

<b>Item No.</b> 7.3	<b>Classification:</b> OPEN	<b>Date:</b> 30 April 2014	<b>Meeting Name:</b> Planning Sub-Committee A
<b>Report title:</b>	<b>Development Management planning application:</b> Application 13/AP/3439 for: Full Planning Permission  <b>Address:</b> 37-41 PECKHAM ROAD, LONDON, SE5 8UH  <b>Proposal:</b> Demolition of the existing petrol filling station and redevelopment to provide a four storey mixed use building, comprising a new convenience sales building (Class A1) with ATM at ground floor level with 3 storeys of residential accommodation above, providing 9 residential units.		
<b>Ward(s) or groups affected:</b>	Brunswick Park		
<b>From:</b>	Head of Development Management		
<b>Application Start Date</b> 10/12/2013		<b>Application Expiry Date</b> 07/05/2014	
<b>Earliest Decision Date</b> 02/01/2014			

## RECOMMENDATION

- 1 To grant planning permission subject to conditions.

## BACKGROUND INFORMATION

### Site location and description

- 2 The site is located on the northern side of Peckham Road and is currently in use as a petrol filling station, comprising four fuel dispensers covered by a canopy, and ancillary retail facility. The retail premises measures 184m<sup>2</sup> and is located within a single-storey building.
- 3 The site is located within the Sceaux Gardens conservation area and there are a number of listed buildings in close proximity to the site.
- 4 To the west of the site is East House, a brick Grade II georgian building. Recently refurbished, this three storey building is set within its own grounds, separated from the pavement by a low wall with railings and a row of mature trees. The main elevations are to the front and rear, whilst the east side elevation overlooking the proposal site has few windows.
- 5 The University of the Arts (UAL) building, a monolithic concrete structure adjoins the site to the east. Its scale is large, equivalent to 5 storeys, and its form is linear in contrast to the domestic scale of East House.
- 6 Opposite the site, to the south beyond Peckham Road, is a mix of three storey edwardian shops and flats, a four/five storey Victorian brick warehouse and some 1950/ 1960s three storey social housing.
- 7 There are warehousing units to the north (rear) of the site which are accessed via a

right of way along the western part of the site.

8 The site is subject to the following designations on the Proposals Map (2011):

- Air quality management area;
- Urban density zone;
- Sceaux Gardens conservation area.

### Details of proposal

- 9 The development will include the demolition/removal of the existing canopy, associated fuel pumps and underground storage tanks, and the existing sales building and redevelopment with a mixed use building. The ground floor will be a single retail unit (Class A1) with ATM, and the upper floors will comprise residential units, seven x two bedroom units and two x one bedroom units.
- 10 The replacement store will comprise 362m<sup>2</sup> of floor space resulting in an increase of 178m<sup>2</sup> to the existing. The building will be sited in the same position as existing following the building line of the college adjacent to the site. A disabled parking space (to the front of the store) and cycle storage is provided on site. Servicing for the store will be to the rear and side of the building.

### Planning history

Reg. No.	Type	Description	Summary	End Date
07/AP/1314	FUL	New ATM housed within bastion pod positioned/installed beside Total Petrol Station in place of existing storage containers.	GRA	02/08/2007
08/AP/2039	FUL	Installation of one automated teller machine (ATM) to front elevation of sales building.	GRA	27/10/2008
12/AP/0587	ADV	Single sided printed display made of 100mic gloss removable white PP vinyl	GRA	23/04/2012
12/AP/0589	ADV	Single sided printed vinyl sign attached to phone box	GRA	23/04/2012
13/AP/1450	CLP	Use of the current petrol filling station without restriction on operating hours	GRA	19/08/2013

### Planning history of adjoining sites

12 **Location:** EAST HOUSE, 39 PECKHAM ROAD, LONDON, SE5 8UH

Reg. No.	Type	Description	Summary	End Date
12/AP/0213	LBC	Change to the layout of rooms on the ground floor by the re-positioning of a new partition and the relocation of two cast iron fireplaces from South House to the existing chimney breasts in the Common Room on the ground floor.	GRA	19/03/2012
12/AP/1732	LBC	The creation of a hatchway, in an existing partition between the entrance corridor and room E/G.4.	GRA	20/07/2012
12/AP/2037	FUL	Alterations to an existing basement laundry room window, addition of a waste pipe at low level and the installation of two vents at roof level.	GRA	13/08/2012
12/AP/1982	LBC	Alterations to an existing basement laundry room window, addition of a waste pipe at low level and the installation of two vents at roof	GRA	13/08/2012

		level.		
12/AP/3059	LBC	Addition of sump drainage, including grates and surface pipe work to light wells.	GRA	15/11/2012
12/AP/3041	FUL	Addition of 2 smoke vents on the roof above both main stairs and the addition of ducting to link these to the ceiling below.	GRA	05/12/2012
12/AP/3042	LBC	Addition of 2 smoke vents on the roof above both main stairs and the addition of ducting to link these to the ceiling below.	GRA	15/11/2012
12/AP/3055	LBC	Proposed addition of a timber handrail to the east and west stair between the ground and basement floors	GRA	15/11/2012
12/AP/3304	FUL	Damp proofing works to rooms Rm/C/G.3, Rm/C/G.2, Rm/C/G.9, Central House East Staircase, Rm/C/G.5, Rm/C/1.12, East House East Staircase, Rm/S/G.10 and Rm/S/2.24.	UNK	
12/AP/3305	LBC	Damp proofing works to rooms Rm/C/G.3, Rm/C/G.2, Rm/C/G.9, Central House East Staircase, Rm/C/G.5, Rm/C/1.12, East House East Staircase, Rm/S/G.10 and Rm/S/2.24.	GRA	03/12/2012
12/AP/3058	FUL	Addition of sump drainage, including grates and surface pipe work to light wells (at rear of South House and to front of Central House).	GRA	20/12/2012
13/AP/0746	LBC	Mechanical and electrical services for student residences.	GRA	03/06/2013

13 **Location:** CAMBERWELL SCHOOL OF ARTS AND CRAFTS,45-65 PECKHAM ROAD, LONDON, SE5 8UH

Reg. No.	Type	Description	Summary	End Date
07/AP/1351	FUL	Provision of a single storey extension into a courtyard at the rear of the building at basement level to form part of new 3D Resource Centre for the college students	GRA	08/08/2007
08/AP/2178	LBC	Listed building application in relation to works to the front of the existing buildings along the Peckham Rd frontage, comprising: Removal of existing railings/fencing to part of the frontage, new fencing and gate comprised of metal railings with brickwork base, installation of external seating, alterations to paving and new paving, and tree planting.	GRA	17/10/2008
08/AP/2176	FUL	Works to the front of the existing buildings along the Peckham Rd frontage, comprising: Removal of existing railings/fencing to part of the frontage, new fencing and gate comprised of metal railings with brickwork base, installation of external seating, alterations to paving and new paving, and tree planting.	GRA	17/10/2008
08/AP/0362	FUL	Installation of external incline platform stair lift, provision of external intercom, new aluminium side hung door to frontage to provide access to lobby	GRA	28/04/2008
13/AP/0928	LBC	Upgrading telecommunications equipment on the roof of the Camberwell College of Arts building.	GRA	07/06/2013

**KEY ISSUES FOR CONSIDERATION**

**Summary of main issues**

- 14 The main issues to be considered in respect of this application are:
- a) The principle of the development in terms of land use and conformity with strategic policies of The Core Strategy 2011, the saved policies of the Southwark Plan 2007 (July) and the provisions of The National Planning Framework (NPPF).
  - b) The impact on the amenity of the area.
  - c) The impact on the Sceaux Gardens conservation area and setting of nearby listed buildings
  - d) The quality of residential accommodation to be provided.
  - e) The design quality of the proposal.
  - f) Transport impacts.
  - g) All other relevant material planning considerations.

### **Planning policy**

#### Core Strategy 2011

- 15 Strategic policy 1 - Sustainable development  
Strategic policy 2 - Sustainable transport  
Strategic policy 5 - Providing new homes  
Strategic policy 6 - Homes for people on different incomes  
Strategic policy 12 - Design and conservation  
Strategic policy 13 - High environmental standards

#### Southwark Plan 2007 (July) - saved policies

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

- Policy 2.1 - Enhancement of community facilities
- Policy 2.2 - Provision of new community facilities
- Policy 3.2 - Protection of amenity
- Policy 3.3 - Sustainability assessment
- Policy 3.4 - Energy efficiency
- Policy 3.6 - Air quality
- Policy 3.7 - Waste reduction
- Policy 3.9 - Water
- Policy 3.11 - Efficient use of land
- Policy 3.12 - Quality in design
- Policy 3.13 - Urban design
- Policy 3.14 - Designing out crime
- Policy 3.15 Conservation of the historic environment
- Policy 3.16 Conservation areas
- Policy 3.18 Setting of listed buildings, conservation areas and world heritage sites
- Policy 3.28 - Biodiversity

Policy 4.2 - Quality of residential accommodation  
Policy 4.3 - Mix of dwellings  
Policy 4.4 - Affordable housing  
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

- 17 Sustainability assessments SPD (2009)  
Sustainable design and construction SPD (2009)  
Sustainable Transport SPD (2010)  
Residential Design Standards SPD (2011)  
Affordable housing SPD (2008 - Adopted and 2011 - Draft)  
Peckham and Nunhead Area Action Plan (February 2012 - Draft)  
Sceaux Gardens Conservation Area Appraisal

London Plan July 2011 consolidated with revised early minor alterations October 2013

- 18 Policy 3.3 - Increasing housing supply  
Policy 3.5 - Quality and design of housing developments  
Policy 3.8 - Housing choice  
Policy 3.9 - Mixed and balanced communities  
Policy 3.13 - Affordable housing thresholds  
Policy 3.16 - Protection and enhancement of social infrastructure  
Policy 4.1 Developing London's economy  
Policy 4.7 Retail and town centre development  
Policy 4.8 Supporting a successful and diverse retail sector  
Policy 5.7 - Renewable energy  
Policy 5.8 - Innovative energy technologies  
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 7.5 - Public realm  
Policy 7.6 - Architecture  
Policy 7.8 Heritage assets and archaeology  
Policy 8.3 - Community infrastructure levy

National Planning Policy Framework (NPPF)

- 19 Section 4 - Promoting sustainable transport  
Section 6 - Delivering a wide choice of high quality homes  
Section 7 - Requiring good design  
Section 8 - Promoting healthy communities  
Section 10 - Meeting the challenge of climate change, flooding and coastal change  
Section 11 - Conserving and enhancing the natural environment  
Section 12 - Conserving and enhancing the historic environment

**Principle of development**

- 20 The borough has an obligation to provide new housing to meet housing objectives set by the Greater London Authority. Although the proposed development is a four storey mixed use building, comprising a new convenience sales building (Class A1) with ATM at ground floor level with three storeys of residential accommodation above, providing nine residential units this will contribute towards the required housing provision and will provide additional diversity in the housing stock in the surrounding area.
- 21 The development would also not be developed at the expense of other important land

uses thereby meeting the requirements of Policies SP14 and SP17. The council is committed to sustainability and the sequential approach to recycling brownfield land.

- 22 The NPPF states that "development that is sustainable should go ahead, without delay - a presumption in favour of sustainable development that is the basis of every plan, and every decision." The use of previously developed land to provide a four storey mixed use building, comprising a new convenience sales building (Class A1) with ATM at ground floor level with three storeys of residential accommodation above, is supported by current and emerging national and local policy guidance.
- 23 The NPPF advises that local planning authorities should apply a sequential approach to planning applications for retail and leisure uses that are not in an existing centre or are not in accordance with an up to date local plan.
- 24 In addition, the document identifies that when assessing applications for retail and leisure developments outside of town centres, which are not in accordance with the local plan, local planning authorities should require an impact assessment if the development is over a proportionate, locally set floor space threshold. If there is no locally set threshold, the default threshold is 2,500m<sup>2</sup>.
- 25 Policy 4.7 of the London Plan 2011 supports the NPPF retail policies in promoting the 'town centre' first approach.
- 26 Furthermore, Policy 4.8 of the London Plan 2011 states that borough's should support a diverse retail sector that promotes sustainable access to the goods and services that Londoners' needs.
- 27 There are no policies in the saved Southwark plan or the core strategy which seek to protect sui generis uses; therefore, there are no policy concerns regarding loss of the existing petrol filling station on the site.
- 28 The core strategy essentially supports the saved policies of the Southwark Plan 2007. Policy 3 of the core strategy continues to promote retail development that is appropriate to the hierarchy of the borough's centres. It also seeks to protect small-scale retail facilities (class A) outside town and local centres to help meet the day to day needs of local residents and reduce the need to travel.
- 29 It is noted that the site is currently operated as a petrol filling station with an ancillary retail shop, which allows for walk-in shopping for local residents and students. The proposal is for a convenience store also serving local residents. The proposed development represents an increase of 178m<sup>2</sup> over the existing retail store. This is a modest addition which, as set out below, will not have a significant impact on the existing neighbouring town centres at Peckham and Camberwell.
- 30 The proposed development's walk-in catchment area is anticipated to be approximately 300m from the site, which reflects that the proposal will serve a predominantly localised need. It is therefore considered that a development of this scale and format, which will meet local walk-in shopping needs only, cannot be alternatively located in the nearest town centre as clearly this would be outside the intended catchment.
- 31 Furthermore the proposal is also site specific because it seeks to retain an existing shop on site and to redevelop the outdated petrol filling station facilities. This evidently cannot be achieved development at an alternative location. Accordingly, the sequential test is considered to be satisfied in this instance having regard to the Government's practice guidance

- 32 The proposed scheme will involve the demolition of the existing service station and redevelopment to provide a local convenience shop (class A1) of approximately 362m<sup>2</sup> which will provide a net retail sales area of 248m<sup>2</sup>, with residential flats above. The scheme proposed will effectively increase the gross retail area of the existing shop by 178m<sup>2</sup> (136m<sup>2</sup> net retail area). This level of proposed floor space represents 7.12% of the NPPF retail impact assessment threshold. On this basis alone, the scale of provision is marginal and therefore would not have any significant impact on the vitality and viability of the Peckham and Camberwell town centres.
- 33 In any event the applicants have submitted a retail impact assessment which concludes that given that the majority of trade will be drawn from a small local area for the proposed shop it will not compete with convenience shopping facilities in the neighbouring town centres and any impact on the turnover of town centre shops, and indeed other shops in the area, will be very modest.
- 34 The Peckham and Nunhead Area Action Plan (PNAAP) identifies the need to provide a range of housing to meet the diverse needs of our community which will contribute towards achieving sustainable development by balancing environmental, social and economic needs to ensure a good quality of life for people now and in the long term. The proposal is therefore in keeping with the objectives of the area action plan.
- 35 Overall, the proposal accords with the NPPF, London Plan and local development plan policies. As such, there is no in principle objection to the proposal in land use terms.

#### **Environmental impact assessment**

- 36 None required

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

- 37 Strategic policy 13 of the core strategy requires consideration to be given to the impact of developments on the places in which people live, work and enjoy. Saved policy 3.2 of the Southwark plan seeks to ensure an acceptable standard of amenity for existing and future occupiers.
- 38 Daylight and Sunlight - Objections have been raised by the University of the Arts to the east primarily at the visual impact of the rear projection of the proposed block. The north façade above the ground level retail is a slender three storey form with its elevation set back from the northern boundary by approximately three metres, creating space at ground level for the external plant of the retail store. Although this elevation protrudes further north by approximately 9.8 metres than the rear elevation of the UAL, it does not unacceptably overshadow either UAL or the storage yard.
- 39 Objections raised by UAL state that even though amenity policy usually focuses on habitable rooms within residential dwellings, it also applies to certain non-domestic buildings where daylight amenity is important to the use and function of that building such as schools, hospital lying-in wards, galleries, libraries, places of worship and other community-based buildings.
- 40 As referred to in Southwark's planning policy, the Building Research Establishment (BRE) Report 209 '*Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice*' (second edition, 2011) provides advice on site layout planning to achieve good daylighting and sun lighting in new buildings and how to retain it in existing surrounding buildings. The guide is intended for use by designers, consultants and planning officials as a guide and specifically states in its introduction that "*The advice*

*given here is not mandatory and this document should not be seen as an instrument of planning policy; its aim is to help rather than constrain the designer.*" The BRE report is intended for use primarily with adjoining residential dwellings and habitable rooms, however, the guidelines stipulate within paragraph 2.2.2 that they *"may also be applied to any existing non-domestic building where the occupants have a reasonable expectation of daylight"* including schools and small workshops. This could therefore include any art studios within the college whose daylight might be affected. Furthermore, the guidelines on sunlight within the BRE only relate to non-domestic buildings with a *"particular requirement for sunlight"* and therefore, it is arguable how far this should be considered in regards to UAL.

- 41 Considering the above-mentioned guidance, the windows to the rear of the college are north facing, and that the two windows identified by the objector are at first and second floor levels it would not be significantly affected by the proposed development. In any event direct sunlight to the computer room at first floor level could have a detrimental impact on the use of the computers as sunlight would make it difficult to see on the computer screens. Furthermore there are two windows allowing daylight and sunlight into the library / reading room at second floor level, one of which is further from the proposal and therefore will be less affected.
- 42 Privacy - The proposed scheme has been designed so that it does not cause any loss of privacy for the neighbouring properties. The proposed west elevation overlooks a predominantly blank façade of East House. The northern section of flats is set back, creating a terrace which mainly faces west and an entrance area to all the flats. The terrace is orientated away from, and does not unacceptably overlook the adjacent storage yard to the north and the east facing elevation of the block is windowless to avoid overlooking of the UAL site. The design of the scheme has evolved to minimise any potential impact upon its neighbours both in terms of unacceptable overlooking or any effect on the redevelopment potential of the land to the rear. For this reason secondary windows in the north elevation will be glazed with obscured glass, and the depth of the neighbouring site to the rear is such that reasonable development potential will not be compromised.
- 43 Subsequent to representations received by the council, the applicant has proposed additional privacy screening along the northern sides of the proposed terraces/balconies. It is suggested that the incorporation of these features can be secured by condition.
- 44 Outlook - The proposed north façade above the ground level retail is a slender three storey form with its elevation set back from the northern boundary by approximately three metres, such that the outlook from the windows of the adjoining development on the UAL site to the east and any future development that may come forward to the north are not materially affected.
- 45 Noise - A convenience store is proposed at ground level with plant equipment in acoustic housing to the rear of the northern façade. The land to the rear of the site is occupied by a self-storage company with Camberwell College of Arts to the east and residential to the west of the site. The council's environmental protection team assessed the application and raised no concerns and recommended approval subject to conditions.
- 46 UAL have raised concerns that plant equipment will impact on amenity of nearby occupiers. The level of plant noise generated can be addressed by use of a performance condition to ensure that there is no unacceptable disturbance to the neighbouring sites.



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

- 47 There will be no conflict of use detrimental to amenity such that neighbouring uses cannot co-exist with this development.

### **Quality of accommodation**

- 48 The development is for the demolition of the existing petrol filling station and redevelopment to provide a four storey mixed use building, comprising a new convenience sales building (Class A1) with ATM at ground floor level with three storeys of residential accommodation above, providing nine residential units. The proposal complies with the requirements as set out in the Residential Design Standards SPD 2011 in regards to the recommended minimum room sizes.
- 49 The overall density for the site is considered acceptable at 578 hrph, which is within the range of 200 -700hrph for the urban zone.
- 50 The Residential Design Standards SPD (2011) suggests that developments should provide a minimum of 50m<sup>2</sup> communal amenity space. The proposal would provide approximately 73m<sup>2</sup> communal space and the following private amenity space in the form of balconies for this development:
- Size of balconies: 101&102 – 12m<sup>2</sup>, 103 20m<sup>2</sup>, 201&202 6.5m<sup>2</sup>, 203 6.7m<sup>2</sup>, 301&302 9.8m<sup>2</sup>, 303 10.8m<sup>2</sup>.
- 51 As such the levels of private and communal space are considered to satisfy the relevant SPD guidance.
- 52 In addition there is access to the communal amenity space of the central entrance court. The central court will be predominantly hard paved but will also have planters to provide some soft landscaping. Each balcony/terrace will be hard paved and have views over the mature landscape and tree lined Peckham Road, particularly to the south and west and the landscaped area around East House. Additional planters will be incorporated into the large roof terrace at first floor level of the building. Also some additional trees are proposed to be planted along the site's road frontage.

### **Transport issues**

- 53 Saved policy 5.2 of the Southwark plan seeks to ensure that developments do not result in adverse highway conditions. Policy 5.3 requires developments to cater for the needs of pedestrians and cyclists, and 5.6 establishes maximum parking standards.
- 54 The PTAL rating for this site is 4 (good) which reflects the location on a major bus route.
- 55 No off-street car-parking would be provided to serve the flats given the site constraints; however, one parking space would be provided close to the shop entrance for disabled customers.
- 56 The proposal will provide three 'Sheffield type' cycle stands providing secure parking for up to six cycles for visitors of the retail ground floor unit. Secure cycle parking for ten cycles will be provided for the residents of the apartments and secure parking for up to eight cycles for staff will provided at the rear of the store.
- 57 It is not considered that there will be an adverse impact in terms of traffic generation or parking. The applicant has not indicated the siting and the details of the proposed residents' cycle parking facilities; however, it is considered that these matters could be

dealt with by an appropriate condition.

- 58 A concern has been raised that it is not clear how 'drive by' parking will be managed, bearing in mind the loss of three existing customer parking bays, and that on-site servicing may not be able to take place if the disabled parking bay is occupied. Furthermore concerns were raised regarding uncontrolled parking in the access road allowing access to the site at the rear of 45-65 Peckham Road.
- 59 Transport for London (TfL) has been consulted in regards to the proposal and the objections raised by neighbours. TfL supports the proposal; however recommend that the concerns raised should be dealt with by appropriate conditions such as a car parking management plan and delivery and servicing plan prior to occupation of the site.
- 60 As a result of the concerns raised the applicant responded that the operator of the new convenience store would be responsible to ensure that the right of way to the storage yard to the north is maintained and advisory signage can be installed to discourage parking by customers. Furthermore it is proposed that the disabled space be coned off during the delivery slot between 07:00 and 08:30 to allow access for delivery vehicles.
- 61 The transport officer commented on the concerns raised by UAL and London storage in regards to highway safety, servicing of the site and on-site parking.

62 Transport impact of development

- The forecourt area should be designed in a manner to aid pedestrian movement and safety. While providing a shared use loading bay and disabled space. This will also address the concerns UOA had regarding convoluted service vehicle movements in association with the in/out access.
- With the exception of service/refuse vehicles, vehicular movement associated with the proposed development will be minimal.
- The suggested forecourt design will also minimise vehicle traffic by reducing the attraction of the site for short stay parking associated with the retail use.
- A car parking management plan should be associated to enforce the "car free" nature of the development. Greater detail is provided within the car parking section of these comments.

63 Car parking

- No residential or general use car parking has been provided in association with the development.
- Trip generation by the proposed development will be significantly lower than the existing filling station use.
- The development proposes nine x 1 and 2 bedroom units. These type of units are unlikely to generate a significant level of car ownership, or level of over spill parking.
- Using 2011 census car ownership data for this ward it is a very worst case estimation of three vehicles are likely to be associated with the development.
- The three associated vehicles can comfortably be accommodated on the surrounding highway network, with no impact on existing residents parking amenity.
- The applicants should provide details of the management of the site to reduce the likely hood of vehicles parking, this will keep vehicular trip generation to a minimal level, as well as keep the route clear for the development to the rear of the site, which has a permitted right of access down the western side of the site.

64 Servicing, deliveries and refuse collection

- The development has proposed an off street servicing facility. access to the servicing facility will be from Peckham Road.
- The applicants have suggested that servicing for the retail unit will equate to a worst case scenario of 4-5 vehicles per day.
- This level of service vehicle trip generation by the development can be managed so that the perceived impact will be of a minimal nature.
- Swept paths of an 11m ridged vehicle have been submitted to show a vehicle entering and exiting the site in a forward gear.
- The development is not expecting a significant level of service/ refuse trips however a service and delivery management plan should be conditioned. Given that the development will sit between student accommodation and a university, a high level of pedestrian activity is expected. the impact of service/refuse vehicles should be managed to minimise the impact on pedestrians travelling to, through or past the development.
- Bin stores are located conveniently for both the occupiers and waste contractors to access.

65 The council's transport team supports the proposal; however recommend that the concerns raised should be dealt with by appropriate conditions such as a car parking management plan and delivery and servicing plan prior to occupation of the site as set out in the comments above.

**Design issues**

66 Paragraph 56 of the NPPF re-affirms the importance of good design to the built environment and states: "Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people."

67 Saved policy 3.12 - 'Quality in Design' of The Southwark Plan 2007 (July) seeks to ensure that a high standard of architecture and design are achieved in order to create high amenity environments. Saved policy 3.13 requires that the principles of good urban design are considered, in terms of context, height, scale, massing, layout, streetscape, landscaping and inclusive design and saved policy 4.2 requires that residential development achieve good quality living conditions within the development. Paragraph 61 of the NPPF states that: "planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment."

68 The proposal is located on an important street frontage on Peckham Road and is flanked to the east by the modernist designed six-storey high Camberwell College of Art and to the west by the diminutive Grade II Listed East House. The proposed design is a simple rectangle form. It aligns its frontage with the college which is slightly set-back from the listed building and rises to four storeys. On the ground floor the proposal includes a retail store whose entrance and shop front face Peckham Road. The residential element provided over three storeys above the retail store, creating a 4 storey building.

69 The flats are designed to be dual aspect with secondary rooms overlooking the courtyard. The open-sided courtyard has a glazed roof protecting the court and stairs from the elements, whilst maintaining natural ventilation to the secondary rooms.

70 Saved Policy 3.13 'Urban design' requires that principles of good urban design must be taken into account in all developments. The height, scale and massing of buildings

should be appropriate to the local context and should not dominate its surroundings inappropriately. The urban structure of a proposal should also have regard to the existing urban grain, development patterns and density in the layout of development sites.

- 71 In this location, any proposal should reinforce the street frontage - creating positive active edges to the street to replace the gap left behind by the petrol station - and respond to the significant scale and height differences of its two immediate neighbours. The street is highly articulated and each building contributes to that interest by respecting the established building line and retaining the palette of materials which is masonry. The proposal responds to this variety, settling on a scale that fits within the context of the site, and relates appropriately to the existing architectural style. The proposal would gently step up from the lower scaled listed building and stops short of the substantial scale of the college and will not appear out of scale in relation to surrounding buildings. As such, the proposal is considered appropriately designed.

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

- 72 Saved Policy 3.16 of the Southwark Plan 'Conservation areas' states that within conservation areas, development should preserve or enhance the character and appearance of the area. New development, including alterations and extensions to existing buildings should respect the context of the conservation area and not introduce design details or features that are out of character with the area.
- 73 Saved Policy 3.18 protects the setting of our heritage assets and states: "Permission will not be granted for developments that would not preserve or enhance (among other things):
- i. The immediate or wider setting of a listed building; or
  - ii. An important view(s) of a listed building; or
  - iii. The setting of the conservation area.
- 74 Strategic Policy 12 – 'Design and conservation' of Core Strategy 2011 requires that development will achieve the highest possible standards of design for buildings and public spaces to help create attractive and distinctive places which are safe, easy to get around and a pleasure to be in. We will do this by expecting development to conserve or enhance the significance of Southwark's heritage assets, their settings and wider historic environment, including conservation areas, archaeological priority zones and sites, listed and locally listed buildings, registered parks and gardens, world heritage sites and scheduled monuments.
- 75 Paragraph 129 of the NPPF states that: local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal. The Sceaux Gardens conservation area has a primary frontage onto Peckham Road and is reinforced by with high quality civic buildings of the type that flank this proposal. By reinforcing this important frontage and reflecting the palette of materials this proposal compliments this and preserves the character and appearance of the conservation area.
- 76 The significance of the listed building lies in its form as a detached property set in the street scene. The proposal is set back from the listed building, both to the front and at the flank where, in addition, it is separated from the listed building by an access

roadway. It retains the open setting of the listed building and views of it from the east and west approach along Peckham Road.

- 77 Paragraph 134 of the NPPF states: Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use. This proposal is entirely consistent with this aspect of the national policy and guidance. It will compliment this historic setting, improving the environment significantly and securing an optimal use on this site and in this setting.
- 78 Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably.
- 79 It is considered that the proposed development would enhance the character and appearance of the Sceaux Gardens conservation area and the nearby Grade II Listed Building namely; East House.
- 80 The development is therefore considered acceptable in terms of design, scale, massing and materials.

#### **Impact on trees**

- 81 No impact is envisaged.

#### **Planning obligations (S.106 undertaking or agreement)**

- 82 No planning obligations or S106 agreements are required as part of this application.

#### **Sustainable development implications**

- 83 Strategic policy 13 requires new residential developments to achieve Code for Sustainable Homes Level 4. It is considered that the proposed flats would achieve this level and a condition to secure this requirement is recommended.

#### **Other matters**

##### **Community Infrastructure Levy (CIL)**

- 84 Section 143 of the Localism Act 2011 states that any financial sum that an authority has received, will, or could receive in the payment of CIL as a material 'local financial consideration' in planning decisions. The requirement for Mayoral CIL is a material consideration. However, the weight to be attached to a local finance consideration remains a matter for the decision-maker. Mayoral CIL is to be used for strategic transport improvements in London, primarily Crossrail.
- 85 The proposed development would create 795.3m<sup>2</sup> of new floor space therefore a CIL payment of £29,466 is due (795.3 x £35).

#### **Pre-application advice**

- 86 The application entered into pre-application discussion with officers in September 2011. The officer concluded that:
- A retail impact assessment is required in order to establish whether a retail use would be acceptable on this site.
  - The existing building is of no particular merit in design terms on account of its

use as a petrol filling station, but as the site is in a sensitive location, within a conservation area and close to listed buildings, a high quality building would be required.

- Arguably the proposal represents an underdevelopment of the site and it may well be that a more substantial building would be appropriate, constructed of materials found within the local area, and being of an appropriate massing and design that would preserve or enhance the street scene and conservation area.
- There are concerns regarding the provision of 7 parking spaces at the front, both in terms of pedestrian safety and the fact that this would represent an over-provision when assessed against the Southwark Plan maximum standards.

The full pre-application advice is provided at Appendix 3.

#### Amendments negotiated (Submitted application 13/AP/3439)

87 The applicant submitted an application on 14/10/2013 for the demolition of the existing petrol filling station and redevelopment to provide a four storey mixed use building, comprising a new convenience sales building (Class A1) with ATM at ground floor level with three storeys of residential accommodation above, providing nine residential units. Concerns raised at pre-application stage were addressed as follows:

- 88
- Retail impact assessment provided in paragraphs 23 to 34 in the body of this report.
  - A mixed use scheme involving three floors of residential above the retail unit was proposed, which was considered to better handle the change in scale between the six-seven storey UAL building and the 3/4 storey East House. The massing, elevational design and materials were negotiated to deliver a scheme which would reference the palette of materials in the area and would serve to preserve and enhance the Sceaux Gardens conservation area as well as the setting of the nearby Grade II listed building, namely East House see paragraphs 66 to 76 in the body of this report.
  - The scheme increased from a new single-storey building containing 346m<sup>2</sup> of retail floor space to a four storey building with 362m<sup>2</sup> retail floor space.
  - Parking revised from seven parking spaces at the front to one disabled bay to the front.

#### **Conclusion on planning issues**

90 The proposed development in terms of design, scale, massing and materials would be suitable for this development within the Sceaux Gardens conservation area. In addition, the proposal will not affect the setting of the listed building which is in close proximity to the application site. The development will have no significant adverse impacts on the amenity of any adjoining occupiers or the surrounding area and will provide high quality accommodation and is acceptable in land use terms.

91 The scheme complies with the relevant saved policies of the Southwark Plan 2007 (July), The Core Strategy 2011 and the NPPF 2012. As such it is recommended that detailed planning permission be granted subject to conditions.

#### **Community impact statement**

92 In line with the council's community impact statement the impact of this application has been assessed as part of the application process with regard to local people in respect of their age, disability, faith/religion, gender, race and ethnicity and sexual orientation. Consultation with the community has been undertaken as part of the application process. No adverse impact on any group with the above protected characteristics is envisaged.

## Consultations

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

## Consultation replies

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

### 95 Summary of consultation responses

All comments received in response to the proposed development have been summarised and addressed below.

#### Environment Agency

- 96 No objections subject to standard conditions to address flood risk, land contamination, pilings and foundations.  
Response: - The relevant conditions are included in the draft recommendation.

#### Summary of objections received from University of Arts and London Storage

- 97 The University of Arts object to this application for the following reasons:

- That the proposal by reason of its height (four storeys) and extending beyond the rear elevation (9.8m) of the neighbouring site (University of Arts) would result in the loss of sunlight and daylight - *Response: This has been assessed in the body of this report see paragraphs 38 to 41.*
- That the access route to the site is inadequate and during deliveries the disabled parking bay would impede safe access to the site. Furthermore that the proposed retail unit would have a negative impact on highway safety - *Response: This has been assessed in the body of this report see paragraphs 53 to 65.*
- That the plant to the rear of the site may result in noise and impact on amenity of neighbours - *Response: This has been assessed in the body of this report see paragraphs 45 to 46.*
- That the balconies proposed may result in the loss of privacy - *Response: This has been assessed in the body of this report see paragraphs 42 to 43.*

- 98 London Storage object to this application for the following reasons:

- Residential windows in the rear elevation overlook this commercial site - *Response: As this is a commercial site, it is not considered that loss of privacy would occur as there are no habitable rooms which would be overlooked. Furthermore the impact of this proposed development on any future development was carefully considered. The design of the scheme has evolved to minimise any potential impact upon its neighbours both in terms of unacceptable overlooking or any effect on the redevelopment potential of the land to the rear. For this reason secondary windows in the north elevation will be glazed with obscured glass.*
- The proposed roof terraces will overlook this commercial site - *Response: As this is a commercial site, it is not considered that loss of privacy would occur as*

*there are no habitable rooms which would be overlooked. Furthermore the impact of this proposed development on any future development was carefully considered.*

- Access route to the commercial unit to the rear would be impacted by the proposal - *Response: This has been assessed in the body of this report see paragraphs 53 to 65.*
- It is not clear how the development will deal with refuse storage - *Response: This will be dealt with by condition*
- That the plant to the rear of the site may result in noise and impact on amenity of neighbours - *Response: This has been assessed in the body of this report see paragraphs 45 to 46.*

### **Human rights implications**

99 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.

100 This application has the legitimate aim of providing A1 retail floor space and nine residential units. The rights potentially engaged by this application, including the right to a fair trial and the right to respect for private and family life are not considered to be unlawfully interfered with by this proposal.

### **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

101 There was none.

### **BACKGROUND DOCUMENTS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
Site history file: TP/2282-37 Application file: 13/AP/3439 Southwark Local Development Framework and Development Plan Documents	Chief executive's department 160 Tooley Street London SE1 2QH	Planning enquiries telephone: 020 7525 5403 Planning enquiries email: planning.enquiries@southwark.gov.uk Case officer telephone: 020 7525 5451 Council website: www.southwark.gov.uk

### **APPENDICES**

<b>No.</b>	<b>Title</b>
Appendix 1	Consultation undertaken
Appendix 2	Consultation responses received
Appendix 3	Pre-application advice
Appendix 4	Recommendation



## AUDIT TRAIL

<b>Lead Officer</b>	Gary Rice, Head of Development Management	
<b>Report Author</b>	Neil Loubser, Planning Officer	
<b>Version</b>	Final	
<b>Dated</b>	15 April 2014	
<b>Key Decision</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Strategic Director, Finance and Corporate Services	No	No
Strategic Director, Environment and Leisure	No	No
Strategic Director, Housing and Community Services	No	No
Director of Regeneration	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>	16 April 2014	

**Consultation undertaken**

**Site notice date:** 05/11/2013

**Press notice date:** 24/10/2013

**Case officer site visit date:** 05/11/2013

**Neighbour consultation letters sent:** 05/11/2013

**Internal services consulted:**

Design and Conservation Team  
Transport Team  
Environmental Protection Team

**Statutory and non-statutory organisations consulted:**

The Camberwell Society  
Environment Agency  
English Heritage  
Transport for London

**Neighbours and local groups consulted:**

204 Camberwell Grove London SE5 8RJ  
42 PECKHAM ROAD LONDON SE5 8PX  
72 MISTRAL SCEAUX GARDENS LONDON SE5 7DS  
FLAT 1 WELTON COURT 2A CROFTON ROAD LONDON SE5 8NB  
FLAT 3 WELTON COURT 2A CROFTON ROAD LONDON SE5 8NB  
FLAT 2 WELTON COURT 2A CROFTON ROAD LONDON SE5 8NB  
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69 MISTRAL SCEAUX GARDENS LONDON SE5 7DS  
71 MISTRAL SCEAUX GARDENS LONDON SE5 7DS  
70 MISTRAL SCEAUX GARDENS LONDON SE5 7DS  
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FLAT 13 WELTON COURT 2A CROFTON ROAD LONDON SE5 8NB  
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FLAT 6 36-38 PECKHAM ROAD LONDON SE5 8GB  
FLAT 8 36-38 PECKHAM ROAD LONDON SE5 8GB  
FLAT 7 36-38 PECKHAM ROAD LONDON SE5 8GB  
44 PECKHAM ROAD LONDON SE5 8PX  
FLAT 1 36-38 PECKHAM ROAD LONDON SE5 8GB  
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FLAT 2 36-38 PECKHAM ROAD LONDON SE5 8GB  
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FLAT 12 36-38 PECKHAM ROAD LONDON SE5 8GB  
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ROOM 14 CENTRAL HOUSE ANNEX 33B PECKHAM ROAD LONDON SE5 8PX  
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ROOM 15 CENTRAL HOUSE ANNEX 33B PECKHAM ROAD LONDON SE5 8PX  
ROOM 8 EAST HOUSE 35 PECKHAM ROAD LONDON SE5 8PX  
ROOM 7 EAST HOUSE 35 PECKHAM ROAD LONDON SE5 8PX  
ROOM 9 EAST HOUSE 35 PECKHAM ROAD LONDON SE5 8PX  
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24 MISTRAL SCEAUX GARDENS LONDON SE5 7DR  
By Email XXXX  
c/o University of the Arts London Old Church Court, Claylands Road Oval London  
SW8 1NZ

**Re-consultation:**

N/A

## Consultation responses received

### Internal services

Design and Conservation Team: No objections. Comments included in the body of this report

Transport Team: No objections

Environmental Protection Team: No objections; however recommend conditions

### Statutory and non-statutory organisations

**Transport for London:** No objections; however recommend conditions

Transport for London states that the fact that the development is car free is supported. However there is some concern about the delivery and parking management for the retail store.

Servicing off the A202 is supported, however it is not clear how 'drive by' parking will be managed, bearing in mind there is a loss of three customer parking spaces but a doubling of retail floor area from the existing arrangements. It also noted that on-site servicing may not be able to take place if the disabled parking space is occupied.

Additionally, concerns were raised by the consultees who have an interest in the side access road regarding uncontrolled parking in the access road (that apparently already occurs), in response to planning application reference 12/AP/1760 for the same property. This application retained three customer parking spaces.

Therefore it is requested that a car parking management plan and delivery and servicing plan must be submitted to and approved by Southwark in consultation with TfL, prior to occupation and as a condition of any planning approval.

Any changes to the existing vehicle access points to the site with the A202 Peckham Road will require a s278 agreement with TfL as highway authority. Materials must be in line with TfL Streetscape Guidance.

**The Camberwell Society:** No particular objection.

This 3 storey development generates a transition between the imposing Camberwell Art School and the typical Georgian houses along Peckham Road. The modern design proposes balconies onto Peckham road which seems quite inappropriate and very poor communal green areas at rear. One way of making this building a little special is the detailing of the windows and brickwork. We would recommended these details to be requested as a condition since there are some strong old & modern designs on that road that should inspire the architects.

**Environment Agency:** No objections subject to conditions

### Neighbours and local groups

The University of Arts object to this application for the following reasons:

- That the proposal by reason of its height (four storeys) and extending beyond the rear elevation (9.8m) of the neighbouring site (University of Arts) would result in the loss of sunlight and daylight - *This has been assessed in the body of this report see paragraphs 37 to 40.*

- That the access route to the site is inadequate and during deliveries the disabled parking bay would impede safe access to the site. Furthermore that the proposed retail unit would have a negative impact on highway safety - *This has been assessed in the body of this report see paragraphs 50 to 57.*
- That the plant to the rear of the site may result in noise and impact on amenity of neighbours - *This has been assessed in the body of this report see paragraphs 47 to 48.*
- That the balconies proposed may result in the loss of privacy - *This has been assessed in the body of this report see paragraphs 41 to 42.*

London Storage object to this application for the following reasons:

- Residential windows in the rear elevation overlook this commercial site - *As this is a commercial site, it is not considered that loss of privacy would occur as there are no habitable rooms which would be overlooked. Furthermore the impact of this proposed development on any future development was carefully considered. The design of the scheme has evolved to minimise any potential impact upon its neighbours both in terms of unacceptable overlooking or any effect on the redevelopment potential of the land to the rear. For this reason secondary windows in the north elevation will be glazed with obscured glass.*
- The proposed roof terraces will overlook this commercial site - *As this is a commercial site, it is not considered that loss of privacy would occur as there are no habitable rooms which would be overlooked. Furthermore the impact of this proposed development on any future development was carefully considered.*
- Access route to the commercial unit to the rear would be impacted by the proposal - *This has been assessed in the body of this report see paragraphs 50 to 57.*
- It is not clear how the development will deal with refuse storage - *This will be dealt with by condition*
- That the plant to the rear of the site may result in noise and impact on amenity of neighbours - *This has been assessed in the body of this report see paragraphs 47 to 48.*

## Pre-application advice

**Regeneration and neighbourhoods**

Planning &amp; transport

Development management (5th floor - Hub 2)

PO Box 64529

LONDON SE1P 5LX

Mr. JONES  
 RAPLEYS LLP  
 9TH FLOOR, CLIFTON HEIGHTS  
 CLIFTON, BRISTOL  
 BS8 1EJ

**Your Ref:** ELJ/615/SE5/27/2**Our Ref:** 11-EQ-0175**Contact:** Victoria Lewis**Telephone:** 020 7525 5410**E-Mail:**

planning.applications@southwark.gov.

uk

**Web Site:** <http://www.southwark.gov.uk>**Date:** 11/01/2012

Dear MR. ELLIOT JONES

**TOWN & COUNTRY PLANNING ACT 1990 (as amended)**  
**PRE-APPLICATION ENQUIRY**

**At:** PECKHAM SERVICE STATION 41 PECKHAM ROAD, LONDON, SE5 8UH  
**Proposal:** Proposed redevelopment of existing Petrol filling station and ancillary retail facilities to local convenience retail store increasing the retail floor space from 185SQM(Gross) to 346SQM(Gross)

I write further to your pre-application enquiry received on 27th September 2011 regarding the redevelopment of the above site, as detailed in your covering letter dated 13th September 2011, planning policy justification and design and access statement, photograph of site, site location plan, plan number 110648-01 and generic elevations. It is noted that there appears to be an error on the drawings as the proposed floor plan and elevations do not appear to correlate, or perhaps the elevations have been labelled incorrectly. I can confirm that I visited the site on 8th November 2011; please accept my apologies for the delay in providing you with a written response.

Site description

The site is located on the northern side of Peckham Road and is currently in use as a petrol filling station, comprising 4 fuel dispensers covered by a canopy, and ancillary retail facility operated by Spa. The retail premises measures 185sqm and is located within a single-storey building. There are warehousing units to the north (rear) of the site which are accessed via a right of way along the western part of the site, Camberwell College of Arts adjoins the site to the east, a residential block (Welton Court) to the south-east and a small parade comprising a convenience store, a vacant retail unit, a cafe and a takeaway are to the south-west; East House - a listed building - is to the west of the site.

The site is subject to the following designations on the Proposals Map (2011):

- Air quality management area;

- Urban density zone;
- Sceaux Gardens Conservation Area.

### Recent Planning History

08-AP-2039 - Installation of one automated teller machine (ATM) to front elevation of sales building. Planning permission was GRANTED on 27th October 2008.

07-AP-1314 - New ATM housed within bastion pod positioned/installed bedside Total Petrol Station in place of existing storage containers. Planning permission was GRANTED on 2nd August 2007.

### Planning history of adjoining sites

None relevant.

### The proposal

The proposal is to redevelop the site to provide a local convenience store which would involve demolition of the existing building on the site and associated canopy and petrol pumps, and erection of a new single-storey building containing 346sqm of retail floor space; the proposed new building would extend further southwards than the existing building on the site.

Seven parking spaces would be provided to the front of the site, accessed by an existing access on the western part of the site and exited from the eastern side.

### Key issues

- Principle;
- Amenity;
- Transport;
- Design and impact upon the character and appearance of the Sceaux Gardens Conservation Area;
- Sustainability.

### Principle

There are no policies in the saved Southwark Plan or the Core Strategy which seek to protect sui generis uses therefore there are no policy concerns regarding loss of the existing petrol filling station on the site.

Policy 3 of the Core Strategy seeks to protect small scale retail facilities outside town and local centres. Saved policy 1.8 of the Southwark Plan provides further guidance, permitting retail development outside town and local centres if the need can be demonstrated and there are no suitable sites within the town centre.

The site is located outside of a town or local centre therefore saved policy 1.8 of the Southwark Plan requires a sequential test to be undertaken to establish whether existing retail centres would be adversely affected. It is noted that there is already a retail use on the site, but your proposals would involve increasing this, and it could be argued that the existing retail on the site is ancillary to fuel sales. In forming this view, officers have had regard to PPS4 'Planning for sustainable economic growth', and in particular policies EC15 and EC16.1 of PPS4. As this is a not insignificant retail proposal outside of a town centre location there is a general presumption against such proposals in land use terms.



### Amenity

Saved policy 3.2 of the Southwark Plan seeks to ensure that developments achieve an acceptable standard of amenity for existing and future occupiers. Policy 3.11 'Efficient use of land' requires all developments to maximise the efficient use of land, whilst ensuring (inter-alia) that the proposal does not unreasonably compromise the development potential of, or legitimate activities on, neighbouring sites.

From the details submitted it appears that the height and massing of the proposed building would be broadly similar to the existing building on the site therefore no adverse impacts on amenity are anticipated in terms of light, outlook or privacy, and the loss of the petrol filling station could reduce traffic noise experienced by neighbouring properties. Access to the warehouse units at the rear of the site would be maintained, and no adverse impacts are anticipated on Camberwell College of Arts.

### Transport

The site has a public transport accessibility level (PTAL) of 3 (medium). Strategic policy 2 of the Core Strategy seeks to encourage sustainable modes of transport and saved policy 5.2 of the Southwark Plan seeks to ensure that developments do not result in adverse highway conditions.

It is proposed to provide 7 customer parking spaces towards the front of the site, and pedestrian and vehicular access would be as existing. The vehicular right of way to the warehouse units at the rear of the site would be maintained.

Saved policy 5.6 of the Southwark Plan establishes maximum parking standards and the parking standard for retail uses is one space per 1,000sqm gross floor space, therefore the proposal would represent an over-provision of parking when assessed against the maximum standard.

With regard to the layout of the proposed parking spaces and their impact on vehicular and pedestrian safety, there are concerns that parking space 7 would block pedestrian access into the store. Moreover, there is a safety concern in that vehicles using this space may reverse directly into the path of pedestrians. It would therefore be preferable if there were a continuation of the footpath from the eastern access along the boundary wall to the entrance to the shop, which should be wide enough to accommodate wheelchair users. This may result in the need to alter the vehicle crossover to allow for a continual footway, in which case you are advised to contact the Council's Highways Team (0207 525 2063). However, there are concerns that the proposed over provision of parking spaces would be contrary to saved policy 5.6 of the Southwark Plan.

In accordance with saved policy 5.3 of the Southwark Plan 'Walking and cycling' a minimum of two cycle parking spaces are required and should be shown on the drawings. These should be convenient, weatherproof and secure.

### Design and impact upon the character and appearance of the Sceaux Gardens Conservation Area

Saved policies 3.12 and 3.13 of the Southwark Plan seek to ensure that developments are of a high standard of architectural and urban design; saved policy 3.16 requires developments to preserve or enhance the character or appearance of conservation areas. Strategic policy 12 of the Core Strategy 'Design and conservation' requires development to achieve the highest possible standards of design for buildings and public spaces to help create attractive and distinctive places which are safe, easy to get around and a pleasure to be in. Also, it expects development to preserve or enhance Southwark's historic environment, including conservation areas, archaeological priority zones and sites, listed and locally listed buildings, registered parks and gardens and scheduled monuments.

The height, scale and massing of buildings should be appropriate to the local context and should not dominate their surroundings inappropriately. The urban structure, space and movement of a proposal should have regard to the existing urban grain, development patterns and density in the layout of development sites. The site is located in the Sceaux Gardens Conservation Area, the character and appearance of which must be preserved or enhanced, and the existing building is not considered to be of any particular merit. The proposed development would be located between the 1960s concrete modernist Camberwell College of Art and the grade II listed Georgian Villas of East House, Central House and West House. Peckham Road is a street with many substantial buildings including some important civic and public buildings giving the street a high status and prominent frontage, and new buildings need to take account of this.

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 that people will choose to live in, work in and visit. New buildings and alterations to existing buildings should embody a creative and high quality appropriate design solution, specific to their site's shape, size, location and development opportunities and where applicable, preserving or enhancing the historic environment.

The proposed building in terms of its scale and materials would appear completely out of place in this context, as does the existing building but which is at least functional in appearance owing to its use as a petrol filling station. The materials proposed for the building would be purely functional and industrial and need to be much more responsive to the materiality of the local environment, and the height, scale and massing is completely out of place in this street. The location of the building behind the car park would also be detrimental to the activity and quality of appearance of the street frontage and the indicative fascia sign appears overly large and would add to the synthetic plastic appearance of the building in this conservation area, which is otherwise dominated by brick concrete and stone. You are also advised that internally illuminated advertisement displays are unlikely to be acceptable in this conservation area location.

It is considered that there would be very little in the way of design quality or interest in the proposed building. If this site is redeveloped it should be with a more substantial building, preferably in some form of masonry such as brick. As it stands, it is considered that the proposal would be detrimental to the setting of a listed building and out of character with the appearance of the conservation area.

### Sustainability

Strategic policy 13 'High environmental standards' of the Core Strategy expects 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.

In accordance with Strategic policy 13, the development would be expected to achieve BREEAM 'excellent' and a pre-assessment indicator should be submitted with any forthcoming planning application.

### Conclusion

A retail impact assessment is required in order to establish whether a retail use would be acceptable on this site. The existing building is of no particular merit in design terms on account of its use as a petrol filling station, but as the site is in a sensitive location, within a conservation area and close to listed buildings, a high quality building would be required. Arguably the proposal represents an underdevelopment of the site and it may well be that a more substantial building would be appropriate, constructed of materials found within the local area, and being of an appropriate massing and design that would preserve or enhance the

street scene and conservation area. There are concerns regarding the provision of 7 parking spaces at the front, both in terms of pedestrian safety and the fact that this would represent an over-provision when assessed against the Southwark Plan maximum standards. For these reasons it is unlikely that officers would be able to support the proposal in its current form.

You have requested a list of documents that would need to accompany any forthcoming planning application, and I can advise that the following would be required:

- Full set of floor plans, elevation (including street scene or context elevations) and a site location plan;
- A design and access statement;
- A heritage statement;
- Retail impact assessment;
- Details of how the development would be serviced;
- A BREEAM pre-assessment indicator (target 'excellent).

I hope that this is of assistance. Please note that the above advice is the informal opinion of an officer of the Council and is without prejudice to further consideration of this matter by the Development Management Section or to the Council's final decision at application stage when statutory consultation will have been undertaken.