a maximum.

Lighting strategy

A lighting strategy would ensure a safe, accessible and welcoming public realm and allow use of the amenity spaces after dark. The lighting would be designed to prevent spread of light in an upward direction. Spill of light beyond the site boundary would be avoided preventing any impact on adjacent buildings. The lighting would be of an energy efficient design, and full details can be requested by condition.

Where possible, lighting would be integrated into the fabric of the buildings or into landscape elements such as furniture, water features etc. to minimise clutter. Certain features would be illuminated to enhance character of space. For example, the public square would include integrated lighting to paving and furniture to create a vibrant night time space.

Ground conditions and contamination

A Ground Contamination Risk Assessment has been submitted with the application which considers that there may be historic sources of ground contamination at the site. The report recommends that a site investigation is necessary to confirm potential contamination risks in relation to the proposed development. The investigation and remediation would be secured by an appropriately planning condition recommended by the council's environmental health officers. Subject to the imposition of this condition, this aspect of the scheme is found acceptable.

Water resources and flood risk

A Flood Risk Assessment (FRA) has been provided, which confirms that the site is within Flood Zone 3a 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.

The council's flood and drainage team have also reviewed the submitted material and Drainage Strategy, with the applicant submitting an addendum in response to initial comments made. It can be confirmed that:

All sleeping accommodation has been set above the flood protection level of 2.65mAOD. Please find attached
 30% of the ground floor of the site is permeable amenity space
 The targeted discharge rates from the site, in line with greenfield rates for each duration are as follows;
 1 in 1 year storm - 3.60 l/s
 1 in 30 year storm - 9.77 l/s
 1 in 100 year storm - 13.55 l/s.

The drainage strategy incorporating blue and green roofs as well as permeable paving and underground storage tanks is supported.

The scheme includes provision for a large basement to be delivered across two phases. A basement impact assessment has been submitted and no concerns were raised from a flood risk perspective and would not have a detrimental impact on the environment.

The assessment concluded that the proposed development can be constructed

without adverse impacts to groundwater, surface water, and ground movements. This is facilitated by the anticipated stiff ground in the area, and the distance to the majority of neighbouring structures. However, as noted in the Transport section of this report, TfL has raised significant concerns regarding the potential impact the foundations and basements could have on the running tunnels. These will be addressed through a side agreement.

Archaeology

The application site is located within two LPA designated Archaeological Priority Areas - Bermondsey Lake and the Old Kent Road. The New Southwark Plan Evidence Base: Archaeological Priority Areas (APAs) proposes that these Priority Areas are amalgamated into a large Tier 1 APA called North Southwark and Roman Roads.

The applicant has submitted an archaeological Desk Based Assessment (DBA) to support this application in accordance with Saved Policy 3.19 Archaeology of the Southwark Plan (2007). The DBA is approved. This site has been subject to previous archaeological investigations in the 1990s (Archaeological Site Code HPS 93) where multi-phase prehistoric, Roman and post-medieval archaeology were discovered. The HPS 93 evaluation of the site provides sufficient information to help inform future planning requirements and further pre-determination archaeological evaluation is not required.

There is sufficient information to establish that the development is not likely to cause such harm as to justify refusal of planning permission - provided that the suggested conditions are applied to any future consent,

Wind microclimate

The ES considers the potential impacts and associated likely effects of the proposed development on the local wind microclimate within and around the application site. In particular, it considers the potential effects of wind upon pedestrian comfort and summarises the findings of a wind tunnel testing exercise.

The extensive wind tunnel tests provided a detailed assessment of the mean and gust wind conditions around the Proposed Development in terms of pedestrian comfort and safety, and a basis to assess the effect of the Proposed Development relative to the existing site conditions and the suitability of the wind microclimate for various proposed pedestrian and site occupant activity.

The assessment of the wind conditions at the application site requires a standard against which the measurements can be compared. The submitted assessment uses the Lawson Comfort Criteria, which have been established for over 30 years. The Criteria, which seeks to define the reaction of an average pedestrian to the wind, are described in the table below. If the measured wind conditions exceed the threshold wind speed for more than 5 % of the time, then they are unacceptable for the stated pedestrian activity and the expectation is that there may be complaints of nuisance or people will not use the area for its intended purpose.

Table: Lawson Comfort criteria

Comfort category	Threshold	Description
Uncomfortable	>10m/s	Winds of this magnitude are considered a nuisance for most activities, and wind mitigation is typically recommended.

Walking	8-10 m/s	Relatively high speeds that can be tolerated if the objective is to walk, run or cycle without lingering.
Strolling	6-8 m/s	Moderate breezes that would be appropriate for strolling along a city/town centre street, plaza or park.
Standing	4-6 m/s	Gentle breezes suitable for main building entrances, pickup/drop-off points and bus stops.
Sitting	0-4 m/s	Light breezes desired for outdoor restaurants and seating areas where one can read a paper or comfortably sit for long periods.

Wind conditions in Phase 1 and Phase 2 of the Proposed Development are broadly similar to the baseline scenario with some areas becoming windier and other areas becoming calmer. This was largely expected due to the massing of the Proposed Development compared to the existing buildings on site.

The majority of the site was found to be suitable for its intended use; however, some isolated areas at ground and roof level were found to be windier than desired conditions and/or exceeded the criteria for pedestrian safety. As such there would require mitigation to reduce wind speeds to provide a suitable wind environment without any safety exceedances. Mitigation measures would be assessed through further wind tunnel testing, secured by a planning condition, to verify their effectiveness

It is therefore found that based on the additional mitigation which can be secured by condition, such as landscaping and the effects of the development on the local wind microclimate are acceptable.

The cumulative assessment found that the additional development and emerging massing provided an overall reduction in wind speeds in and around the application site. This is due to the change in massing when compared to the existing condition. So the impacts of the development, when combined with those of the cumulative, would continue to have an acceptable impact on the local wind microclimate.

Health impact assessment

The applicant has submitted a Health Impact Assessment as an ES appendix. The main health effects are anticipated to be on the existing local community and existing employees in the area who would be exposed to a phased programme of construction work. Good construction management would help minimise these impacts, and accordingly a construction management will be secured in line with the council's normal practice.

The residents, employees and retail users of the development would benefit from a high quality design and good planning which will help reduce health care costs over time by preventing ill-health from risks attributed to urban planning, including air pollution, road injuries, worklessness and poor housing.

Socio-economic impacts

The ES has presented an assessment of the potential impacts and associated likely socioeconomic effects of the proposed development arising from the demolition and construction works and on completion of the proposed development. In particular, the ES presents the results of the assessment of the potential impacts and likely effects related to employment levels created by the proposed development and the potential impacts and likely effects associated with the new residential and workforce population on-site, including any effects on local social and community infrastructure and crime.

The assessment has considered the following potential impacts:

- Provision of new homes;
- Generation of a new resident population;
- Loss of existing commercial floorspace and creation of new commercial/leisure/community floorspace;
- Introduction of a new worker population; and
- Change in the site conditions with regard to surveillance, activity and lighting.

The following effects are anticipated:

- Temporary loss of operational commercial employment;
- Creation of temporary demolition and construction related training and employment opportunities;
- Introduction of a new residential population creating additional demand for community facilities and infrastructure (including primary and secondary schools, healthcare facilities and open space and play space);
- Creation of play space and open space on-site;
- Creation of longer-term operational employment opportunities; and
- Improvements in site safety reducing crime rates.

The demolition and construction stage of the proposed development is expected to generate the creation of direct and indirect construction employment, which is considered a temporary effect. Phase 1 with a build cost of £188 million would generate 317 FTE construction jobs. Phase 2 with a build cost of £53.5 million would generate 120 FTE construction jobs. The completed development would result in a net increase of approximately 108 jobs on-site.

The proposed development is expected to generate a range of potential significant direct and indirect social and economic impacts, with likely permanent effects.

The proposed development's forecast child yield would result in an increased demand for school places. The proposed development would create a demand for 117 primary aged places and 49 secondary aged places.

The draft OKR AAP sets plans for a new secondary school and two new primary schools, which would be funded from the council's CIL.

The additional population due to the construction of the Proposed Development would result in the need for one additional GP in the local area. This may be able to be provided within existing healthcare facilities as it is understood that GPs can accept new patients.

The draft OKR AAP includes proposals to expand the existing health facility on Verney Road, which would meet the anticipated demand from the development, and can be funded from the CIL payment.

There could be a high risk of crime to be committed as there is a high level of crime in the local area and the application site is a conducive environment for crime outside of retail hours, when there is significantly less activity in the space.

In terms of crime prevention design measures, the following are proposed following consultation with the Metropolitan Police:

The ground floor layout has been designed to maximise opportunities for passive surveillance of the public realm spaces. Entrances will be well lit and overlooked, public areas will be uniformly well-lit.

The ground floor layout provides good visibility to access routes and spaces, and good accessibility to the spaces. Controlled access to relevant areas of the scheme has been addressed such as the residential units and the development will incorporate CCTV.

The commercial units are intended to provide both activation and passive surveillance, but also to act as a catalyst for wider improvements within the area, with a view to contributing towards a reduction in crime.

Fire safety

The applicant has submitted a fire safety strategy with the application based on the requirements of the relevant Building Control standard BS 9991:2015 for residential parts of the site and BS 9999:2017 for non residential areas.

The strategy outlines the fire safety strategy proposals for the development and seeks to demonstrate compliance with the Building Regulations (generally in the form of the recommendations of Approved Document B).

The designs of the residential blocks, such as travel distances are compliant within the common areas in accordance with BS9991 since the blocks will be sprinklered. A system of smoke clearance via a Mechanical Smoke Ventilation System is proposed for all cores. The smoke shafts will include automatic opening vents (AOV's) at each level within the common corridors with an automatic vent at the top of the stairs.

The hotel is provided with two staircases therefore the travel distances are code compliant in accordance with Approved Document B (ADB). The hotel is proposed to be provided with an automatic fire alarm and detection system designed in accordance with BS5839 Part 1 to an L2 standard.

The retail units are proposed to be provided with an automatic fire alarm and detection system designed in accordance with BS5839 Part 1 and be at least of a manual type whilst the cinema and car park are proposed to be provided with an automatic fire alarm and detection system designed in accordance with BS5839 Part 1 to an L3 and L5 standard respectively.

The hotel, the cinema and the car park will require to be provided with disabled refuges since they operate on floors above and below ground floor level where escape is not possible directly to outside.

Elements of structures within each block will vary between 90 minutes to 120 minutes fire resistance depending on the height of the core.

All blocks are above 18m in height therefore they will be provided with firefighting

shafts. Each shaft will incorporate a firefighting stair, smoke clearance and a dry main. A firefighting lift will also be provided as appropriate for each firefighting shaft concerned as well as a firefighting lobby in the case of the hotel. Since Block 1A is over 50m in height, it will require to be provided with a wet riser.

Based upon the above proposals it is considered that adequate measures are provided to meet the functional requirements of the Building Regulations and that that the development would provide for a high standard of safety for occupants of the building.

Aviation

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

Television and radio signals

A desktop-based Telecommunication Network Impact Assessment has been performed to assess the possible effects and impacts on the reception of television and radio broadcast services from the proposed development. The use of tower cranes and the proposed development could cause disruption to the reception of digital satellite television services to the north west of the site on the opposite side of Old Kent Road.

Ofcom, telecommunications operators and other wireless infrastructure users were contacted to determine the possible impacts to existing radio communications infrastructure arising from the proposed redevelopment. Tall buildings can cause disruption to telecommunications network operations by creating physical obstructions between transmit and receive locations. It is a requirement under the current London Plan and recently updated NPPF that developers investigate the potential impacts to local telecommunications networks and systems from proposed developments.

Several existing microwave links were identified that crossed over the application site and impact assessments have been undertaken to determine the magnitude and effects of any possible interference. Initially, Arqiva who manage two links that pass near to the site raised concerns about tower crane movements, but it is expected that once this link is rerouted due to interference arising from two other local schemes, no adverse impacts would exist from the proposed development.

One link owned by Vodafone passes through the proposed development. Correspondence with Vodafone has indicated that this link is to be decommissioned. Once decommissioned, there would be no opportunity for the proposed development to cause any adverse effects to the link's operation.

Other links owned by Airwave Solutions, The Port of London Authority and Wifinity pass at acceptable clearance distances to the scheme and consequently will not be detrimentally impacted.

With respect to other telecommunication technologies, particularly radio networks owned and managed by The JRC (the company that provides telecommunications for the UK's gas and electricity networks), the JRC has confirmed that the proposed

development is unlikely to cause any interference to the radio networks they manage for UK Power Networks & Southern Gas Networks.

Based on impact assessments and the replies to date, it is considered that once Arqiva's microwave link has been rerouted to avoid the obstruction created by other schemes (596-608 Old Kent Road / Land at Livesey Place and Cantium Retail Park), the proposed development would have a neutral effect on local telecommunications systems and networks.

Statement of Community Involvement

Consultation was carried out by the applicant prior to the submission of the planning application. The consultation was carried out with the local community and key stakeholders from the area and included the following forms of activity:

Holding a series of one-to-one meetings, including attendance at the LB Southwark Old Kent Road Forum with key stakeholders from June to October 2018 to explain the proposals and to receive feedback;

Holding a two-day public exhibition in June 2018 to give people the opportunity to view the initial plans and discuss the proposals with the Applicant and the project team that was attended by 44 people.

Holding a two-day public exhibition in September 2018 to give people the opportunity to view the updated plans and discuss the proposals with the Applicant and the project team that was attended by 50 people.

Hosting a website to provide stakeholders with information on its development plans. The website has been visited 775 times by 650 different individuals from 29th June to 18th October 2018.

To summarise, a number of key themes have emerged as a result of feedback from stakeholders. There was a broad level of understanding that the Old Kent Road AAP has informed issues such as height, density and capacity. However despite this, there was some concern from residents about the prospects of overdevelopment in the area.

There was broad support for the affordable housing provisions, the proposed mix of retail and leisure uses and the public realm improvements. Nevertheless queries were raised about the following issues

:

- Building heights
- Leisure/retail/commercial opportunities
- Impact on transport/parking
- Affordable housing
- Construction/phasing of development
- Environmental impacts
- Public Realm
- Impact on Burgess Park
- Location of hotel

Other matters

None.

Community impact statement / Equalities Assessment

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

The need to eliminate discrimination, harassment, victimisation and any other conduct prohibited by the Act

The need to advance equality of opportunity between persons sharing a relevant protected characteristic and persons who do not share it. This involves having due regard to the need to:

Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic

Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it

Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low

The need to foster good relations between persons who share a relevant protected characteristic and those who do not share it. This involves having due regard, in particular, to the need to tackle prejudice and promote understanding.

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

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

The Council has given due regard to the above needs and rights where relevant or engaged throughout the course of determining this application. It is not considered that this proposal would give rise to any equalities issues in respect of persons sharing the relevant characteristics set out above.

Conclusion on planning issues

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 housing units in the area.

The reduction in retail floorspace is considered acceptable, when taking into account the overall uplift in other commercial floorspace which includes a cinema, café/restaurants which are currently unrepresented in the town centre. The hotel is supported in this location. In advance of the Old Kent Road being an adopted town centre, the quantum of town centre uses including retail, hotel and cinema uses fully accords with the sequential approach to development and therefore can be supported.

The proposed mix of uses, including the hotel and cinema uses would add to the vibrancy of the area which is complemented by the substantial public realm improvements with the creation of new routes which would significantly improve permeability and connectivity in the area. The proposal would provide an extensive improvement of the streetscape together with new active frontages along the Old Kent Road which would improve the experience for pedestrians.

The scheme would deliver the following major regeneration benefits:

724 new homes to the borough's housing stock;
 35.52% affordable housing by habitable room;
 A total of 219 new affordable homes, of which 148 would be social rented;
 The re-provision of retail floorspace including large format and flexible retail space.
 10% independent retail for the retail units
 A 195 bed hotel
 A commitment to the London Living Wage for new employees
 A two screen cinema
 An uplift of up to 108 jobs on-site jobs
 A new public square as part of a landscaped civic public realm within a new town centre location, including an uplift in the number of trees.
 Sustainable design throughout the scheme.
 Improved connectivity for cyclists and pedestrians;
 Greenfield rates of run off.

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. In particular, the scheme would include a majority of dual aspect units of 53% for Phase 1 of the scheme which is considered very good taking into account the high density of the scheme.

Whilst there would be some harm to the surrounding conservation areas, this would be less than substantial should be weighed against the wider regeneration benefits of the scheme as set out above.

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.

Overall, the major regeneration benefits of the proposal are considered to outweigh the harm to the setting of the conservation areas and the daylight losses to some of the surrounding residential properties.

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 with TfL as a cosignatory, under the terms as set out above.

Community impact statement

Consultations

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

Consultation replies

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

Summary of consultation responses

37 objections received on following grounds:

Objection: Impact on views of St Paul's Cathedral from Nunhead Cemetery

Officer response: This is assessed within the main body of the report. It is officers view that the view of St Paul's Cathedral from Nunhead Cemetery is not harmed as the proposal does not extend into the draft protected view geometry. The proposed 48 storey tower is sited to the east of the Wider Assessment

Objection: Affordable flats suffer from poor internal conditions.

Officer response: All the proposed units meet the majority of exemplary design standards and will offer very good accommodation

Objection: Proposed scheme wipes away existing area and no integration of the scheme into existing area. Hotel and tall buildings overly large and out of context.

Officer response: The application proposes the comprehensive redevelopment of the site and offers significant regeneration benefits and town centre uses.

Objection: Proposed density is excessive and damages the local area.

Officer response: The successfully scheme optimises the use of the site and will enhance the local area in terms of new homes, jobs, town centre use and public realm

Objection: Land values will rise forcing our existing businesses.

Officer response: This is not a planning matter

Objection: Loss of the retail shops will impact local community and mean longer trips to this type of shop.

Officer response: Retail reprovision is proposed as part of the application. Conversations as to the type of retailers who will lease space are ongoing with the developer and retailers. As the proposal is phased two retail units will remain in situ until the mid 2020s

Objection: Scheme is premature as AAP has not been adopted and further consultation needed on masterplan

Officer response: This is addressed in the main body of the report.

Objection: Impact on local heritage

Officer response: This is addressed in depth in the main body of the report.

Objection: Impact on delivery of Bakerloo Line Extension, which is still unfunded.

Officer response: Discussions with TfL and the applicant are ongoing in relation to the delivery of the BLE. As noted in the main body of the report, it is suggested that TfL are a

cosignatory of the s106 legal agreement.

Objection: Car free development is unrealistic as not everyone can walk or cycle. Impact on surrounding roads as a result of parking by new residents. Increased vehicular congestion

Officer response: Car parking on local roads is managed using CPZs. Car free development is policy compliant.

Objection: Proposed public spaces are too narrow

Officer response: The proposed public realm would provide a significant, high quality improvement to the existing offer

Objection: Not enough infrastructure for new residents

Officer response: Infrastructure will be upgraded using community infrastructure funding. The OKR AAP plans for the required improvements to services.

Objection: High rents will exclude smaller local businesses

Officer response: 10% affordable retail floorspace is proposed for the scheme.

Objection: Poor internal layout of flat with single aspect flats described as dual aspect flats

Officer response: The number of dual aspect units has been clarified.

Objection: The proposed material palette is vague.

Officer response: Materials will be secured by condition

Objection: Precedent setting for tall buildings within the area

Officer response: The proposed scheme broadly follows the emerging masterplan for the area.

Objection: Wind shear and turbulence as a result of tall buildings

Officer response: Mitigation for any negative impacts will be secured through condition. Overall the wind performance is good

Objection: Homogenous design of buildings. Ground floor entrance doors are poorly designed.

Officer response: .This mixed use scheme is well designed and will deliver a variety of town centre uses. The residential design is well considered and will provide an excellent standard of accommodation.

Objection: Fire safety of the tower.

Officer response: A fire safety strategy has been submitted that sets out how fire safety will be addressed within the development. London Fire Brigade has raised no objections

to the scheme.

Objection: Concerns of public realm accessibility for the visually impaired

Officer response: The landscaping of the public realm will be secured by condition to ensure access for all.

Statutory and non statutory consultees

Greater London Authority:

That Southwark Council has been advised the application does not comply with the London Plan and draft London Plan. However, resolution of those issues could lead to the application becoming compliant with the London Plan and draft London Plan.

Principle of development: The proposed land uses are supported. Development must be designed to protect the delivery of the Bakerloo Line Extension and the applicant is required to work closely with TfL to ensure this. Demonstration of how the hotel will operate without the servicing area proposed in a later phase is required.

Affordable housing: This publicly owned site should deliver 50% to follow the Fast Track Route. The scheme currently delivers 35%. The delivery of the majority of the affordable housing on Phase 2 is not supported. The viability report is being scrutinised by the GLA.

Retail and Hotel: The hotel use is supported provided it can be serviced and does not impact delivery of the BLE. Retail use within the a revitalised town centre is supported

Design: Site layout and massing is supported. Details must be secured to ensure the delivery of a high quality development.

Heritage: No substantive comments.

Transport: The proposals could prejudice the delivery of the Bakerloo Line Extension and the site may also need to accommodate one of the Old Kent Road's two BLE stations. Discussions between the developer, TfL and Southwark Council should therefore ascertain whether the proposal can accommodate anticipated BLE requirements or will need to be substantially revised in order to comply with relevant London Plan and draft London Plan policies that safeguard and provide for new public transport infrastructure. The following transport matters also need satisfactory clarification and resolution:

Further work is required to rectify issues with the submitted trip generation and modal split;

Cycle parking issues require resolution;

Car parking issues require resolution;

Servicing proposals are contrary to policy and require resolution;

Draft Construction Traffic/Logistics management Plan currently inadequate;

DSP and CLP need to be enhanced;

Contributions towards active travel and bus services and priority are required; and

Pedestrian and public realm improvements and revisions are necessary to provide a safe and comfortable environment.

Further information on Energy, Drainage and Urban Greening is required.

Historic England: The development would have major townscape impact in a wide range of views, many of which we consider to be harmful to the historic environment. This representation is assessed in detail in the main body of the report.

Conservation Area Advisory Group – Meeting 21 January 2019

CAAG did not object to the proposal, however, they noted that this tall building will be almost 3 times taller than any other towers in the Masterplan. They felt this was excessive and would not be part of a cluster.

They felt the architecture was generic – not characteristic of the area and did not refer to the rich architectural heritage of the Old Kent Road

The tower needs a better ‘top’

The hotel was too tall and dominant – at the northern end of the Park

The landscape is dominated by low maintenance hardscape (currently 1/3 green to 2/3 hard paving) these proportions need to be reversed and the landscape made more green.

They stressed the importance of trees both on the OKR frontage and Humphrey Street frontage. This is especially important on Humphrey Street and at the corner with the OKR which is visible from Albany Road.

Thames Water: Thames Water would advise that with regard to the combined water network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided. Recommend condition in relation to water infrastructure.

Arquiva: Arquiva raised concerns about the potential impact of cranes with avital broadcast dish link, during the construction process and the need to for a condition to agree the construction methodology.

Whilst it is correct that the link that might be affected, is likely to be rerouted because of other proposals elsewhere, this has yet to be agreed with those other developers (also being helpfully advised by GTech Surveys Ltd) and there is no certainty on the timing of all the respective developments

Arquiva therefore remain of the view that a condition is still necessary to require the agreement of the construction methodology and in particular the siting of cranes. As such, they object to this application on the grounds that it will directly interfere with the terrestrial television broadcast network, a matter of national interest.

Metropolitan Police: This development is suitable to achieve Secured By Design accreditation. It is therefore appropriate to attach a ‘Secured by Design’ condition for the whole development.

Natural England: No objection. Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected sites.

Environment Agency: No objections subject to conditions.

London Fire Brigade: No objections provided that an undertaking to ensure fire appliance access is made.

National Air Traffic Safeguarding: The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) public Limited Company ("NERL") has no safeguarding objection to the proposal.

Public Health: No objection but make the following comments:

Concerns over potential A5 use proposed. *Comment - No A5 uses are now proposed*

Social rented unit mix is supported

Concern over phase 2 not coming forward and impacting social housing delivery.

Wind shear impacts need to be mitigated

Explore smoke-free public realm

Reconsultation

Reconsultation response will be summarised in the committee report addendum.

Human rights implications

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.

This application has the legitimate aim of providing a redevelopment of the existing site to include new residential, retail, office and destination space uses in a development rising to 48 storeys. The rights potentially engaged by this application, including the right to a fair trial and the right to respect for private and family life are not considered to be unlawfully interfered with by this proposal.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Site history file: TP/ 2316-2	Place and Wellbeing Department 160 Tooley Street London SE1 2QH	Planning enquiries telephone: 020 7525 5403
Application file: 18/AP/3551		Planning enquiries email: planning.enquiries@southwark.gov.uk
Southwark Local Development Framework and Development Plan Documents		Case officer telephone: 020 7525 5513 Council website: www.southwark.gov.uk

APPENDICES

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

AUDIT TRAIL

Lead Officer	Simon Bevan, Director of Planning
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Report Author	Tom Buttrick, Team Leader Old Kent Road	
Version	Final	
Dated	1 May 2019	
Key Decision	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES /CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director of Finance & Governance	No	No
Strategic Director, Environment and Social Regeneration	No	No
Strategic Director of Housing and Modernisation	No	No
Director of Regeneration	No	No
Date final report sent to Constitutional Team		03 May 2019

APPENDIX 1

Consultation undertaken

Site notice date: 05/12/2018

Press notice date: 06/12/2018

Case officer site visit date: n/a

Neighbour consultation letters sent: 30/11/2018

Internal services consulted:

Ecology Officer
Economic Development Team
Environmental Protection Team Formal Consultation [Noise / Air Quality / Land Contamination / Ventilation]
Flood and Drainage Team
HIGHWAY LICENSING
Highway Development Management
Housing Regeneration Initiatives
Parks & Open Spaces
Public Health Team
Waste Management

Statutory and non-statutory organisations consulted:

Arqvia, Winchester Court
Civil Aviation Authority
Council for British Archaeology
EDF Energy

Environment Agency
 Greater London Authority
 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 Transmission, National Grid House
 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)
 Vital OKR

Neighbour and local groups consulted:

Park Office Chumleigh Gardens SE5 0RJ

144 Oxley Close London SE1 5HP
 142 Oxley Close London SE1 5HP
 140 Oxley Close London SE1 5HP
 146 Oxley Close London SE1 5HP
 152 Oxley Close London SE1 5HP
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 72 Chaucer Drive London SE1 5RG
 78 Chaucer Drive London SE1 5RG
 76 Chaucer Drive London SE1 5RG
 74 Chaucer Drive London SE1 5RG
 158 Oxley Close London SE1 5HP
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Flat 49 Astley House Astley Estate SE1 5HT
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Flat 14 Astley House Astley Estate SE1 5HU
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 Flat 13 Gloucester Court SE1 5HQ
 Flat 12 Gloucester Court SE1 5HQ
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 Flat 1 Gloucester Court SE1 5HQ
 Flat 4 Gloucester Court SE1 5HQ
 Flat 7 Gloucester Court SE1 5HQ
 Flat 6 Gloucester Court SE1 5HQ
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 1 Otterden Terrace 10 Lynton Road SE1 5QR
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 Flat D 79 Duntun Road SE1 5TW
 Basement Flat 9 Cobourg Road SE5 0HT
 First Floor Flat A 9 Cobourg Road SE5 0HT
 Flat 1b Astley House Astley Estate SE1 5HU

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 75 Oxley Close London SE1 5HF
 73 Oxley Close London SE1 5HF
 71 Oxley Close London SE1 5HF
 Ground Floor Flat 9 Cobourg Road SE5 0HT
 Ground Floor 361-363 Old Kent Road SE1 5JH
 Part Second Floor 361-363 Old Kent Road SE1 5JH
 Walworth Academy 34-40 Shorncliffe Road SE1 5UJ
 Flat 12 Windsor Court SE1 5JA
 Rear Flat 382 Old Kent Road SE1 5AA
 Basement And Ground Floor Flat 384 Old Kent Road SE1 5AA
 First Floor Flat 376 Old Kent Road SE1 5AA
 Rainbow Nursery Astley Estate SE1 5HU
 Flat 7 Windsor Court SE1 5JA
 Flat 6 Windsor Court SE1 5JA
 Flat 5 Windsor Court SE1 5JA
 Flat 8 Windsor Court SE1 5JA
 Flat 11 Windsor Court SE1 5JA
 Flat 10 Windsor Court SE1 5JA
 Flat 9 Windsor Court SE1 5JA
 Basement To Second Floor 304 Old Kent Road SE1 5UE
 Flat 1 Windsor Court SE1 5JA
 Flat 4 Windsor Court SE1 5JA
 Flat 3 Windsor Court SE1 5JA
 Flat 2 Windsor Court SE1 5JA
 Living Accommodation Lord Nelson SE1 5AA
 366 Old Kent Road London SE1 5AA
 362 Old Kent Road London SE1 5AA
 358 Old Kent Road London SE1 5AA
 368 Old Kent Road London SE1 5AA
 Flat 1 Mandeville House Astley Estate SE1 5DX
 Lord Nelson 386 Old Kent Road SE1 5AA
 Ground Floor 374 Old Kent Road SE1 5AA
 296a Old Kent Road London SE1 5UE
 Flat 8 The Old Fire Station Building SE1 5QY
 Flat 7 The Old Fire Station Building SE1 5QY
 5 Oakley Place London SE1 5AD
 356 Old Kent Road London SE1 5AA
 7 Oakley Place London SE1 5AD
 6 Oakley Place London SE1 5AD
 Flat 19 Mandeville House Astley Estate SE1 5DX
 Flat 18 Mandeville House Astley Estate SE1 5DX
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 Flat 11 Mandeville House Astley Estate SE1 5DX
 Flat 10 Mandeville House Astley Estate SE1 5DX
 Flat 13 Mandeville House Astley Estate SE1 5DX
 Flat 16 Mandeville House Astley Estate SE1 5DX
 Flat 15 Mandeville House Astley Estate SE1 5DX
 Flat 14 Mandeville House Astley Estate SE1 5DX
 Flat 6 The Old Fire Station Building SE1 5QY
 Flat B 354 Old Kent Road SE1 5AA
 Flat A 354 Old Kent Road SE1 5AA
 Second And Third Floor Flat Thomas A Becket SE1 5UE
 Flat C 354 Old Kent Road SE1 5AA
 3a Oakley Place London SE1 5AD
 2 Oakley Place London SE1 5AD
 2a Oakley Place London SE1 5AD
 Flat 2 298 Old Kent Road SE1 5UE
 Flat 1 298 Old Kent Road SE1 5UE
 63a Oxley Close London SE1 5HF
 Flat 3 298 Old Kent Road SE1 5UE
 First Floor Flat Thomas A Becket SE1 5UE
 First Floor Studio Flat Thomas A Becket SE1 5UE
 Flat 1 The Old Fire Station Building SE1 5QY
 Flat 5 361 Old Kent Road SE1 5JH
 Flat 2 364 Old Kent Road SE1 5AA
 Flat 2 The Old Fire Station Building SE1 5QY
 Flat 5 The Old Fire Station Building SE1 5QY
 Flat 4 The Old Fire Station Building SE1 5QY
 Flat 3 The Old Fire Station Building SE1 5QY
 4 Oakley Place London SE1 5AD
 4a Oakley Place London SE1 5AD

53 Oxley Close London SE1 5HF
 51 Oxley Close London SE1 5HF
 49 Oxley Close London SE1 5HF
 55 Oxley Close London SE1 5HF
 61 Oxley Close London SE1 5HF

 59 Oxley Close London SE1 5HF
 57 Oxley Close London SE1 5HF
 7 Chaucer Drive London SE1 5TA
 9 Keats Close London SE1 5TZ
 8 Keats Close London SE1 5TZ
 7 Keats Close London SE1 5TZ
 10 Keats Close London SE1 5TZ
 13 Keats Close London SE1 5TZ
 12 Keats Close London SE1 5TZ
 11 Keats Close London SE1 5TZ
 2 Keats Close London SE1 5TZ
 1 Keats Close London SE1 5TZ
 18 Wordsworth Road London SE1 5TX
 3 Keats Close London SE1 5TZ
 6 Keats Close London SE1 5TZ
 5 Keats Close London SE1 5TZ
 4 Keats Close London SE1 5TZ
 23 Keats Close London SE1 5TZ
 22 Keats Close London SE1 5TZ
 21 Keats Close London SE1 5TZ
 24 Keats Close London SE1 5TZ
 5 Chaucer Drive London SE1 5TA
 3 Chaucer Drive London SE1 5TA
 1 Chaucer Drive London SE1 5TA
 16 Keats Close London SE1 5TZ
 15 Keats Close London SE1 5TZ
 14 Keats Close London SE1 5TZ
 17 Keats Close London SE1 5TZ
 20 Keats Close London SE1 5TZ
 19 Keats Close London SE1 5TZ
 18 Keats Close London SE1 5TZ
 Flat 18 Riddell Court SE5 0DS
 Flat 17 Riddell Court SE5 0DS
 Flat 16 Riddell Court SE5 0DS
 Flat 19 Riddell Court SE5 0DS
 Flat 22 Riddell Court SE5 0DS
 Flat 21 Riddell Court SE5 0DS
 Flat 20 Riddell Court SE5 0DS
 Flat 11 Riddell Court SE5 0DS
 Flat 10 Riddell Court SE5 0DS
 Flat 9 Riddell Court SE5 0DS
 Flat 12 Riddell Court SE5 0DS
 Flat 15 Riddell Court SE5 0DS
 Flat 14 Riddell Court SE5 0DS
 Flat 13 Riddell Court SE5 0DS
 Flat 32 Riddell Court SE5 0DS
 Flat 31 Riddell Court SE5 0DS
 Flat 30 Riddell Court SE5 0DS
 Flat 33 Riddell Court SE5 0DS
 4-12 Albany Road London SE5 0DS
 Flat 34 Riddell Court SE5 0DS
 Flat 25 Riddell Court SE5 0DS
 Flat 24 Riddell Court SE5 0DS
 Flat 23 Riddell Court SE5 0DS
 Flat 26 Riddell Court SE5 0DS
 Flat 29 Riddell Court SE5 0DS
 Flat 28 Riddell Court SE5 0DS
 Flat 27 Riddell Court SE5 0DS
 Flat 8 Riddell Court SE5 0DS
 300a Old Kent Road London SE1 5UE
 Thomas A Becket 320-322 Old Kent Road SE1 5UE
 The Old Fire Station Building 1000 Shorncliffe Road SE1 5QY
 1 Mina Road London SE17 2QS
 37 Coopers Road London SE1 5HY
 Shop 384 Old Kent Road SE1 5AA
 302 Old Kent Road London SE1 5UE
 292 Old Kent Road London SE1 5UE

 3 Oakley Place London SE1 5AD
 290a Old Kent Road London SE1 5UE
 Flat 1 364 Old Kent Road SE1 5AA
 1a Shorncliffe Road London SE1 5UE
 Maisonette First Floor And Second Floor 362 Old Kent Road SE1 5AA
 31 Bushwood Drive London SE1 5RE
 30 Bushwood Drive London SE1 5RE
 29 Bushwood Drive London SE1 5RE
 32 Bushwood Drive London SE1 5RE
 35 Bushwood Drive London SE1 5RE
 34 Bushwood Drive London SE1 5RE
 33 Bushwood Drive London SE1 5RE
 24 Bushwood Drive London SE1 5RE
 23 Bushwood Drive London SE1 5RE
 22 Bushwood Drive London SE1 5RE
 25 Bushwood Drive London SE1 5RE
 28 Bushwood Drive London SE1 5RE
 27 Bushwood Drive London SE1 5RE
 26 Bushwood Drive London SE1 5RE
 8 Burnham Close London SE1 5RL
 7 Burnham Close London SE1 5RL
 6 Burnham Close London SE1 5RL
 9 Burnham Close London SE1 5RL
 12 Burnham Close London SE1 5RL
 11 Burnham Close London SE1 5RL
 10 Burnham Close London SE1 5RL
 1 Burnham Close London SE1 5RL
 37 Bushwood Drive London SE1 5RE
 36 Bushwood Drive London SE1 5RE
 2 Burnham Close London SE1 5RL
 5 Burnham Close London SE1 5RL
 4 Burnham Close London SE1 5RL
 3 Burnham Close London SE1 5RL
 21 Bushwood Drive London SE1 5RE
 2 Bushwood Drive London SE1 5RE
 1 Bushwood Drive London SE1 5RE
 21 Lynton Road London SE1 5QR
 3 Bushwood Drive London SE1 5RE
 6 Bushwood Drive London SE1 5RE
 5 Bushwood Drive London SE1 5RE
 4 Bushwood Drive London SE1 5RE
 304 Old Kent Road London SE1 5UE
 296 Old Kent Road London SE1 5UE
 290 Old Kent Road London SE1 5UE
 288a Old Kent Road London SE1 5UE
 Flat 1 Wessex House SE1 5JQ
 St Georges Methodist Church Oakley Place SE1 5AD
 16 Bushwood Drive London SE1 5RE
 15 Bushwood Drive London SE1 5RE
 14 Bushwood Drive London SE1 5RE
 17 Bushwood Drive London SE1 5RE
 20 Bushwood Drive London SE1 5RE
 19 Bushwood Drive London SE1 5RE
 18 Bushwood Drive London SE1 5RE
 9 Bushwood Drive London SE1 5RE
 8 Bushwood Drive London SE1 5RE
 7 Bushwood Drive London SE1 5RE
 10 Bushwood Drive London SE1 5RE
 13 Bushwood Drive London SE1 5RE
 12 Bushwood Drive London SE1 5RE
 11 Bushwood Drive London SE1 5RE
 13 Burnham Close London SE1 5RL
 55 Cadet Drive London SE1 5RU
 54 Cadet Drive London SE1 5RU
 53 Cadet Drive London SE1 5RU
 56 Cadet Drive London SE1 5RU
 59 Cadet Drive London SE1 5RU
 58 Cadet Drive London SE1 5RU
 57 Cadet Drive London SE1 5RU
 6 Burnell Walk London SE1 5RS
 5 Burnell Walk London SE1 5RS
 4 Burnell Walk London SE1 5RS

Unit 2 Southernwood Retail Park SE1 5JJ
 294 Old Kent Road London SE1 5UE
 First Floor And Second Floor Flat 296 Old Kent Road SE1 5UE
 294a Old Kent Road London SE1 5UE
 Flat 3 Riddell Court SE5 0DS
 Flat 2 Riddell Court SE5 0DS
 Flat 1 Riddell Court SE5 0DS
 Flat 4 Riddell Court SE5 0DS
 Flat 7 Riddell Court SE5 0DS
 Flat 6 Riddell Court SE5 0DS
 Flat 5 Riddell Court SE5 0DS
 13 Cobourg Road London SE5 0HT
 11 Cobourg Road London SE5 0HT
 1 Cobourg Road London SE5 0HT
 3 Cobourg Road London SE5 0HT
 7 Cobourg Road London SE5 0HT
 5 Cobourg Road London SE5 0HT
 354 Old Kent Road London SE1 5AA
 Second Floor Flat 382 Old Kent Road SE1 5AA
 Second Floor Flat 384 Old Kent Road SE1 5AA
 Second Floor Flat 366 Old Kent Road SE1 5AA
 Second Floor Flat 378 Old Kent Road SE1 5AA
 352-354 Old Kent Road London SE1 5AA
 107 Dunton Road London SE1 5HG
 Second Floor Flat 370 Old Kent Road SE1 5AA
 Second Floor Flat 376 Old Kent Road SE1 5AA
 Flat 2 374 Old Kent Road SE1 5AA
 Flat 1 374 Old Kent Road SE1 5AA
 Second Floor Flat 372 Old Kent Road SE1 5AA
 Second Floor Flat 360 Old Kent Road SE1 5AA
 Ground Floor Flat 372 Old Kent Road SE1 5AA
 23 Lynton Road London SE1 5QR
 Ground Floor Office Astley House Astley Estate SE1 5HU
 382 Old Kent Road London SE1 5AA
 Wessex House 375 Old Kent Road SE1 5JQ
 Flat 2 368 Old Kent Road SE1 5AA
 First Floor Flat 302 Old Kent Road SE1 5UE
 First Floor Flat 382 Old Kent Road SE1 5AA
 Basement And Ground Floor Flat 380 Old Kent Road SE1 5AA
 First Floor Flat 360 Old Kent Road SE1 5AA
 First Floor Flat 384 Old Kent Road SE1 5AA
 First Floor Flat 366 Old Kent Road SE1 5AA
 First Floor Flat 372 Old Kent Road SE1 5AA
 Basement And Ground Floor 370 Old Kent Road SE1 5AA
 Ground Floor Flat 378 Old Kent Road SE1 5AA
 Flat C 79 Dunton Road SE1 5TW
 Flat B 358 Old Kent Road SE1 5AA
 Flat B 79 Dunton Road SE1 5TW
 First Floor Flat 380 Old Kent Road SE1 5AA
 Second Floor Flat 380 Old Kent Road SE1 5AA
 First Floor Flat 370 Old Kent Road SE1 5AA
 Flat 1 368 Old Kent Road SE1 5AA
 Flat 2 361 Old Kent Road SE1 5JH
 Flat 1 361 Old Kent Road SE1 5JH
 First Floor Flat 378 Old Kent Road SE1 5AA
 Flat 3 361 Old Kent Road SE1 5JH
 Flat A 358 Old Kent Road SE1 5AA
 Flat A 79 Dunton Road SE1 5TW
 Flat 4 361 Old Kent Road SE1 5JH
 Flat 19 Wessex House SE1 5JQ
 Flat 18 Wessex House SE1 5JQ
 Flat 17 Wessex House SE1 5JQ
 Flat 20 Wessex House SE1 5JQ
 Flat 23 Wessex House SE1 5JQ
 Flat 22 Wessex House SE1 5JQ
 Flat 21 Wessex House SE1 5JQ
 Flat 12 Wessex House SE1 5JQ
 Flat 11 Wessex House SE1 5JQ
 Flat 10 Wessex House SE1 5JQ
 Flat 13 Wessex House SE1 5JQ
 Flat 16 Wessex House SE1 5JQ
 Flat 15 Wessex House SE1 5JQ
 Flat 14 Wessex House SE1 5JQ
 7 Burnell Walk London SE1 5RS
 10 Burnell Walk London SE1 5RS
 9 Burnell Walk London SE1 5RS
 8 Burnell Walk London SE1 5RS
 6 Longfellow Way London SE1 5TB
 5 Longfellow Way London SE1 5TB
 4 Longfellow Way London SE1 5TB
 7 Longfellow Way London SE1 5TB
 10 Longfellow Way London SE1 5TB
 9 Longfellow Way London SE1 5TB
 8 Longfellow Way London SE1 5TB
 62 Cadet Drive London SE1 5RU
 61 Cadet Drive London SE1 5RU
 60 Cadet Drive London SE1 5RU
 63 Cadet Drive London SE1 5RU
 3 Longfellow Way London SE1 5TB
 2 Longfellow Way London SE1 5TB
 1 Longfellow Way London SE1 5TB
 3 Burnell Walk London SE1 5RS
 4 Abingdon Close London SE1 5RW
 3 Abingdon Close London SE1 5RW
 2 Abingdon Close London SE1 5RW
 5 Abingdon Close London SE1 5RW
 8 Abingdon Close London SE1 5RW
 7 Abingdon Close London SE1 5RW
 6 Abingdon Close London SE1 5RW
 16 Burnham Close London SE1 5RL
 15 Burnham Close London SE1 5RL
 14 Burnham Close London SE1 5RL
 17 Burnham Close London SE1 5RL
 1 Abingdon Close London SE1 5RW
 19 Burnham Close London SE1 5RL
 18 Burnham Close London SE1 5RL
 18 Abingdon Close London SE1 5RW
 17 Abingdon Close London SE1 5RW
 16 Abingdon Close London SE1 5RW
 19 Abingdon Close London SE1 5RW
 2 Burnell Walk London SE1 5RS
 1 Burnell Walk London SE1 5RS
 20 Abingdon Close London SE1 5RW
 11 Abingdon Close London SE1 5RW
 10 Abingdon Close London SE1 5RW
 9 Abingdon Close London SE1 5RW
 12 Abingdon Close London SE1 5RW
 15 Abingdon Close London SE1 5RW
 14 Abingdon Close London SE1 5RW
 13 Abingdon Close London SE1 5RW
 Flat 4 Brodie House Astley Estate SE1 5HX
 Flat 30 Brodie House Astley Estate SE1 5HX
 Flat 3 Brodie House Astley Estate SE1 5HX
 Flat 5 Brodie House Astley Estate SE1 5HX
 Flat 8 Brodie House Astley Estate SE1 5HX
 Flat 7 Brodie House Astley Estate SE1 5HX
 Flat 6 Brodie House Astley Estate SE1 5HX
 Flat 25 Brodie House Astley Estate SE1 5HX
 Flat 24 Brodie House Astley Estate SE1 5HX
 Flat 23 Brodie House Astley Estate SE1 5HX
 Flat 26 Brodie House Astley Estate SE1 5HX
 Flat 29 Brodie House Astley Estate SE1 5HX
 Flat 28 Brodie House Astley Estate SE1 5HX
 Flat 27 Brodie House Astley Estate SE1 5HX
 Flat 17 Rivet House Astley Estate SE1 5HY
 Flat 16 Rivet House Astley Estate SE1 5HY
 Flat 15 Rivet House Astley Estate SE1 5HY
 Flat 18 Rivet House Astley Estate SE1 5HY
 Flat 20 Rivet House Astley Estate SE1 5HY
 Flat 2 Rivet House Astley Estate SE1 5HY
 Flat 19 Rivet House Astley Estate SE1 5HY
 Flat 10 Rivet House Astley Estate SE1 5HY
 Flat 1 Rivet House Astley Estate SE1 5HY
 Flat 9 Brodie House Astley Estate SE1 5HX
 Flat 11 Rivet House Astley Estate SE1 5HY
 Flat 14 Rivet House Astley Estate SE1 5HY

Flat 33 Wessex House SE1 5JQ
 Flat 32 Wessex House SE1 5JQ
 Flat 31 Wessex House SE1 5JQ
 Flat 34 Wessex House SE1 5JQ
 Flat 37 Wessex House SE1 5JQ
 Flat 36 Wessex House SE1 5JQ
 Flat 35 Wessex House SE1 5JQ
 Flat 26 Wessex House SE1 5JQ
 Flat 25 Wessex House SE1 5JQ
 Flat 24 Wessex House SE1 5JQ
 Flat 27 Wessex House SE1 5JQ
 Flat 30 Wessex House SE1 5JQ
 Flat 29 Wessex House SE1 5JQ
 Flat 28 Wessex House SE1 5JQ
 Flat 9 Wessex House SE1 5JQ
 38 Chaucer Drive London SE1 5TA
 36 Chaucer Drive London SE1 5TA
 34 Chaucer Drive London SE1 5TA
 40 Chaucer Drive London SE1 5TA
 46 Chaucer Drive London SE1 5TA
 44 Chaucer Drive London SE1 5TA
 42 Chaucer Drive London SE1 5TA
 24 Chaucer Drive London SE1 5TA
 22 Chaucer Drive London SE1 5TA
 20 Chaucer Drive London SE1 5TA
 26 Chaucer Drive London SE1 5TA
 32 Chaucer Drive London SE1 5TA
 30 Chaucer Drive London SE1 5TA
 28 Chaucer Drive London SE1 5TA
 Flat 4 Wessex House SE1 5JQ
 Flat 3 Wessex House SE1 5JQ
 Flat 2 Wessex House SE1 5JQ
 Flat 5 Wessex House SE1 5JQ
 Flat 8 Wessex House SE1 5JQ
 Flat 7 Wessex House SE1 5JQ
 Flat 6 Wessex House SE1 5JQ
 52 Chaucer Drive London SE1 5TA
 50 Chaucer Drive London SE1 5TA
 48 Chaucer Drive London SE1 5TA
 54 Chaucer Drive London SE1 5TA
 Fire Station 405 Old Kent Road SE1 5JH
 58 Chaucer Drive London SE1 5TA
 56 Chaucer Drive London SE1 5TA
 Flat 38 Wessex House SE1 5JQ
 164 Chaucer Drive London SE1 5RG
 162 Chaucer Drive London SE1 5RG
 160 Chaucer Drive London SE1 5RG
 166 Chaucer Drive London SE1 5RG
 172 Chaucer Drive London SE1 5RG
 170 Chaucer Drive London SE1 5RG
 168 Chaucer Drive London SE1 5RG
 150 Chaucer Drive London SE1 5RG
 148 Chaucer Drive London SE1 5RG
 Flat 68 Wessex House SE1 5JQ
 152 Chaucer Drive London SE1 5RG
 158 Chaucer Drive London SE1 5RG
 156 Chaucer Drive London SE1 5RG
 154 Chaucer Drive London SE1 5RG
 364 Old Kent Road London SE1 5AA
 360 Old Kent Road London SE1 5AA
 314-318 Old Kent Road London SE1 5UE
 288 Old Kent Road London SE1 5UE
 300 Old Kent Road London SE1 5UE
 178 Chaucer Drive London SE1 5RG
 176 Chaucer Drive London SE1 5RG
 174 Chaucer Drive London SE1 5RG
 Unit 1 Southernwood Retail Park SE1 5JJ
 Second Floor Flat 302 Old Kent Road SE1 5UE
 Unit 4 Southernwood Retail Park SE1 5JJ
 Unit 3 Southernwood Retail Park SE1 5JJ
 Flat 67 Wessex House SE1 5JQ
 Flat 48 Wessex House SE1 5JQ
 Flat 47 Wessex House SE1 5JQ
 Flat 13 Rivet House Astley Estate SE1 5HY
 Flat 12 Rivet House Astley Estate SE1 5HY
 Flat 22 Brodie House Astley Estate SE1 5HX
 Flat 5 Astley House Astley Estate SE1 5HU
 Flat 4 Astley House Astley Estate SE1 5HU
 Flat 36 Astley House Astley Estate SE1 5HU
 Flat 6 Astley House Astley Estate SE1 5HU
 Flat 9 Astley House Astley Estate SE1 5HU
 Flat 8 Astley House Astley Estate SE1 5HU
 Flat 7 Astley House Astley Estate SE1 5HU
 Flat 31 Astley House Astley Estate SE1 5HU
 Flat 30 Astley House Astley Estate SE1 5HU
 Flat 3 Astley House Astley Estate SE1 5HU
 Flat 32 Astley House Astley Estate SE1 5HU
 Flat 35 Astley House Astley Estate SE1 5HU
 Flat 34 Astley House Astley Estate SE1 5HU
 Flat 33 Astley House Astley Estate SE1 5HU
 Flat 18 Brodie House Astley Estate SE1 5HX
 Flat 17 Brodie House Astley Estate SE1 5HX
 Flat 16 Brodie House Astley Estate SE1 5HX
 Flat 19 Brodie House Astley Estate SE1 5HX
 Flat 21 Brodie House Astley Estate SE1 5HX
 Flat 20 Brodie House Astley Estate SE1 5HX
 Flat 2 Brodie House Astley Estate SE1 5HX
 Flat 11 Brodie House Astley Estate SE1 5HX
 Flat 10 Brodie House Astley Estate SE1 5HX
 Flat 1 Brodie House Astley Estate SE1 5HX
 Flat 12 Brodie House Astley Estate SE1 5HX
 Flat 15 Brodie House Astley Estate SE1 5HX
 Flat 14 Brodie House Astley Estate SE1 5HX
 Flat 13 Brodie House Astley Estate SE1 5HX
 Flat 21 Rivet House Astley Estate SE1 5HY
 Flat 4 Stafford House Astley Estate SE1 5JB
 Flat 3 Stafford House Astley Estate SE1 5JB
 Flat 2 Stafford House Astley Estate SE1 5JB
 Flat 5 Stafford House Astley Estate SE1 5JB
 Flat 8 Stafford House Astley Estate SE1 5JB
 Flat 7 Stafford House Astley Estate SE1 5JB
 Flat 6 Stafford House Astley Estate SE1 5JB
 Flat 9 Fitzroy House Astley Estate SE1 5HZ
 Flat 8 Fitzroy House Astley Estate SE1 5HZ
 Flat 7 Fitzroy House Astley Estate SE1 5HZ
 Flat 1 Stafford House Astley Estate SE1 5JB
 Flat 12 Stafford House Astley Estate SE1 5JB
 Flat 11 Stafford House Astley Estate SE1 5JB
 Flat 10 Stafford House Astley Estate SE1 5JB
 Flat 6 Clare House Astley Estate SE1 5JD
 Flat 5 Clare House Astley Estate SE1 5JD
 Flat 4 Clare House Astley Estate SE1 5JD
 Flat 7 Clare House Astley Estate SE1 5JD
 Muslim Association Of Nigeria 365 Old Kent Road SE1 5JH
 Flat 9 Clare House Astley Estate SE1 5JD
 Flat 8 Clare House Astley Estate SE1 5JD
 Flat 10 Clare House Astley Estate SE1 5JD
 Flat 1 Clare House Astley Estate SE1 5JD
 Flat 9 Stafford House Astley Estate SE1 5JB
 Flat 11 Clare House Astley Estate SE1 5JD
 Flat 3 Clare House Astley Estate SE1 5JD
 Flat 2 Clare House Astley Estate SE1 5JD
 Flat 12 Clare House Astley Estate SE1 5JD
 Flat 6 Fitzroy House Astley Estate SE1 5HZ
 Flat 30 Rivet House Astley Estate SE1 5HY
 Flat 3 Rivet House Astley Estate SE1 5HY
 Flat 29 Rivet House Astley Estate SE1 5HY
 Flat 31 Rivet House Astley Estate SE1 5HY
 Flat 5 Rivet House Astley Estate SE1 5HY
 Flat 4 Rivet House Astley Estate SE1 5HY
 Flat 32 Rivet House Astley Estate SE1 5HY
 Flat 24 Rivet House Astley Estate SE1 5HY
 Flat 23 Rivet House Astley Estate SE1 5HY
 Flat 22 Rivet House Astley Estate SE1 5HY
 Flat 25 Rivet House Astley Estate SE1 5HY
 Flat 28 Rivet House Astley Estate SE1 5HY

Flat 46 Wessex House SE1 5JQ
 Flat 49 Wessex House SE1 5JQ
 Flat 52 Wessex House SE1 5JQ
 Flat 51 Wessex House SE1 5JQ
 Flat 50 Wessex House SE1 5JQ
 Flat 41 Wessex House SE1 5JQ
 Flat 40 Wessex House SE1 5JQ
 Flat 39 Wessex House SE1 5JQ
 Flat 42 Wessex House SE1 5JQ
 Flat 45 Wessex House SE1 5JQ
 Flat 44 Wessex House SE1 5JQ
 Flat 43 Wessex House SE1 5JQ
 Flat 62 Wessex House SE1 5JQ
 Flat 61 Wessex House SE1 5JQ
 Flat 60 Wessex House SE1 5JQ
 Flat 63 Wessex House SE1 5JQ
 Flat 66 Wessex House SE1 5JQ
 Flat 65 Wessex House SE1 5JQ
 Flat 64 Wessex House SE1 5JQ
 Flat 55 Wessex House SE1 5JQ
 Flat 54 Wessex House SE1 5JQ
 Flat 53 Wessex House SE1 5JQ
 Flat 56 Wessex House SE1 5JQ
 Flat 59 Wessex House SE1 5JQ
 Flat 58 Wessex House SE1 5JQ
 Flat 57 Wessex House SE1 5JQ
 11 Longfellow Way London SE1 5TB
 Flat 9 Lackland House Astley Estate SE1 5HS
 Flat 8 Lackland House Astley Estate SE1 5HS
 Flat 7 Lackland House Astley Estate SE1 5HS
 Flat 37 Astley House Astley Estate SE1 5HT
 Flat 40 Astley House Astley Estate SE1 5HT
 Flat 39 Astley House Astley Estate SE1 5HT
 Flat 38 Astley House Astley Estate SE1 5HT
 Flat 2 Lackland House Astley Estate SE1 5HS
 Flat 14 Lackland House Astley Estate SE1 5HS
 Flat 13 Lackland House Astley Estate SE1 5HS
 Flat 3 Lackland House Astley Estate SE1 5HS
 Flat 6 Lackland House Astley Estate SE1 5HS
 Flat 5 Lackland House Astley Estate SE1 5HS
 Flat 4 Lackland House Astley Estate SE1 5HS
 Flat 50 Astley House Astley Estate SE1 5HT
 Flat 27 Rivet House Astley Estate SE1 5HY
 Flat 26 Rivet House Astley Estate SE1 5HY
 Flat 14 Fitzroy House Astley Estate SE1 5HZ
 Flat 13 Fitzroy House Astley Estate SE1 5HZ
 Flat 12 Fitzroy House Astley Estate SE1 5HZ
 Flat 2 Fitzroy House Astley Estate SE1 5HZ
 Flat 5 Fitzroy House Astley Estate SE1 5HZ
 Flat 4 Fitzroy House Astley Estate SE1 5HZ
 Flat 3 Fitzroy House Astley Estate SE1 5HZ
 Flat 8 Rivet House Astley Estate SE1 5HY
 Flat 7 Rivet House Astley Estate SE1 5HY
 Flat 6 Rivet House Astley Estate SE1 5HY
 Flat 9 Rivet House Astley Estate SE1 5HY
 Flat 11 Fitzroy House Astley Estate SE1 5HZ
 Flat 10 Fitzroy House Astley Estate SE1 5HZ
 Flat 1 Fitzroy House Astley Estate SE1 5HZ
 375 Old Kent Road Wessex House SE1 5JQ
 16 Comfort Street London SE15 6BT
 85 Marcia Road London SE1 5XF
 85a Stamford St London SE19NB
 81 Marcia Road London SE1 5XF
 85 Marcia Road London SE1 5XF
 85 Marcia Road London SE1 5XF
 54 Marcia Road London SE1 5XF
 52 Marcia Road London SE1 5XF
 20 Marcia Road London SE1 5XF
 50 Marcia Road London SE1 5XF
 79 Marcia Road London SE1 5XF
 5 Porter Street London SE1 9HD
 91 Marcia Road London SE1 5XF
 93 Marcia Road London SE1 5XF
 Old Kent Road London SE1 5TY
 81 Mina Road London SE17 2QS
 13 Aland Court Finland Street SE16 7LA
 12 Lynton Road London SE1 5QR
 33 Bolanachi Building Spa Road London SE16 3SG
 18 Marcia Road Southwark SE1 5XF
 4 Geoffrey Rd London SE4 1NT
 2, Horseshoe Wharf 6, Clink Street SE1 9FE
 62 Reverdy Road London SE1 5QD
 57 Pages Walk London SE1 4HD
 58 Marcia Road London SE1 5XF
 Flat 1, 370 Old Kent Road London SE1 5AA

Re-consultation: 16/04/2019

APPENDIX 2

Consultation responses received

Internal services

Economic Development Team
 Flood and Drainage Team

Statutory and non-statutory organisations

Arqvia, Winchester Court
 Environment Agency
 Historic England
 Metropolitan Police Service (Designing out Crime)
 National Air Traffic Safeguarding Office
 Thames Water - Development Planning

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

Neighbours and local groups

Flat 1 Fitzroy House Astley Estate SE1 5HZ
Flat 1, 370 Old Kent Road London SE1 5AA
Flat 3 Wessex House SE1 5JQ
Flat 5 Fitzroy House Astley Estate SE1 5HZ
Old Kent Road London SE1 5TY
10 Keats Close London SE1 5TZ
12 Lynton Road London SE1 5QR
13 Aland Court Finland Street SE16 7LA
130 Chaucer Drive London SE1 5RG
16 Comfort Street London SE15 6BT
18 Bushwood Drive London SE1 5RE
18 Marcia Road Southwark SE1 5XF
2, Horseshoe Wharf 6, Clink Street SE1 9FE
2 Wordsworth Road London SE1 5TX
20 Marcia Road London SE1 5XF
23 Keats Close London SE1 5TZ
33 Bolanachi Building Spa Road London SE16 3SG
4 Geoffrey Rd London SE4 1NT
5 Porter Street London SE1 9HD
50 Marcia Road London SE1 5XF
52 Marcia Road London SE1 5XF
54 Marcia Road London SE1 5XF
57 Pages Walk London SE1 4HD
57 Pages Walk London SE1 4HD
57 Pages Walk London SE1 4HD
57 Pages Walk London SE1 4HD
57 Pages Walk London SE1 4HD
57 Pages Walk London SE1 4HD
58 Marcia Road London SE1 5XF
62 Reverdy Road London SE1 5QD
79 Marcia Road London SE1 5XF
81 Marcia Road London SE1 5XF
81 Mina Road London SE17 2QS
85 Marcia Road London SE1 5XF
85 Marcia Road London SE1 5XF
85 Marcia Road London SE1 5XF
85a Stamford St London SE19NB
87 Oxley Close London SE1 5HF
91 Marcia Road London SE1 5XF
93 Marcia Road London SE1 5XF

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	Glasgow City Council as Administering Authority for the Strathclyde Pension Fund	Reg. Number	18/AP/3551
Application Type	Full Planning Application	Case Number	TP/2316-2
Recommendation	Grant subject to Legal Agrt, GLA and SoS		

Draft of Decision Notice

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

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

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

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

(Revised description)

At: SOUTHERNWOOD RETAIL PARK, 2 HUMPHREY STREET, LONDON, SE1 5JJ

In accordance with application received on 23/10/2018

and Applicant's Drawing Nos. SITE LOCATION & OWNERSHIP

Urban Location Plan - Existing 1632 -PP ZZ- XX -DR -A- 00- 0001 P0

Urban Location Plan - 1632 -PP ZZ- XX -DR -A- 00- 0002 P0

EXISTING BUILDINGS

Existing Site Plan 1632- PP- ZZ- 00 -DR -A- 01- 0001 P0

Existing Site Location Plan 1632- PP- ZZ- 00 -DR -A- 01- 0002 P0

Existing Site Location Plan 1632- PP- ZZ- 00 -DR -A- 01- 0003 P0

Existing Site Location Plan 1632- PP- ZZ- 00 -DR -A- 01- 0004 P0

Existing Buildings Elevations in Context 1632- PP- ZZ- XX -DR -A- 01- 0001 P0

DEMOLITION

Demolition Drawings - Phase 1 Plan 1632- PP- Z1- 00 -DR -A- 02- 0001 P0

Demolition Drawings - Phase 2 Plan 1632- PP- Z2- 00 -DR -A- 02- 0001 P1

Demolition Drawings - Phase 1 Elevations 1632- PP- Z1- XX -DR -A- 02- 0002 P0

Demolition Drawings - Phase 2 East Elevation 1632- PP- Z2- XX -DR -A- 02- 0002 P1

Demolition Drawings - Phase 2 West Elevation 1632- PP- Z2- XX -DR -A- 02- 0003 P1

GA MASTERPLAN PROPOSED

Proposed Basement Floor Masterplan 1632- PP-	ZZ-	B1	-DR	-A-	03-	0099	P1
Proposed Ground Floor Masterplan 1632- PP-	ZZ-	00	-DR	-A-	03-	0100	P1
Proposed Upper Ground Floor Masterplan 1632- PP-	ZZ-	M1	-DR	-A-	03-	0100M	P1
Proposed First Floor Masterplan 1632- PP-	ZZ-	01	-DR	-A-	03-	0101	P1
Proposed Second-Fourth Floor Masterplan 1632- PP-	ZZ-	02	-DR	-A-	03-	0102	P1
Proposed Fifth Floor Masterplan 1632- PP-	ZZ-	02	-DR	-A-	03-	0105	P1
Proposed Sixth Floor Masterplan 1632- PP-	ZZ-	06	-DR	-A-	03-	0106	P1
Proposed Seventh Floor Masterplan 1632- PP-	ZZ-	07	-DR	-A-	03-	0107	P1
Proposed Eighth Floor Masterplan 1632- PP-	ZZ-	08	-DR	-A-	03-	0108	P1
Proposed Ninth Floor Masterplan 1632- PP-	ZZ-	09	-DR	-A-	03-	0109	P1
Proposed Tenth Floor Masterplan 1632- PP-	ZZ-	10	-DR	-A-	03-	0110	P1
Proposed Eleventh Floor Masterplan 1632- PP-	ZZ-	11	-DR	-A-	03-	0111	P1
Proposed Twelfth Floor Masterplan 1632- PP-	ZZ-	12	-DR	-A-	03-	0112	P1
Proposed Thirteenth Floor Masterplan 1632- PP-	ZZ-	13	-DR	-A-	03-	0113	P1
Proposed Fourteenth Floor Masterplan 1632- PP-	ZZ-	14	-DR	-A-	03-	0114	P1
Proposed Fifteenth Floor Masterplan 1632- PP-	ZZ-	15	-DR	-A-	03-	0115	P1
Proposed Sixteenth-Thirty Sixth Floor Masterplan 1632- PP-	ZZ-	16	-DR	-A-	03-	0116	P1
Proposed Thirty Seventh to Fourthy Fourth Floor Masterplan 1632- PP-	ZZ-	37	-DR	-A-	03-	0137	P1
Proposed Fourthy Fifth Floor Masterplan 1632- PP-	ZZ-	38	-DR	-A-	03-	0138	P1
Proposed Fourthy Sixth Floor Masterplan 1632- PP-	ZZ-	46	-DR	-A-	03-	0146	P1
Proposed Fourthy Seventh Floor Masterplan 1632- PP-	ZZ-	47	-DR	-A-	03-	0147	P1
Proposed Basement Floor Masterplan 1632- PP-	Z1-	B1	-DR	-A-	03-	0099	P1
Proposed Ground Floor Masterplan 1632- PP-	Z1-	00	-DR	-A-	03-	0100	P1
Proposed Upper Ground Floor Masterplan 1632- PP-	Z1-	M1	-DR	-A-	03-	0100M	P1
Proposed First-Fifth Floor Masterplan 1632- PP-	Z1-	01	-DR	-A-	03-	0101	P1
Proposed Sixth Floor Masterplan 1632- PP-	Z1-	06	-DR	-A-	03-	0106	P1
Proposed Seventh Floor Masterplan 1632- PP-	Z1-	07	-DR	-A-	03-	0107	P1
Proposed Eighth Floor Masterplan 1632- PP-	Z1-	08	-DR	-A-	03-	0108	P1
Proposed Eleventh Floor Masterplan 1632- PP-	Z1-	11	-DR	-A-	03-	0111	P1
Proposed Twelfth Floor Masterplan 1632- PP-	Z1-	12	-DR	-A-	03-	0112	P1
Proposed Thirteenth Floor Masterplan 1632- PP-	Z1-	13	-DR	-A-	03-	0113	P1
Proposed Fourteenth Floor Masterplan 1632- PP-	Z1-	14	-DR	-A-	03-	0114	P1
Proposed Fifteenth Floor Masterplan 1632- PP-	Z1-	15	-DR	-A-	03-	0115	P1
Proposed Sixteenth to Thirty Six Floor Masterplan 1632- PP-	Z1-	16	-DR	-A-	03-	0116	P1
Proposed Thirty Seventh to Fourthy Fourth Floor Masterplan 1632- PP-	Z1-	37	-DR	-A-	03-	0137	P1

Proposed Fourthy Fifth Floor Masterplan 1632- PP- Z1- 38 -DR -A- 03- 0138 P1
 Proposed Fourthy Sixth Floor Masterplan 1632- PP- Z1- 46 -DR -A- 03- 0146 P1
 Proposed Fourthy Seventh Floor Masterplan 1632- PP- Z1- 47 -DR -A- 03- 0147 P1

Phase 1

Proposed Basement Plan Phase 1 1632- PP- Z1- B1 -DR -A- 10- 0098 P1
 Proposed Basement Plan Phase 1 1632- PP- Z1- B1 -DR -A- 10- 0099 P1
 Proposed Ground Floor Phase 1 1632- PP- Z1- 00 -DR -A- 10- 0100 P1
 Proposed Upper Ground Floor Phase 1 1632- PP- Z1- M1 -DR -A- 10- 0100M P1
 Proposed First to Fifth Floor Phase 1 1632- PP- Z1- 01 -DR -A- 10- 0101 P1
 Proposed Sixth Floor Phase 1 1632- PP- Z1- 06 -DR -A- 10- 0106 P1
 Proposed Seventh Floor Phase 1 1632- PP- Z1- 07 -DR -A- 10- 0107 P1
 Proposed Eighth-Tenth Floor Phase 1 1632- PP- Z1- 08 -DR -A- 10- 0108 P1
 Proposed Eleventh Floor Phase 1 1632- PP- Z1- 11 -DR -A- 10- 0111 P1
 Proposed Twelfth Floor Phase 1 1632- PP- Z1- 12 -DR -A- 10- 0112 P1
 Proposed Thirteenth Floor Phase 1 1632- PP- Z1- 13 -DR -A- 10- 0113 P1
 Proposed Fourteenth-Thirty Sixth Floor Phase 1 1632- PP- Z1- 14 -DR -A- 10- 0114 P1
 Proposed Thirty Seventh to Fourthy Fourth Floor Phase 1 1632- PP- Z1- 37 -DR -A- 10- 0137 P1
 Proposed Fourthy Fifth Floor Phase 1 1632- PP- Z1- 38 -DR -A- 10- 0138 P1
 Proposed Fourthy Sixth Floor Phase 1 1632- PP- Z1- 46 -DR -A- 10- 0146 P1
 Proposed Fourthy Seventh Floor Phase 1 1632- PP- Z1- 47 -DR -A- 10- 0147 P1

Phase 1 - Hotel

Hotel - Proposed Ground Floor Plan 1632- PP- 1H- 00 -DR -A- 10- 0100 P1
 Hotel - Proposed Upper Ground Floor Plan 1632- PP- 1H- M1 -DR -A- 10- 0100M P1
 Hotel - Proposed First to Thirteenth Floor Plan 1632- PP- 1H- 01 -DR -A- 10- 0101 P0
 Hotel - Proposed Fourteenth Floor Plan 1632- PP- 1H- 14 -DR -A- 10- 0114 P0
 Hotel - Proposed Fifteenth Floor Plan 1632- PP- 1H- 15 -DR -A- 10- 0115 P0
 Hotel - Proposed Roof Plan 1632- PP- 1H- 16 -DR -A- 10- 0116 P0

Phase 1 - Building A

Building A -Proposed Ground Floor Plan 1632- PP- 1A- 00 -DR -A- 10- 0100 P1
 Building A -Proposed Upper Ground Floor Plan 1632- PP- 1A- M1 -DR -A- 10- 0100M P1
 Building A -Proposed First to Twelfth Floor Plan 1632- PP- 1A- 01 -DR -A- 10- 0101 P1
 Building A -Proposed Thirteenth Floor Plan 1632- PP- 1A- 13 -DR -A- 10- 0113 P1
 Building A -Proposed Fourteenth to Thirty Sixth Floor Plan 1632- PP- 1A- 14 -DR -A- 10- 0114 P1
 Building A -Proposed Thirty Seventh to Fourthy Fourth Floor Plan 1632- PP- 1A- 37 -DR -A- 10- 0137 P1
 Building A -Proposed Fourthy Fifth Floor Plan 1632- PP- 1A- 45 -DR -A- 10- 0145 P1

Building A -Proposed Fourth Sixth Floor Plan 1632- PP- 1A- 46 -DR -A- 10- 0146 P1

Building A -Proposed Roof Plan 1632- PP- 1A- 47 -DR -A- 10- 0147 P1

Phase 1 -Building B

Building B -Proposed Ground Floor Plan 1632- PP- 1B- 00 -DR -A- 10- 0100 P1

Building B -Proposed Upper Ground Floor Plan 1632- PP- 1B- M1 -DR -A- 10- 0100M P1

Building B -Proposed First to Tenth Floor Plan 1632- PP- 1B- 01 -DR -A- 10- 0101 P1

Building B -Proposed Eleventh Floor Plan 1632- PP- 1B- 11 -DR -A- 10- 0111 P1

Building B -Proposed Thirteenth Ground Floor Plan 1632- PP- 1B- 12 -DR -A- 10- 0112 P1

Building B -Proposed Roof Plan 1632- PP- 1B- 13 -DR -A- 10- 0113 P1

Phase 1 -Building C

Building C -Proposed Ground Floor Plan 1632- PP- 1C- 00 -DR -A- 10- 0100 P0

Building C -Proposed Upper Ground Floor Plan 1632- PP- 1C- M1 -DR -A- 10- 0100M P0

Building C -Proposed First to Fifth Floor Plan 1632- PP- 1C- 01 -DR -A- 10- 0101 P0

Building C -Proposed Sixth Floor Plan 1632- PP- 1C- 06 -DR -A- 10- 0106 P0

Building C -Proposed Seventh Ground Floor Plan 1632- PP- 1C- 07 -DR -A- 10- 0107 P0

Building C -Proposed Roof Plan 1632- PP- 1C- 08 -DR -A- 10- 0108 P0

Phase 1 -Building D

Building D -Proposed Ground Floor Plan 1632- PP- 1D- 00 -DR -A- 10- 0100 P1

Building D -Proposed Upper Ground Floor Plan 1632- PP- 1D- M1 -DR -A- 10- 0100M P1

Building D -Proposed First to Fifth Floor Plan 1632- PP- 1D- 01 -DR -A- 10- 0101 P1

Building D -Proposed Sixth Floor Plan 1632- PP- 1D- 06 -DR -A- 10- 0106 P1

Building D -Proposed Seventh Ground Floor Plan 1632- PP- 1D- 07 -DR -A- 10- 0107 P1

Building D -Proposed Roof Plan 1632- PP- 1D- 08 -DR -A- 10- 0108 P1

Phase 2 - Building A

Building A -Proposed Second to Tenth Floor Plan 1632- PP- 2A- 02 -DR -A- 10- 0102 P0

Phase 2 - Building B

Building B -Proposed First to Fifth Floor Plan 1632- PP- 2B- 01 -DR -A- 10- 0101 P0

PROPOSED GA ELEVATIONS

Phase One - North Elevation Rolls Road 1632- PP- Z1- XX -DR -A- 11- 0001 P1

Phase One - East Elevation Rowcross Street 1632- PP- Z1- XX -DR -A- 11- 0002 P1

Phase One - South Elevation Old Kent Road 1632- PP- Z1- XX -DR -A- 11- 0003 P1

Phase One - West Elevation Humphrey Street 1632- PP- Z1- XX -DR -A- 11- 0004 P1

Phase One - North Elevation Rolls Road 1632- PP- Z1- XX -DR -A- 11- 0005 P1

Phase One - East Elevation Rowcross Street 1632- PP- Z1- XX -DR -A- 11- 0006 P1

Phase One - South Elevation Old Kent Road 1632- PP- Z1- XX -DR -A- 11- 0007 P1

Phase One - West Elevation Humphrey Street 1632- PP- Z1- XX -DR -A- 11- 0008 P1

Phase One - North Elevation Rolls Road 1632- PP- Z1- XX -DR -A- 11- 0009 P1
Phase One- East & West Elevations 1632- PP- Z1- XX -DR -A- 11- 0010 P1
Phase One - South Elevation Old Kent Road 1632- PP- Z1- XX -DR -A- 11- 0011 P1

Masterplan

Masterplan - North Elevation Rolls Road 1632- PP- ZZ- XX -DR -A- 11- 0001 P1
Masterplan - East Elevation Rowcross Street 1632- PP- ZZ- XX -DR -A- 11- 0002 P1
Masterplan - South Elevation Old Kent Road 1632- PP- ZZ- XX -DR -A- 11- 0003 P1
Masterplan - West Elevation Humphrey Street 1632- PP- ZZ- XX -DR -A- 11- 0004 P1

PROPOSED GA SECTIONS

Masterplan

Phase 1 Section A-A. North/South Section Looking West 1632- PP- Z1- XX -DR -A- 12- 0001 P1
Phase 1 Section B-B. 1A/1D Section Looking North 1632- PP- Z1- XX -DR -A- 12- 0002 P1
Proposed Phase 1 1B/1C Section Looking South 1632- PP- Z1- XX -DR -A- 12- 0003 P1
Proposed North/South Section Looking West 1632- PP- ZZ- XX -DR -A- 12- 0001 P0

DETAILED ARRANGEMENT FLOOR PLANS

Phase 1 - Building A

Tower - Typical Units Detailed Floor Plans 1632- PP- 1A- XX -DR -A- 15- 0001 P1
Tower - Typical Units Detailed Floor Plans 1632- PP- 1A- XX -DR -A- 15- 0002 P1
Tower - Typical Units Detailed Floor Plans 1632- PP- 1A- XX -DR -A- 15- 0003 P1
Tower - Typical Units Detailed Floor Plans 1632- PP- 1A- XX -DR -A- 15- 0004 P1

Phase 1 - Building B

Market Building B - Typical Units Detailed Floor Plans 1632- PP- 1B- XX -DR -A- 15- 0001 P1
Market Building B - Typical Units Detailed Floor Plans 1632- PP- 1B- XX -DR -A- 15- 0002 P1
Market Building B - Typical Units Detailed Floor Plans 1632- PP- 1B- XX -DR -A- 15- 0003 P1
Market Building B - Typical Units Detailed Floor Plans 1632- PP- 1B- XX -DR -A- 15- 0004 P1
Market Building B - Typical Units Detailed Floor Plans 1632- PP- 1B- XX -DR -A- 15- 0005 P1

Phase 1 - Building C

Affordable Building C - Typical Units Detailed Floor Plans 1632- PP- 1C- XX -DR -A- 15- 0001 P0
Affordable Building C - Typical Units Detailed Floor Plans 1632- PP- 1C- XX -DR -A- 15- 0002 P0
Affordable Building C - Typical Units Detailed Floor Plans 1632- PP- 1C- XX -DR -A- 15- 0003 P0
Affordable Building C - Typical Units Detailed Floor Plans 1632- PP- 1C- XX -DR -A- 15- 0004 P0
Affordable Building C - Typical Units Detailed Floor Plans 1632- PP- 1C- XX -DR -A- 15- 0005 P0
Affordable Building C - Typical Units Detailed Floor Plans 1632- PP- 1C- XX -DR -A- 15- 0006 P0
Affordable Building C - Typical Units Detailed Floor Plans 1632- PP- 1C- XX -DR -A- 15- 0007 P0

Phase 1 - Building D

Affordable Building D - Typical Units Detailed Floor Plans 1632- PP- 1D- XX -DR -A- 15- 0001 P1

Affordable Building D - Typical Units Detailed Floor Plans 1632- PP-	1D-	XX	-DR	-A-	15-	0002 P1
Affordable Building D - Typical Units Detailed Floor Plans 1632- PP-	1D-	XX	-DR	-A-	15-	0003 P1
Affordable Building D - Typical Units Detailed Floor Plans 1632- PP-	1D-	XX	-DR	-A-	15-	0004 P1
Affordable Building D - Typical Units Detailed Floor Plans 1632- PP-	1D-	XX	-DR	-A-	15-	0005 P1
Affordable Building D - Typical Units Detailed Floor Plans 1632- PP-	1D-	XX	-DR	-A-	15-	0006 P1
Affordable Building D - Typical Units Detailed Floor Plans 1632- PP-	1D-	XX	-DR	-A-	15-	0007 P1
Affordable Building D - Typical Units Detailed Floor Plans 1632- PP-	1D-	XX	-DR	-A-	15-	0008 P1

FAÇADE

Phase 1

Hotel - Façade Detail 1632- PP-	1H-	XX	-DR	-A-	21-	0001 P1
Tower - Façade Detail 1632- PP-	1A-	XX	-DR	-A-	21-	0002 P1
Low Rise - Façade Detail 1632- PP-	Z1-	XX	-DR	-A-	21-	0003 P0

Documents

- Design and Access Statement and Addendum
- Certificates of Ownership and Agricultural Holdings
- CIL Form (revised)
- Schedule of application drawings
- Affordable Housing Statement
- Planning Statement (including draft S.106 Heads of Terms)
- Sequential Statement
- Statement of Community Involvement
- Viability Report (Submitted under separate cover)
- Environmental Statement and addendums
- Environmental Statement – Technical Appendices: Air Quality Assessment, Aviation Report, Archaeological Desk Based Assessment, Basement Impact Assessment, Built Heritage Assessment, Phasing, Waste and Utilities Infrastructure, Cumulative Developments Table and Map, Daylight, Sunlight and Overshadowing Assessment and addendums, Demolition and Construction Programme, Design Summary, Energy Statement & BREEAM Pre-Assessment, Environmental Noise and Vibration Survey Report, Flood Risk Assessment and addendum, Health Impact Assessment, Preliminary Ecological Appraisal, Sample Summer Overheating Assessment, Sustainability Statement, Telecommunications Report, Townscape and Visual Impact Assessment and Addendum, Transport Assessment, Travel Plan and Refuse Management Plan, Tree Survey and Arboricultural Impact Assessment, Wind Assessment
- Drawing Issue sheet (uploaded 12/04/2019)
- Final Residential Accommodation Schedule
- Development Summary

Subject to the following ninety-eight conditions:**Time limit for implementing this permission and the approved plans**

1 FULL (PHASE 1) and OUTLINE (PHASE 2) - Approved Plans

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

DEMOLITION

Demolition Drawings - Phase 1 Plan 1632- PP- Z1- 00 -DR -A- 02- 0001 P0
 Demolition Drawings - Phase 2 Plan 1632- PP- Z2- 00 -DR -A- 02- 0001 P1
 Demolition Drawings - Phase 1 Elevations 1632- PP- Z1- XX -DR -A- 02- 0002 P0
 Demolition Drawings - Phase 2 East Elevation 1632- PP- Z2- XX -DR -A- 02- 0002 P1
 Demolition Drawings - Phase 2 West Elevation 1632- PP- Z2- XX -DR -A- 02- 0003 P1

GA MASTERPLAN_PROPOSED

Proposed Basement Floor Masterplan 1632- PP- ZZ- B1 -DR -A- 03- 0099 P1
 Proposed Ground Floor Masterplan 1632- PP- ZZ- 00 -DR -A- 03- 0100 P1
 Proposed Upper Ground Floor Masterplan 1632- PP- ZZ- M1 -DR -A- 03- 0100M P1
 Proposed First Floor Masterplan 1632- PP- ZZ- 01 -DR -A- 03- 0101 P1
 Proposed Second-Fourth Floor Masterplan 1632- PP- ZZ- 02 -DR -A- 03- 0102 P1
 Proposed Fifth Floor Masterplan 1632- PP- ZZ- 02 -DR -A- 03- 0105 P1
 Proposed Sixth Floor Masterplan 1632- PP- ZZ- 06 -DR -A- 03- 0106 P1
 Proposed Seventh Floor Masterplan 1632- PP- ZZ- 07 -DR -A- 03- 0107 P1
 Proposed Eighth Floor Masterplan 1632- PP- ZZ- 08 -DR -A- 03- 0108 P1
 Proposed Ninth Floor Masterplan 1632- PP- ZZ- 09 -DR -A- 03- 0109 P1
 Proposed Tenth Floor Masterplan 1632- PP- ZZ- 10 -DR -A- 03- 0110 P1
 Proposed Eleventh Floor Masterplan 1632- PP- ZZ- 11 -DR -A- 03- 0111 P1
 Proposed Twelfth Floor Masterplan 1632- PP- ZZ- 12 -DR -A- 03- 0112 P1
 Proposed Thirteenth Floor Masterplan 1632- PP- ZZ- 13 -DR -A- 03- 0113 P1
 Proposed Fourteenth Floor Masterplan 1632- PP- ZZ- 14 -DR -A- 03- 0114 P1
 Proposed Fifteenth Floor Masterplan 1632- PP- ZZ- 15 -DR -A- 03- 0115 P1
 Proposed Sixteenth-Thirty Sixth Floor Masterplan 1632- PP- ZZ- 16 -DR -A- 03- 0116 P1
 Proposed Thirty Seventh to Fourth Fourth Floor Masterplan 1632- PP- ZZ- 37 -DR -A- 03- 0137 P1
 Proposed Fourth Fifth Floor Masterplan 1632- PP- ZZ- 38 -DR -A- 03- 0138 P1
 Proposed Fourth Sixth Floor Masterplan 1632- PP- ZZ- 46 -DR -A- 03- 0146 P1
 Proposed Fourth Seventh Floor Masterplan 1632- PP- ZZ- 47 -DR -A- 03- 0147 P1
 Proposed Basement Floor Masterplan 1632- PP- Z1- B1 -DR -A- 03- 0099 P1
 Proposed Ground Floor Masterplan 1632- PP- Z1- 00 -DR -A- 03- 0100 P1
 Proposed Upper Ground Floor Masterplan 1632- PP- Z1- M1 -DR -A- 03- 0100M P1
 Proposed First-Fifth Floor Masterplan 1632- PP- Z1- 01 -DR -A- 03- 0101 P1
 Proposed Sixth Floor Masterplan 1632- PP- Z1- 06 -DR -A- 03- 0106 P1
 Proposed Seventh Floor Masterplan 1632- PP- Z1- 07 -DR -A- 03- 0107 P1
 Proposed Eighth Floor Masterplan 1632- PP- Z1- 08 -DR -A- 03- 0108 P1
 Proposed Eleventh Floor Masterplan 1632- PP- Z1- 11 -DR -A- 03- 0111 P1
 Proposed Twelfth Floor Masterplan 1632- PP- Z1- 12 -DR -A- 03- 0112 P1
 Proposed Thirteenth Floor Masterplan 1632- PP- Z1- 13 -DR -A- 03- 0113 P1
 Proposed Fourteenth Floor Masterplan 1632- PP- Z1- 14 -DR -A- 03- 0114 P1
 Proposed Fifteenth Floor Masterplan 1632- PP- Z1- 15 -DR -A- 03- 0115 P1
 Proposed Sixteenth to Thirty Six Floor Masterplan 1632- PP- Z1- 16 -DR -A- 03- 0116 P1
 Proposed Thirty Seventh to Fourth Fourth Floor Masterplan 1632- PP- Z1- 37 -DR -A- 03- 0137 P1
 Proposed Fourth Fifth Floor Masterplan 1632- PP- Z1- 38 -DR -A- 03- 0138 P1
 Proposed Fourth Sixth Floor Masterplan 1632- PP- Z1- 46 -DR -A- 03- 0146 P1
 Proposed Fourth Seventh Floor Masterplan 1632- PP- Z1- 47 -DR -A- 03- 0147 P1
 Phase 1
 Proposed Basement Plan Phase 1 1632- PP- Z1- B1 -DR -A- 10- 0098 P1
 Proposed Basement Plan Phase 1 1632- PP- Z1- B1 -DR -A- 10- 0099 P1
 Proposed Ground Floor Phase 1 1632- PP- Z1- 00 -DR -A- 10- 0100 P1
 Proposed Upper Ground Floor Phase 1 1632- PP- Z1- M1 -DR -A- 10- 0100M P1
 Proposed First to Fifth Floor Phase 1 1632- PP- Z1- 01 -DR -A- 10- 0101 P1
 Proposed Sixth Floor Phase 1 1632- PP- Z1- 06 -DR -A- 10- 0106 P1
 Proposed Seventh Floor Phase 1 1632- PP- Z1- 07 -DR -A- 10- 0107 P1

Proposed Eighth-Tenth Floor Phase 1 1632- PP- Z1- 08 -DR -A- 10- 0108 P1
 Proposed Eleventh Floor Phase 1 1632- PP- Z1- 11 -DR -A- 10- 0111 P1
 Proposed Twelfth Floor Phase 1 1632- PP- Z1- 12 -DR -A- 10- 0112 P1
 Proposed Thirteenth Floor Phase 1 1632- PP- Z1- 13 -DR -A- 10- 0113 P1
 Proposed Fourteenth-Thirty Sixth Floor Phase 1 1632- PP- Z1- 14 -DR -A- 10- 0114 P1
 Proposed Thirty Seventh to Fourty Fourth Floor Phase 1 1632- PP- Z1- 37 -DR -A- 10- 0137 P1
 Proposed Fourty Fifth Floor Phase 1 1632- PP- Z1- 38 -DR -A- 10- 0138 P1
 Proposed Fourty Sixth Floor Phase 1 1632- PP- Z1- 46 -DR -A- 10- 0146 P1
 Proposed Fourty Seventh Floor Phase 1 1632- PP- Z1- 47 -DR -A- 10- 0147 P1
 Phase 1 - Hotel
 Hotel - Proposed Ground Floor Plan 1632- PP- 1H- 00 -DR -A- 10- 0100 P1
 Hotel - Proposed Upper Ground Floor Plan 1632- PP- 1H- M1 -DR -A- 10- 0100M P1
 Hotel - Proposed First to Thirteenth Floor Plan 1632- PP- 1H- 01 -DR -A- 10- 0101 P0
 Hotel - Proposed Fourteenth Floor Plan 1632- PP- 1H- 14 -DR -A- 10- 0114 P0
 Hotel - Proposed Fifteenth Floor Plan 1632- PP- 1H- 15 -DR -A- 10- 0115 P0
 Hotel - Proposed Roof Plan 1632- PP- 1H- 16 -DR -A- 10- 0116 P0
 Phase 1 - Building A
 Building A -Proposed Ground Floor Plan 1632- PP- 1A- 00 -DR -A- 10- 0100 P1
 Building A -Proposed Upper Ground Floor Plan 1632- PP- 1A- M1 -DR -A- 10- 0100M P1
 Building A -Proposed First to Twelth Floor Plan 1632- PP- 1A- 01 -DR -A- 10- 0101 P1
 Building A -Proposed Thirteenth Floor Plan 1632- PP- 1A- 13 -DR -A- 10- 0113 P1
 Building A -Proposed Fourteenth to Thirty Sixth Floor Plan 1632- PP- 1A- 14 -DR -A- 10- 0114 P1
 Building A -Proposed Thirty Seventh to Fourty Fourth Floor Plan 1632- PP- 1A- 37 -DR -A- 10- 0137 P1
 Building A -Proposed Fourty Fifth Floor Plan 1632- PP- 1A- 45 -DR -A- 10- 0145 P1
 Building A -Proposed Fourty Sixth Floor Plan 1632- PP- 1A- 46 -DR -A- 10- 0146 P1
 Building A -Proposed Roof Plan 1632- PP- 1A- 47 -DR -A- 10- 0147 P1
 Phase 1 -Building B
 Building B -Proposed Ground Floor Plan 1632- PP- 1B- 00 -DR -A- 10- 0100 P1
 Building B -Proposed Upper Ground Floor Plan 1632- PP- 1B- M1 -DR -A- 10- 0100M P1
 Building B -Proposed First to Tenth Floor Plan 1632- PP- 1B- 01 -DR -A- 10- 0101 P1
 Building B -Proposed Eleventh Floor Plan 1632- PP- 1B- 11 -DR -A- 10- 0111 P1
 Building B -Proposed Thirteenth Ground Floor Plan 1632- PP- 1B- 12 -DR -A- 10- 0112 P1
 Building B -Proposed Roof Plan 1632- PP- 1B- 13 -DR -A- 10- 0113 P1
 Phase 1 -Building C
 Building C -Proposed Ground Floor Plan 1632- PP- 1C- 00 -DR -A- 10- 0100 P0
 Building C -Proposed Upper Ground Floor Plan 1632- PP- 1C- M1 -DR -A- 10- 0100M P0
 Building C -Proposed First to Fifth Floor Plan 1632- PP- 1C- 01 -DR -A- 10- 0101 P0
 Building C -Proposed Sixth Floor Plan 1632- PP- 1C- 06 -DR -A- 10- 0106 P0
 Building C -Proposed Seventh Ground Floor Plan 1632- PP- 1C- 07 -DR -A- 10- 0107 P0
 Building C -Proposed Roof Plan 1632- PP- 1C- 08 -DR -A- 10- 0108 P0
 Phase 1 -Building D
 Building D -Proposed Ground Floor Plan 1632- PP- 1D- 00 -DR -A- 10- 0100 P1
 Building D -Proposed Upper Ground Floor Plan 1632- PP- 1D- M1 -DR -A- 10- 0100M P1
 Building D -Proposed First to Fifth Floor Plan 1632- PP- 1D- 01 -DR -A- 10- 0101 P1
 Building D -Proposed Sixth Floor Plan 1632- PP- 1D- 06 -DR -A- 10- 0106 P1
 Building D -Proposed Seventh Ground Floor Plan 1632- PP- 1D- 07 -DR -A- 10- 0107 P1
 Building D -Proposed Roof Plan 1632- PP- 1D- 08 -DR -A- 10- 0108 P1
 Phase 2 - Building A
 Building A -Proposed Second to Tenth Floor Plan 1632- PP- 2A- 02 -DR -A- 10- 0102 P0
 Phase 2 - Building B
 Building B -Proposed First to Fifth Floor Plan 1632- PP- 2B- 01 -DR -A- 10- 0101 P0
 PROPOSED GA ELEVATIONS
 Phase One - North Elevation Rolls Road 1632- PP- Z1- XX -DR -A- 11- 0001 P1
 Phase One - East Elevation Rowcross Street 1632- PP- Z1- XX -DR -A- 11- 0002 P1
 Phase One - South Elevation Old Kent Road 1632- PP- Z1- XX -DR -A- 11- 0003 P1
 Phase One - West Elevation Humphrey Street 1632- PP- Z1- XX -DR -A- 11- 0004 P1
 Phase One - North Elevation Rolls Road 1632- PP- Z1- XX -DR -A- 11- 0005 P1
 Phase One - East Elevation Rowcross Street 1632- PP- Z1- XX -DR -A- 11- 0006 P1
 Phase One - South Elevation Old Kent Road 1632- PP- Z1- XX -DR -A- 11- 0007 P1
 Phase One - West Elevation Humphrey Street 1632- PP- Z1- XX -DR -A- 11- 0008 P1
 Phase One - North Elevation Rolls Road 1632- PP- Z1- XX -DR -A- 11- 0009 P1
 Phase One- East & West Elevations 1632- PP- Z1- XX -DR -A- 11- 0010 P1
 Phase One - South Elevation Old Kent Road 1632- PP- Z1- XX -DR -A- 11- 0011 P1
 Masterplan

Masterplan - North Elevation Rolls Road 1632- PP-	ZZ-	XX	-DR	-A-	11-	0001 P1
Masterplan - East Elevation Rowcross Street 1632- PP-	ZZ-	XX	-DR	-A-	11-	0002 P1
Masterplan - South Elevation Old Kent Road 1632- PP-	ZZ-	XX	-DR	-A-	11-	0003 P1
Masterplan - West Elevation Humphrey Street 1632- PP-	ZZ-	XX	-DR	-A-	11-	0004 P1
PROPOSED GA SECTIONS						
Masterplan						
Phase 1 Section A-A. North/South Section Looking West 1632- PP-	Z1-	XX	-DR	-A-	12-	0001 P1
Phase 1 Section B-B. 1A/1D Section Looking North 1632- PP-	Z1-	XX	-DR	-A-	12-	0002 P1
Proposed Phase 1 1B/1C Section Looking South 1632- PP-	Z1-	XX	-DR	-A-	12-	0003 P1
Proposed North/South Section Looking West 1632- PP-	ZZ-	XX	-DR	-A-	12-	0001 P0
DETAILED ARRANGEMENT FLOOR PLANS						
Phase 1 - Building A						
Tower - Typical Units Detailed Floor Plans 1632- PP-	1A-	XX	-DR	-A-	15-	0001 P1
Tower - Typical Units Detailed Floor Plans 1632- PP-	1A-	XX	-DR	-A-	15-	0002 P1
Tower - Typical Units Detailed Floor Plans 1632- PP-	1A-	XX	-DR	-A-	15-	0003 P1
Tower - Typical Units Detailed Floor Plans 1632- PP-	1A-	XX	-DR	-A-	15-	0004 P1
Phase 1 - Building B						
Market Building B - Typical Units Detailed Floor Plans 1632- PP-	1B-	XX	-DR	-A-	15-	0001 P1
Market Building B - Typical Units Detailed Floor Plans 1632- PP-	1B-	XX	-DR	-A-	15-	0002 P1
Market Building B - Typical Units Detailed Floor Plans 1632- PP-	1B-	XX	-DR	-A-	15-	0003 P1
Market Building B - Typical Units Detailed Floor Plans 1632- PP-	1B-	XX	-DR	-A-	15-	0004 P1
Market Building B - Typical Units Detailed Floor Plans 1632- PP-	1B-	XX	-DR	-A-	15-	0005 P1
Phase 1 - Building C						
Affordable Building C - Typical Units Detailed Floor Plans 1632- PP-	1C-	XX	-DR	-A-	15-	0001 P0
Affordable Building C - Typical Units Detailed Floor Plans 1632- PP-	1C-	XX	-DR	-A-	15-	0002 P0
Affordable Building C - Typical Units Detailed Floor Plans 1632- PP-	1C-	XX	-DR	-A-	15-	0003 P0
Affordable Building C - Typical Units Detailed Floor Plans 1632- PP-	1C-	XX	-DR	-A-	15-	0004 P0
Affordable Building C - Typical Units Detailed Floor Plans 1632- PP-	1C-	XX	-DR	-A-	15-	0005 P0
Affordable Building C - Typical Units Detailed Floor Plans 1632- PP-	1C-	XX	-DR	-A-	15-	0006 P0
Affordable Building C - Typical Units Detailed Floor Plans 1632- PP-	1C-	XX	-DR	-A-	15-	0007 P0
Phase 1 - Building D						
Affordable Building D - Typical Units Detailed Floor Plans 1632- PP-	1D-	XX	-DR	-A-	15-	0001 P1
Affordable Building D - Typical Units Detailed Floor Plans 1632- PP-	1D-	XX	-DR	-A-	15-	0002 P1
Affordable Building D - Typical Units Detailed Floor Plans 1632- PP-	1D-	XX	-DR	-A-	15-	0003 P1
Affordable Building D - Typical Units Detailed Floor Plans 1632- PP-	1D-	XX	-DR	-A-	15-	0004 P1
Affordable Building D - Typical Units Detailed Floor Plans 1632- PP-	1D-	XX	-DR	-A-	15-	0005 P1
Affordable Building D - Typical Units Detailed Floor Plans 1632- PP-	1D-	XX	-DR	-A-	15-	0006 P1
Affordable Building D - Typical Units Detailed Floor Plans 1632- PP-	1D-	XX	-DR	-A-	15-	0007 P1
Affordable Building D - Typical Units Detailed Floor Plans 1632- PP-	1D-	XX	-DR	-A-	15-	0008 P1
FAÇADE						
Phase 1						
Hotel - Façade Detail 1632- PP-	1H-	XX	-DR	-A-	21-	0001 P1
Tower - Façade Detail 1632- PP-	1A-	XX	-DR	-A-	21-	0002 P1
Low Rise - Façade Detail 1632- PP-	Z1-	XX	-DR	-A-	21-	0003 P0

Reason:

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

2 OUTLINE (PHASE 2) - Time Limit

Submission of all reserved matters in respect of Blocks 2A and 2B including details of the internal layouts and external appearance (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the Local Planning Authority within three years of the date of this permission and the development hereby permitted shall be begun either before the end of twelve years from the date of this permission for Blocks 2A and 2B. The development shall not be carried out otherwise than in accordance with this permission and any such approvals given.

Reason

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

3 FULL (PHASE 1) - Time Limit

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

Reason

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

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.

4 Bat and Bird Boxes

Details of the following bird and bat nesting boxes shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement (excluding demolition) of the development hereby granted permission.

No less than 6 House Sparrow terraces, 6 House martin nest features. 6 open fronted Black Redstart boxes and 9 internal bat tubes shall be provided and the details shall include the exact location, specification and design of the habitats. The boxes 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 nesting bricks and boxes shall be installed strictly in accordance with the details so approved, shall be maintained as such thereafter.

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

Reason:

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

5 OUTLINE (PHASE 2) - Foundation design (Bakerloo Line Extension)

Notwithstanding the drawings hereby approved for the development, before any work excluding demolition or site clearance or preparation hereby authorised begins, a detailed scheme showing the complete scope and arrangement of the foundation design and all below ground, ground and above ground works shall be submitted to and approved in writing by the Local Planning Authority and Transport for London and should demonstrate that the proposed development does not conflict with the running tunnels of the proposed Bakerloo Line Extension. 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 and above ground impacts of the proposed development are detailed and do not conflict with running tunnels of the proposed Bakerloo Line Extension, accordance with Strategic Policy 12 - Design and Conservation of The Core Strategy 2011, Saved Policy 3.19 Archaeology of the Southwark Plan 2007 and the National Planning Policy Framework 2018.

6 FULL (PHASE 1) - Foundation design (Bakerloo Line Extension)

Notwithstanding the drawings hereby approved for the development, before any work excluding demolition or site clearance or preparation hereby authorised begins, a detailed scheme showing the complete scope and arrangement of the foundation design and all below ground, ground and above ground works shall be submitted to and approved in writing by the Local Planning Authority and Transport for London and should demonstrate that the proposed development does not conflict with the running tunnels of the proposed Bakerloo Line Extension. 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 and above ground impacts of the proposed development are detailed and do not conflict with running tunnels of the proposed Bakerloo Line Extension, accordance with Strategic Policy 12 - Design and Conservation of The Core Strategy 2011, Saved Policy 3.19 Archaeology of the Southwark Plan 2007 and the National Planning Policy Framework 2018.

7 OUTLINE (PHASE 2) - Surface water drainage

No works shall commence until a detailed surface water drainage strategy incorporating Sustainable Drainage Systems has been submitted to and approved in writing by the Local Planning Authority. The strategy should achieve a reduction in surface water discharges to greenfield runoff rates as detailed in the Flood Risk Assessment (prepared by Walsh, September 2018) and Addendum (Walsh, April 2019) during the 1% Annual Exceedance Probability (AEP) event plus climate change allowance. Hard engineered below ground attenuation tanks should be supplemented with above ground blue or green SuDS to provide biodiversity and amenity benefits. 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 the Old Kent Road Area Action Plan (policies AAP 10 and 11).

8 FULL (PHASE 1) - Surface water drainage

No works shall commence until a detailed surface water drainage strategy incorporating Sustainable Drainage Systems has been submitted to and approved in writing by the Local Planning Authority. The strategy should achieve a reduction in surface water discharges to greenfield runoff rates as detailed in the Flood Risk Assessment (prepared by Walsh, September 2018) and Addendum (Walsh, April 2019) during the 1% Annual Exceedance Probability (AEP) event plus climate change allowance. Hard engineered below ground attenuation tanks should be supplemented with above ground blue or green SuDS to provide biodiversity and amenity benefits. 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 the Old Kent Road Area Action Plan (policies AAP 10 and 11).

9 OUTLINE (PHASE 2) - Construction Management Plan

No development shall take place, including any works of demolition, until a written construction environmental management plan (CEMP) for the site has been devised and submitted for the approval of the Local Planning Authority for Phase 2 of the development. The CEMP shall oblige the applicant, developer and contractors to commit to current best practice with regard to site management and to use all best endeavours to minimise off site impacts. A copy of the CEMP shall be available on site at all times and shall include the following information:

A detailed specification of demolition and construction works at each phase of development including consideration of all environmental impacts and the identified remedial measures, including continuous monitoring of noise and airborne particulates;
 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.

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

10 FULL (PHASE 1) - Construction Management Plan

No development shall take place, including any works of demolition, until a written construction environmental management plan (CEMP) for the site has been devised and submitted for the approval of the Local Planning Authority for Phase 1 of the development. The CEMP shall oblige the applicant, developer and contractors to commit to current best practice with regard to site management and to use all best endeavours to minimise off site impacts. A copy of the CEMP shall be available on site at all times and shall include the following information:

A detailed specification of demolition and construction works at each phase of development including consideration of all environmental impacts and the identified remedial measures, including continuous monitoring of noise and airborne particulates;
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.

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

11 OUTLINE (PHASE 2) - Contamination

a) Either prior to or as part of the re-development works following demolition of site structures, an intrusive site investigation and associated risk assessment shall be completed to fully characterise the nature and extent of any contamination of soils and ground water on the site.

b) In the event that contamination is found that presents a risk to future users or controlled waters or the wider

environment, a detailed remediation and/or mitigation strategy shall be prepared and submitted to the Local Planning Authority for approval in writing. The strategy shall detail all proposed actions to be taken to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment. The approved remediation/mitigation strategy shall be implemented as part of the development.

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

d) In the event that potential contamination is found at any time during development works that was not previously identified, then a scheme of investigation and risk assessment, and a remediation strategy (if required) shall be submitted to the Local Planning Authority for approval in writing, in accordance with a-c above.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with saved policy 3.2 'Protection of amenity' of the Southwark Plan (2007), strategic policy 13' High environmental standards' of the Core Strategy (2011) and the National Planning Policy Framework 2018.

12 FULL (PHASE 1) - Contamination

a) Either prior to or as part of the re-development works following demolition of site structures, an intrusive site investigation and associated risk assessment shall be completed to fully characterise the nature and extent of any contamination of soils and ground water on the site.

b) In the event that contamination is found that presents a risk to future users or controlled waters or the wider environment, a detailed remediation and/or mitigation strategy shall be prepared and submitted to the Local Planning Authority for approval in writing. The strategy shall detail all proposed actions to be taken to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment. The approved remediation/mitigation strategy shall be implemented as part of the development.

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

d) In the event that potential contamination is found at any time during development works that was not previously identified, then a scheme of investigation and risk assessment, and a remediation strategy (if required) shall be submitted to the Local Planning Authority for approval in writing, in accordance with a-c above.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with saved policy 3.2 'Protection of amenity' of the Southwark Plan (2007), strategic policy 13' High environmental standards' of the Core Strategy (2011) and the National Planning Policy Framework 2018.

13 OUTLINE (PHASE 2) - Basement Impact Assessment (BIA)

No works shall commence 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 Framework Note (Card Geotechnics Limited, October 2018) and should include groundwater flood risk mitigation measures as required, with the measures constructed to the approved details. The should BIA 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).

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

Reason

In order that the applicants supply the necessary archaeological information to ensure suitable mitigation measures and/or foundation design proposals be presented in accordance with Strategic Policy 12 - Design and Conservation of The Core Strategy 2011, Saved Policy 3.19 Archaeology of the Southwark Plan 2007 and the National Planning Policy Framework 2012.

- 15 **OUTLINE (PHASE 2) - Foundation Design - Archaeology**
Before any work hereby authorised begins, a detailed scheme showing the complete scope and arrangement of the foundation design and all ground works shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise than in accordance with any such approval given.

Reason:

In order that details of the foundations, ground works and all below ground impacts of the proposed development are detailed and accord with the programme of archaeological mitigation works to ensure the preservation of archaeological remains by record and in situ in accordance with Strategic Policy 12 - Design and Conservation of The Core Strategy 2011, Saved Policy 3.19 Archaeology of the Southwark Plan 2007 and the National Planning Policy Framework 2018.

- 16 **FULL (PHASE 1) - Foundation Design - Archaeology**
Before any work hereby authorised begins, a detailed scheme showing the complete scope and arrangement of the foundation design and all ground works shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise than in accordance with any such approval given.

Reason:

In order that details of the foundations, ground works and all below ground impacts of the proposed development are detailed and accord with the programme of archaeological mitigation works to ensure the preservation of archaeological remains by record and in situ in accordance with Strategic Policy 12 - Design and Conservation of The Core Strategy 2011, Saved Policy 3.19 Archaeology of the Southwark Plan 2007 and the National Planning Policy Framework 2018.

- 17 **FULL (PHASE 2) - Archaeological Mitigation**
Before any work hereby authorised begins, the applicant shall secure the implementation of a programme of archaeological mitigation works in accordance with a written scheme of investigation, which shall be submitted to and approved in writing by the Local Planning Authority.

Reason:

In order that the details of the programme of works for the archaeological mitigation are suitable with regard to the impacts of the proposed development and the nature and extent of archaeological remains on site in accordance with Strategic Policy 12 - Design and Conservation of The Core Strategy 2011, Saved Policy 3.19 Archaeology of the Southwark Plan 2007 and the National Planning Policy Framework 2018.

- 18 **FULL (PHASE 1) - Archaeological Mitigation**
Before any work hereby authorised begins, the applicant shall secure the implementation of a programme of archaeological mitigation works in accordance with a written scheme of investigation, which shall be submitted to and approved in writing by the Local Planning Authority.

Reason:

In order that the details of the programme of works for the archaeological mitigation are suitable with regard to the impacts of the proposed development and the nature and extent of archaeological remains on site in accordance with Strategic Policy 12 - Design and Conservation of The Core Strategy 2011, Saved Policy 3.19 Archaeology of the Southwark Plan 2007 and the National Planning Policy Framework 2018.

- 19 **OUTLINE (PHASE 2) - Archaeological Evaluation**
Before any work hereby authorised begins, the applicant shall secure the implementation of a programme of

archaeological evaluation works in accordance with a written scheme of investigation shall be submitted to and approved in writing by the Local Planning Authority.

Reason:

In order that the applicants supply the necessary archaeological information to ensure suitable mitigation measures and/or foundation design proposals be presented in accordance with Strategic Policy 12 - Design and Conservation of The Core Strategy 2011, Saved Policy 3.19 Archaeology of the Southwark Plan 2007 and the National Planning Policy Framework 2018.

20 FULL (PHASE 1) - Archaeological Evaluation

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

Reason:

In order that the applicants supply the necessary archaeological information to ensure suitable mitigation measures and/or foundation design proposals be presented in accordance with Strategic Policy 12 - Design and Conservation of The Core Strategy 2011, Saved Policy 3.19 Archaeology of the Southwark Plan 2007 and the National Planning Policy Framework 2018

21 OUTLINE (PHASE 2) - TREE PLANTING

Prior to works commencing, full details of all proposed tree planting including the 17 shown off site shall be submitted to and approved in writing by the Local Planning Authority. This will include tree pit cross sections, planting and maintenance specifications, use of guards or other protective measures and confirmation of location, species, sizes, nursery stock type, supplier and defect period. All tree planting shall be carried out in accordance with those details and at those times. Planting shall comply with BS5837: Trees in relation to demolition, design and construction (2012) and BS: 4428 Code of practice for general landscaping operations.

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

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

22 OUTLINE (PHASE 2) - TREE SURVEY

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

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

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

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

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

work - recommendations.

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

Reason

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

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

No less than 16 nesting boxes / bricks shall be provided and the details shall include the exact location, specification and design of the habitats. The boxes / bricks shall be installed with the development prior to the first occupation of the building to which they form part or the first use of the space in which they are contained.

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

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

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

- 24 FULL (PHASE 1) - 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 and Transport for London, 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.

- 25 FULL (PHASE 1) - Tree Survey

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

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

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

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

construction and excavation.

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

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

Reason

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

26 FULL (PHASE 1) - TREE PLANTING

Prior to works commencing, full details of all proposed tree planting including the 17 shown off site shall be submitted to and approved in writing by the Local Planning Authority. This will include tree pit cross sections, planting and maintenance specifications, use of guards or other protective measures and confirmation of location, species, sizes, nursery stock type, supplier and defect period. All tree planting shall be carried out in accordance with those details and at those times. Planting shall comply with BS5837: Trees in relation to demolition, design and construction (2012) and BS: 4428 Code of practice for general landscaping operations.

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

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

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.

27 FULL (PHASE 2) - Secure By Design Application

Prior to any works above grade, 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.

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.

28 FULL (PHASE 1) - Secure By Design Application

Prior to any works above grade, 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.

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.

29 FULL (PHASE 1)- Block 1A columns and design

Prior to any works above grade, details of the following features to be included on the ground floor of Block 1A shall be submitted and approved in writing and the works shall only be carried out in accordance with the approved details:

- a) details of Block 1A ground floor shopfronts;
- b) details of the columns (materials, surface finishes)
- c) details of the building 1A access points;
- d) details of lighting around the base of Block 1A;
- e) details on the limitations on street furniture.

Once approved, the details shall be retained and maintained as such.

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 walking environment along Old Kent Road 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 (PHASE 1) - TV and radio signals

Prior to the commencement of the above ground superstructure, a Construction Methodology that includes the siting of construction cranes and high structures shall be submitted and approved in writing to the local planning authority, and the development shall not be carried out otherwise than in accordance with any such approval given. This is to minimise interference to link operations

To ensure that the adjoining occupiers do not suffer a loss of amenity 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.

31 OUTLINE (PHASE 2) - Affordable unit mix

Notwithstanding the plans and information hereby approved, prior to any works above grade level, the applicant shall submit detailed floor plans to consider the increase of three bed +affordable units and the associated reduction in one and two bed affordable units. If any additional three bed units can be provided, these shall be secured and shall substitute the smaller units. The development shall not be carried out otherwise than accordance with any such approval given.

Reason:

To address the local housing need in the ward which is for larger affordable units in accordance with saved policy 4.4 Affordable housing of the Saved Southwark Plan 2007 and Strategic Policy Providing new homes of the Core Strategy 2011.

32 FULL (PHASE 1) - Affordable unit mix

Notwithstanding the plans and information hereby approved, prior to any works above grade level, the applicant shall submit detailed floor plans to consider the increase of three bed +affordable units and the associated reduction in one and two bed affordable units. If any additional three bed units can be provided, these shall be secured and shall substitute the smaller units. The development shall not be carried out otherwise than accordance with any such approval given.

Reason:

To address the local housing need in the ward which is for larger affordable units in accordance with saved policy 4.4 Affordable housing of the Saved Southwark Plan 2007 and Strategic Policy Providing new homes of the Core Strategy 2011.

33 OUTLINE (PHASE 2) -Light Pollution

Prior to the commencement of works above grade (excluding demolition) 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.

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.

34 FULL (PHASE 1) -Light Pollution

Prior to the commencement of works above grade (excluding demolition) 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.

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.

35 OUTLINE (PHASE 2) - Play

1) Before any above grade work hereby authorised begins within the public realm (excluding demolition), the applicant shall submit details of all the play spaces proposed, including 1:50 scale detailed drawings for approval by the Local Planning Authority. The development shall not be carried out otherwise than in accordance with any such approval given and retained as such.

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.

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

36 FULL (PHASE 1) - Play

i) Before any above grade work hereby authorised begins within the public realm (excluding demolition), the applicant shall submit details of all the play spaces proposed, including 1:50 scale detailed drawings for approval by the Local Planning Authority. The development shall not be carried out otherwise than in accordance with any such approval given and retained as such.

ii) No later than 6 months prior to occupation of the development hereby approved, details of the play equipment to be installed on the site shall be submitted to and approved in writing by the Local Planning Authority. The play

equipment shall be provided in accordance with the details thereby approved prior to the occupation of the residential units. All playspace and communal amenity space within the development shall be available to all residential occupiers of the development in perpetuity.

Reason:

In order that the Council may be satisfied with the details of the play strategy, in accordance with The National Planning Policy Framework 2018 Parts 5, 8, and 12, London Plan (2016) Policy 3.6 Children and young people's play and informal recreation facilities; policies SP11 Open spaces and wildlife and SP12 Design and conservation of The Core Strategy 2011 and the following Saved Policies of The Southwark Plan 2007: Policy 3.2 Protection of amenity; Policy 3.12 Quality in Design; Policy 3.13 Urban Design; and 4.2 Quality of residential accommodation

37 OUTLINE (PHASE 2) - Cycle Storage

Before any above grade work hereby authorised begins (excluding demolition), the following shall be submitted to and approved in writing by the Local Planning Authority:

- a) 1:50 scale drawings of the facilities to be provided for the secure and covered storage of cycles; and
- b) details of the any area within the development for publicly accessible cycle hire in the form of "a cycle hub".

Thereafter the cycle parking facilities and cycle hub provided shall be retained and the space used for no other purpose and the development shall not be carried out otherwise in accordance with any such approval given.

Reason:

In order to ensure that satisfactory safe and secure cycle parking facilities are provided and retained in order to encourage the use of cycling as an alternative means of transport to the development and to reduce reliance on the use of the private car in accordance with The National Planning Policy Framework 2018, Strategic Policy 2 - Sustainable Transport of The Core Strategy and Saved Policy 5.3 Walking and Cycling of the Southwark Plan 2007

38 FULL (PHASE 1) - Cycle Storage

Before any above grade work hereby authorised begins (excluding demolition), the following shall be submitted to and approved in writing by the Local Planning Authority:

- a) 1:50 scale drawings of the facilities to be provided for the secure and covered storage of cycles; and
- b) details of the any area within the development for publicly accessible cycle hire in the form of "a cycle hub".

Thereafter the cycle parking facilities and cycle hub provided shall be retained and the space used for no other purpose and the development shall not be carried out otherwise in accordance with any such approval given.

Reason:

In order to ensure that satisfactory safe and secure cycle parking facilities are provided and retained in order to encourage the use of cycling as an alternative means of transport to the development and to reduce reliance on the use of the private car in accordance with The National Planning Policy Framework 2018, Strategic Policy 2 - Sustainable Transport of The Core Strategy and Saved Policy 5.3 Walking and Cycling of the Southwark Plan 2007.

39 OUTLINE (PHASE 2) - Landscape Management Plan

Before each phase of above grade work hereby authorised begins (excluding demolition), 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, SUDS, nesting boxes 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 also an mandatory criteria of BREEAM (LE5) to monitor long term impact on biodiversity a requirement is to produce a Landscape and Habitat Management Plan

40 FULL (PHASE 1) - Landscape Management Plan

Before each phase of above grade work hereby authorised begins (excluding demolition), 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.

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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 also an mandatory criteria of BREEAM (LE5) to monitor long term impact on biodiversity a requirement is to produce a Landscape and Habitat Management Plan

41 OUTLINE (PHASE 2) - Green, Brown and Blue Roofs

i) Before any above grade work (excluding demolition) hereby authorised begins, 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.

Discharge of this condition will be granted on receiving the details of the green, brown and blue roofs and Southwark Council agreeing the submitted plans.

ii) Once the green, brown and blue roofs are completed in full in accordance to the agreed plans a post completion assessment will be required to confirm the roof has been constructed to the agreed specification.

Reason:

To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in accordance with 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.

42 FULL (PHASE 1) - Green, Brown and Blue Roofs

i) Before any above grade work (excluding demolition) hereby authorised begins, 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.

Discharge of this condition will be granted on receiving the details of the green, brown and blue roofs and Southwark Council agreeing the submitted plans.

ii) Once the green, brown and blue roofs are completed in full in accordance to the agreed plans a post completion assessment will be required to confirm the roof has been constructed to the agreed specification.

Reason:

To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in accordance with 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.

43 OUTLINE (PHASE 2) - Mock Ups

Prior to the commencement of works above grade (excluding demolition), full-scale mock-ups of the 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. The facades to be mocked up should be agreed with the Local Planning Authority and should 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 2018, Policy 7.7 of the London Plan 2016, Strategic Policy SP12 *ç* 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).

44 FULL (PHASE 1) - Mock Ups

Prior to the commencement of works above grade (excluding demolition), full-scale mock-ups of the 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. The facades to be mocked up should be agreed with the Local Planning Authority and should 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 2018, Policy 7.7 of the London Plan 2016, Strategic Policy SP12 *ç* 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).

45 OUTLINE (PHASE 2) - Detail Drawings

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

- vi) all facade variations; and
- vii) shop fronts and residential entrances; and
- viii) all parapets and roof edges; and
- ix) all balcony details; and
- x) heads, cills and jambs of all openings

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

Reason:

In order that the Local Planning Authority may be satisfied as to the quality of the design and details in accordance with the National Planning Policy Framework 2018, Policy 7.7 of the London Plan 2016, Strategic Policy SP12 *ç* 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).

46 FULL (PHASE 1) - Detail Drawings

Prior to commencement of works above grade (excluding demolition), detail drawings at a scale of 1:5 or 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 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).

47

48 FULL (PHASE 1) - Material Samples

Prior to the commencement of works above grade (excluding demolition), 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 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).

- 49 Before any work in connection with landscaping is carried out above grade, details of the positioning of car club bays 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. The car club bays shall remain for as long as the development is occupied.

Reason

To ensure the safety of motorists, cyclists and pedestrians in accordance with The National Planning Policy Framework 2012, Strategic Policy 2 - Sustainable Transport of The Core Strategy 2011 and Saved Policy 5.2 Transport impacts of the Southwark Plan 2007.

50 OUTLINE (PHASE 2) - Signage Strategy

Prior to any works above grade, a signage strategy for all commercial uses shall be submitted and approved in writing and the works shall only be carried out in accordance with the approved details:

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).

51 FULL (PHASE 1) - Signage Strategy

Prior to any works above grade, a signage strategy for all commercial uses shall be submitted and approved in writing and the works shall only be carried out in accordance with the approved details:

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).

52 OUTLINE (PHASE 2) - Hard and Soft Landscaping

Before any above grade work hereby authorised begins, detailed drawings of a hard and soft landscaping scheme showing the treatment of all parts of the site not covered by buildings (including cross sections, surfacing materials of any parking, access, or pathways layouts, materials and edge details), 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 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).

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.

53 FULL (PHASE 1) - HARD AND SOFT LANDSCAPING

Before any above grade work hereby authorised begins, detailed drawings of a hard and soft landscaping scheme showing the treatment of all parts of the site not covered by buildings (including cross sections, surfacing materials of any parking, access, or pathways layouts, materials and edge details), 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 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).

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.

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.

54 OUTLINE (PHASE 2) - Odour

Before any A3 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.

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.

55 FULL (PHASE 1) - Odour

Before any A3 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.

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.

56 OUTLINE (PHASE 2) - Electric Vehicle Charging Points

Before the first occupation of the development hereby approved, details of the installation (including location and type) of at least 20% electric vehicle charger points within the extended (Phase 2) basement 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 of the development and the development 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 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.

57 FULL (PHASE 1) - Electric Vehicle Charging Points

Before the first occupation of the development hereby approved, details of the installation (including location and type) of at least 20% electric vehicle charger points within the basement 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 of the development and the development 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 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.

58 OUTLINE (PHASE 2) - BREEAM

i) 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.

ii) Before the first occupation of each block 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.

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.

59 OUTLINE (PHASE 2) - Travel plan - Cinema use

a) Before the first occupation of the cinema use 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.

60 FULL (PHASE 1) - BREEAM

i) 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.

ii) Before the first occupation of each block 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.

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.

61 FULL (PHASE 1) - Travel plan - Hotel use

a) Before the first occupation of the hotel use 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.

62 OUTLINE (PHASE 2) - Terrace screening/ defensible space

Prior to occupation of the Phase 2 Blocks, details of the screening and defensible space in front of habitable room windows on all external communal amenity spaces shall be submitted and approved and the development shall be occupied in accordance with the approved details. Once approved, the details shall remain as long as the accommodation within those blocks is occupied.

Reason: In order to protect the privacy and amenity of the occupiers and users of the adjoining flats and houses from undue overlooking 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.

63 FULL (PHASE 1) - Terrace screening/ defensible space

Prior to occupation of the Phase 1 Blocks, details of the screening and defensible space in front of habitable room windows on all external communal amenity spaces shall be submitted and approved and the development shall be occupied in accordance with the approved details. Once approved, the details shall remain as long as the accommodation within those blocks is occupied.

Reason: In order to protect the privacy and amenity of the occupiers and users of the adjoining flats and houses from undue overlooking 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.

64 OUTLINE (PHASE 2) - Details of sales and 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.

65 FULL (PHASE 1) - Details of sales and 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.

66

67 OUTLINE (PHASE 2) - Thames Water - Piling

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

Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.

<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-yourdevelopment/Working-near-or-diverting-our-pipes>.

Should you require further information please contact Thames Water.

Email: developer.services@thameswater.co.uk

68 FULL (PHASE 1) - Thames Water - Piling

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

Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.

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Should you require further information please contact Thames Water.
Email: developer.services@thameswater.co.uk

69 OUTLINE (PHASE 2) - Thames Water - Water mains

No construction shall take place within 5m of the water main. Information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works.

Reason: The proposed works will be in close proximity to underground strategic water main, utility infrastructure. The works has the potential to impact on local underground water utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.

<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>

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Reason: The proposed works will be in close proximity to underground strategic water main, utility infrastructure. The works has the potential to impact on local underground water utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.

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Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk.

71 OUTLINE (PHASE 2) - Thames Water - Network

No properties shall be 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 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 at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.

72 FULL (PHASE 1) - Thames Water - Network

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73 OUTLINE (PHASE 2) - Remediation Report Verification

Prior to occupation of the development, a verification report 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.

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.

74 FULL (PHASE 1) - Remediation Report Verification

Prior to occupation of the development, a verification report 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.

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.

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.

75 FULL (PHASE 1) - Servicing Hours

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

Reason:

To safeguard the amenity of neighbouring residential properties in accordance with The National Planning Policy Framework 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.

76 OUTLINE (PHASE 2) - Noise Transfer Between Commercial and Residential Uses

Party walls, floors and ceilings between any A1, A2 and A3 commercial premises as well as any communal amenity spaces and residential dwellings shall be designed to achieve a minimum weighted standardized level difference of 55dB DnTw+Ctr. Pre-occupation testing of the separating partition shall be undertaken for airborne sound insulation in accordance with the methodology of BS EN ISO 140-4:1998. Details of the specification of the partition together with full results of the sound transmission testing shall be submitted to the Local Planning Authority for written approval prior to the use commencing and once approved the partition shall be permanently maintained thereafter.

Reason:

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

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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.

78 OUTLINE (PHASE 2) - Noise

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

Reason

To ensure that occupiers of neighbouring premises do not suffer a loss of amenity by reason of noise nuisance or the local environment from noise creep due to plant and machinery in accordance with the National Planning Policy Framework 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).

79 FULL (PHASE 1) - Noise

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

Reason

To ensure that occupiers of neighbouring premises do not suffer a loss of amenity by reason of noise nuisance or the local environment from noise creep due to plant and machinery in accordance with the National Planning Policy Framework 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).

80 OUTLINE (PHASE 2) - 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

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.

81 FULL (PHASE 1) - 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

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.

82 OUTLINE (PHASE 2) - SUDs

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

83 FULL (PHASE 1) - SUDs

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.

84 FULL (PHASE 1) - Hotel Terrace hours of use

The commercial terrace hereby permitted on the top floor of the hotel shall not be in use after 23:00 on any day.

Reason:

To safeguard the amenities of neighbouring residential properties in accordance with The National Planning Policy Framework 2012, Strategic Policy 13 High environmental standards of The Core Strategy 2011 and Saved Policy 3.2 Protection of Amenity of The Southwark Plan 2007.

85 OUTLINE (Phase 2) - Window opening for commercial units

The window openings to the commercial units shall be glass and shall not be painted or otherwise obscured or obstructed without prior written consent of the Local Planning Authority.

Reason:

In order that the Local Planning Authority may be satisfied as to the design and details of the shopfronts in the interest of the appearance of the building in accordance with Policies 3.12 Quality in design and 3.13 Urban

design of the Southwark Plan 2007 and Strategic Policy 12 - Design and conservation of the Core Strategy 2011.

86 FULL (Phase 1) - Window opening for commercial units

The window openings to the commercial units shall be glass and shall not be painted or otherwise obscured or obstructed without prior written consent of the Local Planning Authority.

Reason:

In order that the Local Planning Authority may be satisfied as to the design and details of the shopfronts in the interest of the appearance of the building in accordance with Policies 3.12 Quality in design and 3.13 Urban design of the Southwark Plan 2007 and Strategic Policy 12 - Design and conservation of the Core Strategy 2011.

87 CHP plant

The CHP plant shall use natural gas and meet the relevant standard for its size as stated in Appendix 7 of the London Mayor's Supplementary Planning Guidance on Sustainable Design and Construction.

Reason:

To ensure the proposal minimises its impact on air quality in accordance with The National Planning Policy Framework 2018, Strategic Policy 13 High Environmental Standards of the Core Strategy 2011 and Saved Policies

3.2 Sustainability Assessment, 3.4 Energy Efficiency and 3.6 Air Quality of the Southwark Plan 2007.

88 OUTLINE (PHASE 2) - Hours of use

The retail use hereby permitted shall not be carried on outside of the hours 07.00-22.00 (Mon to Sat) and 10.00 - 18.00 (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

89 FULL (PHASE 1) - Hours of use

The retail use hereby permitted shall not be carried on outside of the hours 07.00-22.00 (Mon to Sat) and 10.00 - 18.00 (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.

90 OUTLINE (PHASE 2) - Energy Efficiency

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: 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.

91 FULL (PHASE 1) - Energy Efficiency

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: 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.

92 OUTLINE (PHASE 2) - 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 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

93 FULL (PHASE 1) - 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 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.

94 OUTLINE (PHASE 2) - Parking permits

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

Reason

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

95 FULL (PHASE 1) - Parking permits

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

Reason

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

96 OUTLINE (PHASE 2) - 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 and Transport for London, 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.

97 OUTLINE (PHASE 2) - Servicing Hours

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

Reason:

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

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

- 98 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 2012.

Statement of positive and proactive action in dealing with the application

The Council has published its development plan and core strategy on its website together with advice about how applications are considered and the information that needs to be submitted to ensure timely consideration of an application. Applicants are advised that planning law requires applications to be determined in accordance with the development plan unless material considerations indicate otherwise. A number of amendments have been made to the application in order to enable a positive recommendation to be made.

Informatives

- 1 Waste Comments
Thames Water would advise that with regard to the combined water network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.
There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage.
We'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.
<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-yourdevelopment/Working-near-or-diverting-our-pipes>.

Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing a positive pumped device (or equivalent reflecting technological advances) to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions. Fitting only a non-return valve could result in flooding to the property should there be prolonged surcharge in the public sewer. If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality
Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses

Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the

production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses.

- 2 The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide [Working near our assets](#) to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk

There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide [working near or diverting our pipes](#).
<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>

Flood Risk We would recommend that the substation is located above the maximum likely water levels from the Thames Tidal Upriver Breach Inundation modelling to ensure there are no complications during a flood event. The flood risk assessment acknowledges that an emergency response and evacuation plan should be developed for the site. Please note that any access and egress and evacuation plans should be reviewed by the lead local flood authority as we do not carry out these roles during a flood. We advise local planning authorities to formally consider the emergency planning and rescue implications of new development in making their decisions.

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**OPEN
COMMITTEE:
NOTE:**

PLANNING COMMITTEE

Original held in Constitutional Team; all amendments/queries to Virginia Wynn-Jones/Everton Roberts, Constitutional Team, Tel: 020 7525 7055

MUNICIPAL YEAR 2018-19

OPEN

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		List Updated: 29 October 2018	