

Item No. 7.1	Classification: Open	Date: 1 October 2014	Meeting Name: Planning Sub-Committee B
Report title:	Development Management planning application: Application 14/AP/0669 for: Full Planning Permission Address: 2 HAVIL STREET, ADJACENT TO 160 SOUTHAMPTON WAY, LONDON SE5 7SD Proposal: Erection of a part 3, part 4 and part 5 storey building at the junction of Havil Street and Southampton Way comprising 17 residential units (five x 1 bed, seven x 2 bed and five x 3 bed) with associated balconies and terraces, wider landscaping and cycle / refuse stores.		
Ward(s) or groups affected:	Brunswick Park		
From:	Head of Development Management		
Application Start Date 01/04/2014		Application Expiry Date 01/07/2014	
Earliest Decision Date 18/05/2014			

RECOMMENDATIONS

- 1 That planning permission is granted subject to conditions ad the applicant and owner first entering into an appropriate legal agreement by no later than 30 October 2014.
- 2 In the event the legal agreement is not entered into by 30 October 2014, that the Head of Development Management is authorised to refuse planning permission, if appropriate, for the reasons set out in paragraph 90 of this report.

BACKGROUND INFORMATION

Site location and description

- 3 There are two applications on this agenda that the committee is asked to consider and determine concurrently. Together, application 14-AP-0764 for site 1 and application 14-AP-0669 for site 2 provide a total of 41 residential units. The application site under this ref 14-AP-0669 comprise of an irregular shaped vacant plot of land fronting both Southampton Way and Havil Street. The site address is 2 Havil Street, adjacent to 160 Southampton Way and for the purposes of this application is known as "site 2" as the applicant has concurrently submitted a full application (14-AP-0764) for a site in very close proximity on Southampton Way that is inextricably linked to this application (14-AP-0764), which is known as "site 1" and reported elsewhere in this agenda. The applicant is Family Mosaic housing association and they own site 2. The council owns site 1, but a cabinet meeting held on 14/05/13, agreed to approve the disposal of the council's freehold interest in 184-188 Southampton Way, 5a Havil Street and part of Beacon House Estate for residential purposes to Family Mosaic housing association.
- 4 The two sites are physically separated, but are in close proximity with each other and it is important to recognise that they are inextricably linked and are therefore necessary to consider them together. The schemes would also need to be delivered

together and one combined legal agreement will secure the planning obligations across the two linked development sites, which is discussed in more detail below.

- 5 This application site (site 2) is located to the south-west part of the intersection of Havel Street and Southampton Way. Site 2 was largely an area of tarmac having previously formed part of a playground used in association with the former use of the site as a school. To the immediate south of site 2 are two rows of garages with terraced housing beyond on Harris Street. Along Southampton Way within the immediate vicinity of the site is a row of shops along each side with residential above. The Southwark College Camberwell Centre and the associated existing student accommodation buildings (part 3, part 4 and part 5 storey building known as Bernard Myers House granted in 2005) is to the immediate west of the site.
- 6 The area is within a predominantly residential area with some commercial units on the ground floor on Southampton Way.
- 7 The site is within the following Core Strategy designations: Air quality management area (AQMA) and the Urban Density Zone.
- 8 It is also within Flood Risk Zone 3 and is within a controlled parking zone (CPZ). It has a public transport accessibility level rating of three.

Details of proposal – the wider scheme

- 9 As explained above, there are two applications on this agenda that the committee is asked to consider and determine concurrently. Together, application 14-AP-0764 for site 1 and application 14-AP-0669 for site 2 provide a total of 41 residential units. The applications have been submitted separately as the sites are separate planning units but it is clear that they are interlinked and inter-reliant and cannot be supported on their own. Given the policy requirement for the minimum provision of affordable and private housing, the individual applications for both sites would not satisfy policy were they not linked. It is the same applicant for both sites, and the applicant has indicated that the intention is to deliver the developments together with the affordable housing delivered first (secured by legal agreement). The applicant has a significant interest in site 1 and they own site 2 and the delivery of the schemes together can be secured by the combined s106 agreement.
- 10 Site 1 under ref 14-AP-0764, which would provide two buildings (named Block B and C in this instance) that delivers 24 affordable residential units, is also put before the committee at this meeting for determination.
- 11 The applicant, being an affordable housing provider, proposes to erect one new building on site 2 (this application) to provide a total of 17 private residential units and this has been named Block A.

It would provide the following mix:
 - 5 x one bed
 - 7 x two bed
 - 5 x three bed.
- 12 All remaining residential units are accessed from a central core on Southampton Way. The block is arranged in an 'L' shaped footprint wrapping the corner of Southampton Way and continuing along the alleyway to the south fronting the single storey garages. The block is three storeys to the rear on Harris Street fronting the row of existing garages and comprises three maisonettes on the ground and first floor levels.
- 13 The block is four storeys adjoining property number 160 Southampton Way stepping

up to five storeys on the corner on Havil Street.

Planning history

- 14 Planning permission (03-AP-1243 for 'Land at and to the rear of 4 Havil Street') was granted with legal agreement in relation to planning obligations 8/3/2005 for construction of a five storey block containing 23 x one bedroom and 6 x two bedroom flats with ancillary laundry and office and ground floor retail unit. Construction of a part three, four and five storey block containing 21 x six bedroom residential cluster units.

This permission was never implemented.

A planning application (06-AP-1302) was withdrawn subsequent to discussions. The application was for construction of part three and part five storey block containing 7 x five bedroom and 4 x three bedroom cluster units, and 15 x studio units for use as student accommodation, with ancillary laundry and bicycle storage, and a ground floor retail unit. The application was generally considered acceptable in principle, however the design of the building was not considered acceptable and also planning contributions had not been negotiated.

Planning history of adjoining sites

- 15 A planning application has been submitted at 184-188 Southampton Way/5a Havil Street and described as "site 1" as explained above. This application 14-AP-0764 is pending a decision and is reported elsewhere in this agenda. This proposed development is described as follows:

Erection two new buildings, the first fronting on Havil Street being up to five storeys in height, with the second fronting onto Southampton Way and being up to four storeys in height together comprising 24 residential units (10 x one bed, 11 x two bed and 3 x three bed) with associated balconies and terraces, wider landscaping and cycle / refuse stores

Land at rear of Southwark College, Harris Street SE5 – (ref 05-AP- 0069) granted 28/6/2005 for construction of a part three, four and five storey block containing 19 x six bedroom and 1 x seven bedroom cluster flats and 2 studio flats forming student accommodation, together with the provision of a refuse area and 44 cycle spaces.

This development has been completed and occupied, and is the development now known as 'Bernard Myers House'.

The only relevant planning history at adjoining site No. 156 Southampton Way is ref 00-AP-1396 granted 16/11/2000 for: Erection of three story side extension. Internal alterations to increase retail ground floor space and to create three self-contained flats at the upper floors.

KEY ISSUES FOR CONSIDERATION

Summary of main issues

- 16 The main issues to be considered in respect of this application are:
- a) Principle of the proposed development in terms of land use and conformity with strategic policies
 - b) Density and dwelling mix

- c) Affordable housing
- d) Impact on the amenities of occupiers of adjoining properties and future occupiers
- e) Impact of adjoining uses on occupiers of proposed development
- f) Transport issues
- g) Design and impact on setting of adjacent listed buildings
- h) Environmental impacts, air quality and site contamination
- i) Flood risk
- j) Planning obligations
- k) Energy and sustainability.

Planning policy

- 17 National Planning Policy Framework (NPPF)
 - Para 12 Core planning principles
 - Part 4 Promoting sustainable transport
 - Part 7 Requiring good design
 - Part 8 Promoting healthy communities
 - Part 10 Meeting the challenge of climate change, flooding and coastal change
 - Part 11 Conserving and enhancing the natural environment in particular paragraphs 118, 123, 121 and 124 (biodiversity, noise, contamination, air quality)
 - Para 173 – 177 – Ensuring viability and deliverability
 - Para 203-206 Planning obligations and conditions
- 18 London Plan July 2011 consolidated with revised early minor alterations October 2013
 - Policy 3.1 Ensuring equal life chances for all
 - Policy 3.3 Increasing housing supply
 - 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 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 5.17 Waste capacity
 - Policy 5.21 Contaminated land
 - Policy 6.1 Strategic approach
 - Policy 6.3 Assessing effects of development on transport capacity

Policy 6.9 Cycling
Policy 6.10 Walking
Policy 6.11 Smoothing traffic flow and tackling congestion
Policy 6.13 Parking
Policy 7.1 Building London's neighbourhoods and communities
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 7.14 Improving air quality
Policy 7.15 Reducing noise and enhancing soundscapes
Policy 8.2 Planning obligations

Core Strategy 2011

- 19 Strategic Policy 1 - Sustainable development
Strategic Policy 2 - Sustainable transport
Strategic Policy 5 – Providing new homes
Strategic Policy 6 – Homes for people on different Incomes
Strategic Policy 7 – Family homes
Strategic Policy 12 - Design and conservation
Strategic Policy 13 - High environmental standards
Strategic Policy 14 - Implementation

Southwark Plan 2007 (July) - saved policies

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

Policy 2.5: 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 3.9: Water
Policy 3.11: Efficient use of Land
Policy 3.12: Quality in Design
Policy 3.13: Urban Design
Policy 3.14: Designing out Crime
Policy 3.18 Setting of Listed buildings, Conservation Areas and world heritage sites
Policy 3.28: Biodiversity
Policy 4.2 Quality of Residential Accommodation
Policy 4.3 Mix of dwellings
Policy 4.4 Affordable housing
Policy 5.1: Locating Developments
Policy 5.2: Transport Impacts
Policy 5.3: Walking and Cycling
Policy 5.6: Car Parking
Policy 5.7: Parking Standards for Disabled People and the mobility impaired

Supplementary Planning Documents
Section 106 Planning Obligations SPD (2007)
Sustainable Transport SPD (2010)
Sustainable Design and Construction SPD (2009)
Residential Design Standards SPD (2011)

Principle of development

Land use – residential accommodation (principle, need, affordable housing)

- 21 The site is currently vacant and whilst it was previously a tarmaced area previously for the use of a playground associated with a former school on the site this has been cleared for many years and the vacant land has never been used since for educational (D1 Class) uses. It is therefore considered that the uses have been abandoned.
- 22 The site is not designated for a particular purpose under the development plan. The site is within a predominantly residential area with some commercial units on the ground floor on Southampton Way and educational uses to the west of the site. The proposal for a residential scheme would contribute to the provision of much needed housing in Southwark and in this case would be appropriate in this location.
- 23 The immediately adjoining property number 160 Southampton Way is a retail unit and those units along this stretch of Southampton Way are also of commercial use with residential above. Whilst it would be ideal to continue the commercial nature at ground floor level around the corner with Havil Street (to be in character with the adjoining units and to provide active frontage), it is noted that there are concerns about the commercial viability of retail units in this location. It was observed that some of the new commercial units in the new development to the north-east on Southampton Way took several years to let. The site is not within a designated town centre. In light of this, it is accepted that residential at ground floor would be permissible provided the residents' amenity is protected with adequate defensible space at the front.

Affordable housing

- 24 The site is within the Brunswick Park ward and is within the Urban Density Zone. The proposal to provide all the dwellings apart from one maisonette on this site for private sale would not normally be policy compliant in this part of Southwark since Core Strategy Policy 6 Homes for people on different incomes require 35 per cent affordable rooms to be provided. Nevertheless, the same policy requires a minimum of 35 per cent private units.
- 25 The applicant owns site 2 and would secure site 1 once planning permission is granted and the proposal is to provide the necessary affordable units on site 1 to meet this policy. Site 1 under application 14-AP-0764 would accommodate 24 residential units with only one of the units (plot 30) to be private.
- 26 When the two sites are combined (41 residential units and 133 habitable rooms) there would be 61 per cent affordable habitable rooms and 39 per cent private habitable rooms. In this instance, two applications for the two sites have been lodged because they are considered to be two separate planning units, separated by the road and Beacon House. However, officers acknowledge that the applicant is the same for both sites and Family Mosaic (one of the registered social landlords in Southwark) would bring the developments forward. Whilst the applicant do not currently own site 1, the council has agreed to approve the disposal of the council's freehold interest to Family Mosaic housing association and therefore has significant interest in the land. It is apparent that they will be inextricably linked and inter-reliant and cannot be supported on their own. The applicant indicated that the intention is to deliver the developments

together and the affordable is to be delivered first. A combined s106 agreement would need to be used to link the two applications together and non-occupation clauses to ensure that both the affordable and private are delivered.

- 27 Officers also acknowledge that in theory the individual sites should provide a mix of affordable and private dwellings within their own red line site boundary, but in terms of management this proposal and layout would be easier and more efficient. Each tenure generally sits within a single building, which makes the development easier to manage and assists with keeping service charge levels lower for the affordable units. The sites are in very close proximity to each other and it is still considered to be contributing to mixed and balanced communities in this part of Southwark. It is clear that the applicant's primary intention is to deliver high levels of affordable housing. The combined 61 per cent provision significantly exceeds the Core Strategy's policy requirement and this is welcomed. There is a shortage of affordable homes, in Southwark, across London and the whole of the UK. So a key objective of the government, the Greater London Authority and Southwark is to provide more affordable housing. The approach taken here for the provision of private and affordable on the two sites is considered to be justifiable in this special circumstance and is therefore considered to be acceptable provided a robust s106 agreement link these applications together.

Density

- 28 The density of the development on this site alone equals approximately 771 habitable rooms per hectare (HR/Ha) and falls slightly above the permitted range of 200-700 HR/Ha for the urban density zone.
- 29 Density is usually a measure of the amount (intensity) of development and ensuring that efficient use of the land is made. Density *per se* is seldom the only factor and if there are no significant harmful impacts on the amenity of neighbouring residents or the character and appearance of the area then the development may be acceptable. In this instance, as discussed below in the amenity and design section of the report, there are no objections to the scheme in terms of its impact on residential amenity and the height, mass and bulk is considered acceptable. As such, it is considered that the proposed scheme is not an over development of the site.

Mix of dwellings

- 30 Strategic Policy 7 'Family Homes' of the Core Strategy requires major developments to provide at least 60 per cent of the total units to have two or more bedrooms and in the Urban Density Zone to have a minimum of 20 per cent of three or more bedrooms. Officers consider that the overall mix is acceptable. The proportion of units that have two or more bedrooms equates to 70.6 per cent and this meets the minimum target of 60 per cent. In terms of three bedroom units, the scheme on this site provides 29.4 per cent.
- 31 Saved Policy 4.3 'Mix of Dwellings' require a minimum of 10 per cent of the units to be wheelchair accessible. The proposal would provide no wheelchair accessible units. In assessing the two sites together, the applicant has proposed 4 No. wheelchair units on site 1. In theory, this does not meet the policy requirement as each development on each site should ideally be providing the appropriate amount of wheelchair units.
- 32 However, it is noted that site 2 does not provide any off-street parking spaces due to the size and physical constraints of the site. The scheme under application 14-AP-0764 for site 1 would have adequate off-street disabled parking, which would be easily accessible from the residential flats. The reason for this allocation and configuration stems from the fact that there is appropriate access from Melbury Drive and the site

layout which allows for 4 No. disabled parking spaces easily located to the rear of the buildings. In this instance, given that the s106 agreement would tie the two schemes together and ensure that they are both delivered no objections are raised. The residential design standards SPD also states that the greatest need is for more affordable wheelchair housing, which is proposed at site 1.

Environmental impact assessment

- 33 An environmental statement would not be required with this application as the development does not fall within Schedule 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 1999. The site falls well below the 0.5ha threshold (being 0.07ha) for classification as a Schedule 2 'Urban Development Project'. Even if the proposed development was of a size to be considered as an 'Urban Development Project', officers consider that the development is unlikely to have a significant effect upon the environment by virtue of its nature, size, and location based upon a review of the selection criteria set out in Schedule 3 of the Regulations which are used to screen Schedule 2 Development. Furthermore, the site is outside a designated 'sensitive area' as per Regulation 2(1). On this basis it is considered an Environmental Impact Assessment is not likely to be required.

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

- 34 Main issues are likely to be effects on sunlight and daylight as well as sense of outlook and privacy, and noise and disturbance.

Impact on 156-160 Southampton Way

- 35 The greatest visual impact of this building would be on the existing occupants at Nos. 156 to 160 Southampton Way to the north. The scheme is seen to be split into two sections with the flatted block wrapping round from Southampton Way to Havil Street which rises up to 5 storeys and the smaller three storey block to the rear.
- 36 The rear part of the site that faces the row of garages (Harris Street) is reduced to three storeys due to its proximity to the rear windows at Nos. 156-160 Southampton Way. The reduced height, mass and bulk would ensure that there is adequate outlook and light to these rear neighbouring rooms. The applicant has submitted section drawings to show the relationship between the rear three storey block and the existing adjoining buildings and following discussions and negotiations the plans have been amended to reconfigure the layout of the rooms.
- 37 Numbers 56 to 160 Southampton Way are commercial units on the ground floor with residential on the upper floors. There are some habitable room windows to the rear of these properties. The adjoining properties Nos. 156-160 are aligned so that it splays away at an angle. The closest property and window to this proposed development is No. 160 and Officers have assessed the impact based on the worse case scenario. It appears that the habitable room window to the rear of No. 160 is at third floor level and the minimum distance between this and the proposed three storey block is approximately 12m. This is below the usual standard of 21m required by the Residential Design Standards SPD for back-to-back window distances. Nevertheless, this is an urban location within inner London and there are other examples in the near vicinity where this kind of urban grain/relationship is seen. Furthermore, the third floor window (and the other windows to Nos. 156 and 158 Southampton Way) is splayed at an angle and allows views away from the development.

Overlooking

- 38 In terms of overlooking, the ground and first floor windows of those rear maisonettes would serve kitchens and as these are considered to be non-habitable rooms no privacy issues are raised. The splayed angle of these adjoining properties Nos. 156-160 would also reduce any significant overlooking.
- 39 There are private balconies proposed that overlook the rear courtyard, but privacy screens are to be provided to limit overlooking into number 160 and this will be conditioned.
- 40 The communal amenity space on the roof top would be set in from the edge of the building and it is recommended that a condition securing privacy screens in appropriate locations would limit any significant overlooking.
- 41 The distance between the habitable rooms within the proposed development with other nearby neighbouring buildings are across a highway and are at least 12m, which satisfies the residential design standards SPD.

Natural light

- 42 The applicant has carried out a daylight and sunlight assessment for the impact on existing neighbouring residents and the future occupants.
- 43 The greatest impact on natural light would be on Nos. 156-160 Southampton Way and the results indicate that one of the windows assessed would not comply with the BRE guidelines on vertical sky component (VSC), but the Average Daylight Factor (ADF) tests show that good daylight levels would be retained.
- 44 Officers are satisfied that on balance the scheme would not significantly impact on neighbours' access to natural light.

General disturbance

- 45 In relation to potential noise impacts during the construction phase of the development, officers consider that this will have to be managed carefully to ensure that any associated potential adverse impacts are minimised. It is recommended that an outline construction management plan be submitted. It is understood that the two schemes may come forward at the same time/simultaneously and the impacts of the construction works combined may have an impact on the neighbouring occupiers. However, with the submission of a detailed construction management plan (secured by a condition) for approval prior to commencement of works it is considered that any significant adverse impact would be minimised.
- 46 In summary, there are no significant amenity impacts on neighbouring residents envisaged from the development on this site and would comply with saved policies 3.2, 3.11 of the Southwark Plan and Strategic Policy 13 of the Core Strategy.

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

- 47 The area is a mix of residential and commercial and retail uses and the proposed development would therefore not impact on the nearby uses. There are no existing uses in the vicinity of the site that would be likely to be detrimental to future users of the residential accommodation.

Quality of accommodation

- 48 The proposed residential units all comply with the minimum room standards set out in the residential design standards SPD.
- 49 The majority of the units would have dual aspect, with only 2 units that have single aspect. Plot 6 and Plot 10 do not have dual aspect, but these are south-facing and given that this is a very small proportion for the whole development it is considered to be acceptable in this instance.
- 50 All units would have adequate outlook with good access to natural light as demonstrated in the submitted daylight and sunlight report.

Amenity space

- 51 In regards to amenity space, the Southwark's Residential Design Standards SPD states the following:

“All flat developments must meet the following minimum standards and seek to exceed these where possible

- 50 sqm communal amenity space per development
- For units containing three or more bedrooms, 10 sqm of private amenity space
- For units containing two or less bedrooms, 10 sqm of private amenity space should ideally be provided. Where it is not possible to provide 10 sqm of private amenity space, as much space as possible should be provided as private amenity space, with the remaining amount added towards the communal amenity space requirement. For example, if a private balcony of 3 sqm can be provided, 7 sqm should be added onto the communal amenity space
- Balconies, terraces and roof gardens must be a minimum of 3 sqm to count towards private amenity space.”

- 52 All units are provided with private amenity space either in the form of a ground floor rear garden/terrace or private balconies.
- 53 All of the three bedroom units would have a minimum of 10sqm of private amenity space with the exception of one plot, but this manages an area of 9.8sqm which is a very marginal shortfall and is considered acceptable.
- 54 Where those units that do not meet the minimum private amenity space standards (one and two bedrooms units), the communal amenity space would make up for this which the residential design SPD allows for such deviation.
- 55 Following negotiations and amendments from the applicant, communal amenity space would be provided on the roof of the three storey blocks, which comprises a total space of 75.8sqm and a play space area of 32.8sqm. It is noted that there should ideally be 40sqm of playspace for site 2 since the child yield is four children, but it is noted that Brunswick Park is approximately 400m walk from the site and therefore the slight shortfall is considered acceptable in this instance. The designated children's play space would be conditioned so that details would be submitted prior to commencement.

Noise exposure

- 56 The applicant has submitted a noise impact assessment, which confirms that noise levels are dictated by road traffic noise emissions from Southampton Way (which is used by buses) and to a lesser extent Havil Street. The report concludes that

acceptable internal noise levels are predicted to be achieved in habitable rooms of the development subject to the adoption of acoustically upgraded glazing and ventilation in the development design. The Council's Environmental Protection Team (EPT) was consulted on this and has recommended conditions to ensure that the appropriate internal noise levels are not exceeded due to environmental noise.

Air quality

- 57 Saved Policy 3.6 of the Southwark Plan states that permission will not be granted for a development that would lead to a reduction in air quality. The site falls within an air quality management area (AQMA) where an air quality assessment is required to be submitted.
- 58 The applicant has submitted an air quality assessment, which concludes that the air quality conditions for future residents within the proposed development would be acceptable. The applicant has looked at the air quality impacts from traffic-related nitrogen dioxide concentrations since the site faces onto a bus route and has concluded that the air quality impacts would be insignificant.

Transport issues

- 59 The site has a PTAL rating of 3 which means it has moderate access to public transport. The site is also located in the East Camberwell controlled parking zone (CPZ).

Car parking and impact on highway

- 60 The proposal would be a car-free scheme and no off-street parking is provided. The site is immediately opposite a bus stop that serves one bus route (No. 343) which runs north to City Hall and south to New Cross Gate. Denmark Hill rail station is just over 1km south of the development and it is considered that a car-free development would be acceptable in this instance.
- 61 The trip generation is not considered to be significant to impact on the local highway network. When considered together, the two schemes on site 1 and site 2 would provide a total of 41 residential units and the cumulative impacts on the local highway network is not considered to be significant. Since this is within a Controlled Parking Zone (CPZ), it is recommended that future residents should be prevented from being able to apply for parking permits and this can be secured by condition. There is an existing car club bay on Rainbow Street near its junction with Southampton Way. The applicant has also agreed to make contributions to 3-year's subscription to Zipcar for each eligible adult for the proposed development. Measures to reduce car use has also been included in the Travel Plan. Since this is within a CPZ, it is recommended that future residents should be prevented from being able to apply for parking permits and this can be secured by condition. There is an existing car club bay on Rainbow Street near its junction with Southampton Way. The applicant has also agreed to provide an additional car club facility on-street supported by 3-year's subscription to Zipcar for each eligible adult for the proposed development. Since this development is to be for private sale and no parking has been provided it is considered reasonable to secure the new car club facility via a s106 agreement on this scheme as opposed to the affordable housing development on site 1. Measures to reduce car use has also been included in the travel plan.
- 62 The council's Transport Planning team noted that although the development itself is in a CPZ, it is right on the boundary of the CPZ. The Transport Planning team considered that the parking stress levels in the area adjacent to the development

should be considered through a parking survey to establish if there is space to accommodate the predicted number of vehicles associated with the development.

- 63 The applicant responded to this and submitted a parking survey and clarifies the existing parking situation and that there is the capacity on the surrounding streets to accommodate any displaced parking from the creation of an access to the development and any vehicular parking from the development itself. Whilst this is the case, vehicle ownership by residents will be discouraged through the travel plan and its measures such as exemption from the CPZ, cycle parking, measures to encourage active travel etc. When the two schemes are considered together, the parking survey demonstrates that the overall impact of the two developments would not significantly impact on the parking capacity of the surrounding streets.

Cycle parking

- 64 The proposal would provide 18 cycle spaces in the internal store accessed from Southampton Way with separate individual cycle store to the maisonettes in their own garden. The number and location of the store is considered acceptable in this instance.

Servicing

- 65 Servicing and deliveries are proposed to take place via the off street parking area and the refuse stores are located conveniently for the waste contractors and residents. The Transport Planning Team has however requested further details regarding the expected number, frequency and type of vehicles expected and swept paths for the largest vehicle, which could be conditioned in the form of a delivery and servicing management plan.

Construction

- 66 The Transport Planning team has recommended a construction management plan be submitted prior to any demolition or construction works and this can be secured by condition.
- 67 In summary, the scheme would not cause significant harm on the local highway network and would be a form of sustainable development complying with saved policy 5.2 of The Southwark Plan and Strategic Policy 2 of the Core Strategy.

Design issues

- 68 Saved Policy 3.12 'Quality in design' of the Southwark Plan, requires that developments should achieve a high quality of both architectural and urban design, enhancing the quality of the built environment; new buildings should embody a creative and high quality appropriate design solution, specific to their site's shape, size, location and development opportunities and where applicable, preserving or enhancing the historic environment.
- 69 The overall approach is for a contemporary design concept. The area to the north on Southampton Way is mainly Victorian in character, but there are the occasional modern developments in the vicinity that has given this area more of a mixed design character. The site is not within a conservation area and has no impact on any heritage asset and the contemporary design would be acceptable in this instance. As discussed below in this section, the overall design of the scheme is considered to be acceptable. When the two schemes are considered together, it is noted that there will be a change in the overall local streetscape on this part of Southampton Way and Havil Street. When the development is viewed from the junction of Southampton Way

and Havil Street, the visual impact is considered to be a positive one. The two sites are currently vacant, which leaves a noticeable gap in the streetscene and the delivery of the two schemes that have consistent architectural form, quality, height and massing would contribute to a sense of place.

Bulk, height and massing

- 70 A number of objections from local residents relate to the general height, mass and bulk and it was considered that this would be excessive and the design was not appropriate to the local surrounding area. One letter of support from the Camberwell Society was received however.
- 71 The building has been revised following discussions and negotiations with the applicant and the Design and Conservation Team. The site is on a prominent corner and attached to a varied group of two and three storey buildings. The proposal is four storeys in height immediately adjacent to number 160 Southampton Way and then steps up to five storeys which wraps around the corner to Havil Street. There were initial concerns raised with the height at five storeys, but the top floor (fourth floor level) would be recessed so that it is 'framed', which gives the perception of a less bulky building. The extent of windows/glazing on the fourth floor level are larger and combined with this 'frame' design would give it a 'lighter' appearance. The rest of the frame element continues for that level as the building wraps round to Havil Street.
- 72 The immediately surrounding buildings on this part of Southampton Way are generally three storeys, with some having taller floor-to-ceiling heights. The building is designed to step up gradually from the 3 storey neighbour No. 160 Southampton Way by having a four storey immediately adjacent and then rising to five storeys. This site marks the end of this part of Southampton Way and being a corner location can take a greater height on the street scape. Beacon House situated on Southampton Way to the east of the site is a four storey building with a pitched roof and there are instances further down Southampton Way that consist of taller five storey buildings that have been recently built. Havil Street has a number of 4 storey blocks of flats and it is not considered that the five storeys would be out of character with the area. This greater height is more acceptable on the Havil Street frontage. Its height and massing is more appropriate to this frontage as the buildings in this street are greater in bulk and massing in comparison to the finer grain frontages that are on this part of Southampton Way.
- 73 The three storey element to the rear of the site on Harris Street and facing the row of three single storey garages is considered acceptable and is compatible within the context of the surroundings. The reduction in the height at the rear would also reduce any overbearing impact or sense of enclosure on the existing narrow pedestrian path.

Detailed design

- 74 As discussed above, the immediately adjoining property number 160 Southampton Way is a retail unit and those units along this stretch of Southampton Way are also of commercial use with residential above, but it is accepted that residential at ground floor would be permissible provided the residents' amenity is protected with adequate defensible space at the front. The ground floor dwelling is set back from the street and has a front garden area that is hard surfaced, but is separated from the pavement by 1.35m high brick wall and steel railings and low hedgerow. This would provide an adequate defensible space and the position of the windows allow for an active frontage.
- 75 Given that the street along Southampton Way is mainly retail west of the junction the existing buildings may be 3 storeys but the ground floors are more generous.

Following discussions with the applicant, they have amended the plans so that the apparent ground floor level has been raised to make it look higher and increase its prominence.

- 76 There were initially concerns with the extended frontage of refuse and cycle stores located between the adjacent property number 160 and the entrance to the residential units of the proposed development. The ground floor has been amended with a Reglit window added to the wall between the cycle store door and the adjacent shop unit number 160. This would make this frontage more active and still allows direct access to street from bin and cycle stores.
- 77 Saved Policy 3.14 Designing out Crime requires that development in both the private and public realm should be designed to improve community safety and crime prevention. This is particularly relevant to the units facing the garages to the rear. The 3 storey element facing these garages have a set back entrance point and front garden which provides a defensible between the dwelling and the alleyway and four ground floor entrances would animate the elevation to this elevation. The boundary treatment is a 1.35m high brick wall with steel railings and gates and this provides a suitable screening and buffer between the private and public spaces. It is expected that this alleyway would be still be used by pedestrians leading to Harris Street once the development is completed, but since this stretch is not extremely long and narrow and provided that conditions securing adequate lighting (possibly ground lit) are installed then this new built environment is unlikely to increase opportunities for crime.
- 78 The simple design is irregular, but provides sufficient activity and the amended plans including extra windows, recessed fourth floor, projecting balconies to the rear would be acceptable and would bring back what was a vacant site to beneficial use and would improve the visual appearance of this part of the streetscape.

Materials

- 79 The use of bricks is considered acceptable given the predominant use in the surrounding area. The applicant has indicated the use of London stock and a dark multi stock brick. A stock brick will give a texture, softness and play in differing light conditions, is robust and maintenance free. Windows will be set back in the brickwork to give a reveal of approximately 215mm - this detail, along with the specification of a stock brick will ensure that the facade has depth.
- 80 Composite windows will be light grey or silver polyester powder coated finish. A Velfac window or similar with narrow frame detail will ensure a lightness within the brick surround.
- 81 Conditions are recommended to assure the quality of material finish, which would require samples and mock-ups prepared on site of the brickwork providing evidence of good quality brick finish, pointing and bond. Further drawings showing the details of reveal depths and window section, especially where the panels of brickwork are recessed next to the windows is also recommended.
- 82 Strategic Policy 12 'Design and conservation' of Core Strategy, 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. Viewed within the general context of regenerating empty sites within Camberwell/Peckham, this proposal should have a positive impact on this context.

Impact on trees

- 83 There are no existing trees on the site. The council's Ecology Officer had looked at the Ecological Appraisal prepared by the applicant and has not made any objections subject to conditions.

Planning obligations (S.106 undertaking or agreement)

- 84 Saved policy 2.5 'Planning Obligations' of the Southwark Plan, Strategic Policy 14 'Implementation and Delivery' of the Core Strategy and Policy 6A.5 of the London Plan advise that planning obligations should be secured to overcome the negative impacts of a generally acceptable proposal. Saved Policy 2.5 of the Southwark Plan is reinforced by the Supplementary Planning Document (SPD) on Section 106 Planning Obligations.
- 85 The amount of contributions is in accordance with the toolkit. A single combined s106 agreement for this application and 14-AP-0764 is to be secured. The contributions elements are calculated using the S106 SPD's toolkit and are proposed by the applicant, which are outlined below for this application.

Employment during Construction - £13,093

Employment during Construction (management fee) - £991

Education - £33,496

Public Open Space, Children's play equipment and sports development - £22,483

Transport Strategic - £9,226

Transport site-specific - £8,500

Public Realm - £12,750

Health - £19,825

Community Facilities - £2,987

Admin charge £2,467

Total: £125,817

- 86 The S106 agreement will also secure the provision of the affordable unit to be provided within the development.
- 87 As previously discussed, it is considered important and necessary to link this application with that at site 1, under ref 14-AP-0764 so that both developments would be brought forward and that no more than 50 per cent of the private units on the site at 2 Havil Street can be occupied until 75 per cent of the affordable is occupied and the combined s106 would secure this.
- 88 As part of the S106 agreement the applicant will provide free car club membership to the future residents for the first 3 years and there will be a condition to require the developer to secure a new car club bay within the vicinity of the site.
- 89 In accordance with the recommendation, if the Section 106 Agreement is not signed by 30 October the Head of Development Management should be authorised to refuse

permission if appropriate, for the reason below:

- 90 'In the absence of a signed Section 106 Agreement, there is no mechanism in place to avoid or mitigate the impact of the proposed development on employment, education, public open space, the transport network, the public realm, health care services, community facilities and affordable housing, and the proposal would therefore be contrary to saved policy 2.5 of the Southwark Plan (2007), strategic policy 14 of the Core Strategy (2011) and Policy 8.2 of the London Plan (2011).'

Mayoral Community Infrastructure Levy (CIL)

- 91 S143 of the Localism Act 2011 states that any financial sum that an authority has received, will, or could receive in the payment of CIL as a material 'local financial consideration' in planning decisions. The requirement for Mayoral CIL is a material consideration. However, the weight to be attached to a local finance consideration remains a matter for the decision-maker. Mayoral CIL is to be used for strategic transport improvements in London, primarily Crossrail.

The proposed development would have a total gross internal area of **1,645sqm**, which equates to **£60,673**. Since part of the site would be for affordable housing the applicant can apply for an exemption for those areas.

Sustainable development implications

- 92 Policy 5.2 of the London Plan requires major developments to provide an assessment of their energy demands and to demonstrate that they have taken steps to apply the Mayor's energy hierarchy. Strategic Policy 13 'High Environmental Standards' of the Core Strategy also stipulate that development should be designed to the highest environmental standards.
- 93 The applicant has submitted a Sustainability Statement and an Energy Statement and has made the following targets:
- Residential development to achieve a code for sustainable homes level 4
 - More than 40 per cent reduction in carbon dioxide (CO₂) emissions.
- 94 The scheme is in accordance with the London Plan's Energy Hierarchy and the proposed development would incorporate energy efficiency measures to reduce CO₂ emissions.
- 95 It is proposed to use enhanced thermal performance standards including other efficiency measures such as mechanical ventilation heat recovery systems.
- 96 It is also proposed to provide roof mounted photovoltaic panels (PVs) to provide further on-site carbon reductions and has been chosen to be the most suitable renewable technology for this development and has the potential to reduce CO₂ emissions by over 15 per cent.
- 97 The above measures are considered to meet both the Mayor of London's and Southwark's planning policies on sustainability and energy savings. Conditions to ensure that the development achieves Code for Sustainable Homes Level 4 and details of the PVs are recommended.

Other matters

Water

- 98 The site is within a flood zone and the applicant has submitted a flood risk assessment. The Environment Agency was consulted on this application and raises no objection.
- 99 The applicant has also submitted options for sustainable drainage systems (SUDs) and has indicated that the following would be included: green roofs on the buildings to minimise the flows to the public sewer, the peak flow rates will be managed by two simple flow control devices and two attenuation tanks would be proposed. It is recommended that details of the SUDs should be submitted prior to commencement of development.

Contamination

- 100 The site has been vacant for a number of years, but was previously in industrial use and thus the applicant submitted a land contamination report. The council's EPT has not objected to the proposed development, but has recommended more detailed site investigation reports (including possible remediation schemes etc) to be submitted prior to commencement of any development.

Conclusion on planning issues

- 101 On balance, the proposal is considered acceptable on its own and also when considered together with site 1. It provides an appropriate mix of dwellings when combined with site 2. The quantity of affordable units does not meet the minimum 35 per cent required by Southwark's policy. The same policy does however, require a minimum 35 per cent of private sale units and whilst the development would only provide market dwellings on this site, the applicant also plans to develop the site across the road to provide the necessary affordable units (on site 1). The applicant owns site 2 and the council has agreed to approve the disposal of the council's freehold interest in site 1 to Family Mosaic and the proposal is to provide the necessary affordable units on site 1 to meet this policy. The quantity of affordable units delivered overall on the two sites would significantly exceed Southwark's policy, which is welcomed. A combined s106 agreement would be used to link the two applications together and non-occupation clauses to ensure that both the affordable and private are delivered.
- 102 The quality of living accommodation is considered acceptable and would provide for much needed housing in this part of Southwark and would bring the vacant land back into beneficial use.
- 103 Issues regarding noise, air quality and any nuisance have been addressed. The design as revised is suitable for this location and it is not considered that there would be adverse harm arising from the development to impact on neighbours' amenity or local highway network. The building is designed to incorporate measures to minimise carbon emissions and energy efficient techniques are welcomed. It is therefore recommended that conditional planning permission be granted subject to the completion of the S106 agreement to secure the above contributions.

Community impact statement

- 104 In line with the council's community impact statement the impact of this application has been assessed as part of the application process with regard to local people in respect of their age, disability, faith/religion, gender, race and ethnicity and sexual

orientation. Consultation with the community has been undertaken as part of the application process.

- The impact on local people is set out above.
- No issues relevant to particular communities/groups likely to be affected by the proposal have been identified.

Consultations

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

Consultation replies

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

Summary of consultation responses

107 A total number of 11 objections from residents and one in support have been received for this site only.

These relate mainly to the scale, height and design of the building not being appropriate to its surroundings. The concerns also related to the lack of parking and would lead to congestion and parking problems in the surrounding area.

Further details are found in Appendix 2 of the report.

Following amendments to the plans the application was re-consulted on 15 August 2014 and any additional comments received would be reported to the committee in an addendum report.

Human rights implications

108 This planning application engages certain human rights under the Human Rights Act 2008 (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.

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

BACKGROUND DOCUMENTS

Background Papers	Held at	Contact
Site history file: TP/2229-4 Application file: 14/AP/0669 Southwark Local Development Framework and Development Plan Documents	Chief Executive's Department Southwark Council 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 5729 Council website: www.southwark.gov.uk

APPENDICES

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

AUDIT TRAIL

Lead Officer	Gary Rice, Head of Development Management	
Report Author	Wing Lau, Senior Planner	
Version	Final	
Dated	8 September 2014	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Strategic Director, Environment and Leisure	Yes	Yes
Strategic Director, Housing and Community Services	No	No
Director of Regeneration	Yes	Yes
Cabinet Member	No	No
Date final report sent to Constitutional Team		19 September 2014

APPENDIX 1

Consultation Undertaken

Site notice date: 01.04.2014

Press notice date: 10.04.2014

Case officer site visit date: 01.04.2014

Neighbour consultation letters sent: 02.04.2014 and 25.04.2014

Internal services consulted:

Design and Conservation
Environmental Protection Team (EPT)
Transport Planning
Ecology Officer
Surface Water and Flood Management
Housing Strategy

Statutory and non-statutory organisations consulted:

Environment Agency
Transport for London
Thames Water

Neighbours and local groups consulted:

02/04/2014	FLAT 10 RUMBALL HOUSE DOWLAS ESTATE HARRIS STREET LONDON SE5 7SA	01/04/2014
02/04/2014	FLAT 1 RUMBALL HOUSE DOWLAS ESTATE HARRIS STREET LONDON SE5 7SA	01/04/2014
02/04/2014	FLAT 11 RUMBALL HOUSE DOWLAS ESTATE HARRIS STREET LONDON SE5 7SA	01/04/2014
02/04/2014	FLAT 13 RUMBALL HOUSE DOWLAS ESTATE HARRIS STREET LONDON SE5 7SA	01/04/2014
02/04/2014	FLAT 12 RUMBALL HOUSE DOWLAS ESTATE HARRIS STREET LONDON SE5 7SA	01/04/2014
02/04/2014	FLAT 9 BEACON HOUSE SOUTHAMPTON WAY LONDON SE5 7ET	01/04/2014
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02/04/2014	FLAT 6 BEACON HOUSE SOUTHAMPTON WAY LONDON SE5 7ET	01/04/2014
02/04/2014	FLAT 8 BEACON HOUSE SOUTHAMPTON WAY LONDON SE5 7ET	01/04/2014
02/04/2014	FLAT 7 BEACON HOUSE SOUTHAMPTON WAY LONDON SE5 7ET	01/04/2014
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02/04/2014	17 BERNARD MYERS HOUSE 4-6 HAVIL STREET LONDON SE5 7RU	01/04/2014
02/04/2014	16 BERNARD MYERS HOUSE 4-6 HAVIL STREET LONDON SE5 7RU	01/04/2014
02/04/2014	12 BERNARD MYERS HOUSE 4-6 HAVIL STREET LONDON SE5 7RU	01/04/2014
02/04/2014	8 BERNARD MYERS HOUSE 4-6 HAVIL STREET LONDON SE5 7RU	01/04/2014
02/04/2014	7 BERNARD MYERS HOUSE 4-6 HAVIL STREET LONDON SE5 7RU	01/04/2014
02/04/2014	9 BERNARD MYERS HOUSE 4-6 HAVIL STREET LONDON SE5 7RU	01/04/2014
02/04/2014	11 BERNARD MYERS HOUSE 4-6 HAVIL STREET LONDON SE5 7RU	01/04/2014
02/04/2014	10 BERNARD MYERS HOUSE 4-6 HAVIL STREET LONDON SE5 7RU	01/04/2014
02/04/2014	145 SOUTHAMPTON WAY LONDON SE5 7EW	01/04/2014
02/04/2014	45 HAVIL STREET LONDON SE5 7SD	01/04/2014
02/04/2014	43 HAVIL STREET LONDON SE5 7SD	01/04/2014
02/04/2014	47 HAVIL STREET LONDON SE5 7SD	01/04/2014
02/04/2014	51 HAVIL STREET LONDON SE5 7SD	01/04/2014
02/04/2014	49 HAVIL STREET LONDON SE5 7SD	01/04/2014
02/04/2014	41 HAVIL STREET LONDON SE5 7SD	01/04/2014
02/04/2014	33 HAVIL STREET LONDON SE5 7SD	01/04/2014
02/04/2014	31 HAVIL STREET LONDON SE5 7SD	01/04/2014
02/04/2014	35 HAVIL STREET LONDON SE5 7SD	01/04/2014
02/04/2014	39 HAVIL STREET LONDON SE5 7SD	01/04/2014
02/04/2014	37 HAVIL STREET LONDON SE5 7SD	01/04/2014
02/04/2014	67 HAVIL STREET LONDON SE5 7SD	01/04/2014
02/04/2014	65 HAVIL STREET LONDON SE5 7SD	01/04/2014
02/04/2014	1 STACY PATH LONDON SE5 7SL	01/04/2014
02/04/2014	11 STACY PATH LONDON SE5 7SL	01/04/2014
02/04/2014	10 STACY PATH LONDON SE5 7SL	01/04/2014
02/04/2014	63 HAVIL STREET LONDON SE5 7SD	01/04/2014
02/04/2014	55 HAVIL STREET LONDON SE5 7SD	01/04/2014
02/04/2014	53 HAVIL STREET LONDON SE5 7SD	01/04/2014
02/04/2014	57 HAVIL STREET LONDON SE5 7SD	01/04/2014
02/04/2014	61 HAVIL STREET LONDON SE5 7SD	01/04/2014
02/04/2014	59 HAVIL STREET LONDON SE5 7SD	01/04/2014
02/04/2014	10 HAVIL STREET LONDON SE5 7RU	01/04/2014
02/04/2014	30 HAVIL STREET LONDON SE5 7RS	01/04/2014
02/04/2014	12 HAVIL STREET LONDON SE5 7RU	01/04/2014
02/04/2014	16 HAVIL STREET LONDON SE5 7RU	01/04/2014
02/04/2014	14 HAVIL STREET LONDON SE5 7RU	01/04/2014
02/04/2014	28 HAVIL STREET LONDON SE5 7RS	01/04/2014
02/04/2014	149 SOUTHAMPTON WAY LONDON SE5 7EW	01/04/2014
02/04/2014	147 SOUTHAMPTON WAY LONDON SE5 7EW	01/04/2014
02/04/2014	156 SOUTHAMPTON WAY LONDON SE5 7EW	01/04/2014
02/04/2014	160 SOUTHAMPTON WAY LONDON SE5 7EW	01/04/2014
02/04/2014	158 SOUTHAMPTON WAY LONDON SE5 7EW	01/04/2014
02/04/2014	23 HAVIL STREET LONDON SE5 7SD	01/04/2014
02/04/2014	21 HAVIL STREET LONDON SE5 7SD	01/04/2014
02/04/2014	25 HAVIL STREET LONDON SE5 7SD	01/04/2014
02/04/2014	29 HAVIL STREET LONDON SE5 7SD	01/04/2014
02/04/2014	27 HAVIL STREET LONDON SE5 7SD	01/04/2014
02/04/2014	8 HAVIL STREET LONDON SE5 7RU	01/04/2014
02/04/2014	20 HAVIL STREET LONDON SE5 7RU	01/04/2014
02/04/2014	18 HAVIL STREET LONDON SE5 7RU	01/04/2014
02/04/2014	22 HAVIL STREET LONDON SE5 7RU	01/04/2014
02/04/2014	6 HAVIL STREET LONDON SE5 7RU	01/04/2014
02/04/2014	24 HAVIL STREET LONDON SE5 7RU	01/04/2014
25/04/2014	9 BONSOR STREET LONDON SE5 7TE	24/04/2014
25/04/2014	161A SOUTHAMPTON WAY LONDON SE5 7EJ	24/04/2014
25/04/2014	17 BONSOR STREET LONDON SE5 7TE	24/04/2014
25/04/2014	15 BONSOR STREET LONDON SE5 7TE	24/04/2014
25/04/2014	16 BONSOR STREET LONDON SE5 7TE	24/04/2014
25/04/2014	192 SOUTHAMPTON WAY LONDON SE5 7EU	24/04/2014
25/04/2014	157A SOUTHAMPTON WAY LONDON SE5 7EJ	24/04/2014
25/04/2014	179 SOUTHAMPTON WAY LONDON SE5 7EJ	24/04/2014
25/04/2014	161B SOUTHAMPTON WAY LONDON SE5 7EJ	24/04/2014
25/04/2014	181 SOUTHAMPTON WAY LONDON SE5 7EJ	24/04/2014
25/04/2014	194 SOUTHAMPTON WAY LONDON SE5 7EU	24/04/2014
25/04/2014	177 SOUTHAMPTON WAY LONDON SE5 7EJ	24/04/2014
25/04/2014	173 SOUTHAMPTON WAY LONDON SE5 7EJ	24/04/2014
25/04/2014	175 SOUTHAMPTON WAY LONDON SE5 7EJ	24/04/2014
25/04/2014	13 BONSOR STREET LONDON SE5 7TE	24/04/2014
25/04/2014	14 BONSOR STREET LONDON SE5 7TE	24/04/2014
25/04/2014	12 BONSOR STREET LONDON SE5 7TE	24/04/2014
25/04/2014	2 SEDGMOOR PLACE LONDON SE5 7SE	24/04/2014
25/04/2014	10 BONSOR STREET LONDON SE5 7TE	24/04/2014
25/04/2014	SECOND FLOOR AND THIRD FLOOR FLAT 181 SOUTHAMPTON WAY LONDON SE5 7EJ	24/04/2014
25/04/2014	SECOND FLOOR FLAT 177A SOUTHAMPTON WAY LONDON SE5 7EJ	24/04/2014
25/04/2014	GROUND FLOOR FLAT 11 BONSOR STREET LONDON SE5 7TE	24/04/2014
25/04/2014	FIRST FLOOR FLAT 181 SOUTHAMPTON WAY LONDON SE5 7EJ	24/04/2014
25/04/2014	FIRST FLOOR FLAT 11 BONSOR STREET LONDON SE5 7TE	24/04/2014
25/04/2014	159C SOUTHAMPTON WAY LONDON SE5 7EJ	24/04/2014

25/04/2014	159B SOUTHAMPTON WAY LONDON SE5 7EJ	24/04/2014
25/04/2014	159A SOUTHAMPTON WAY LONDON SE5 7EJ	24/04/2014
25/04/2014	179B SOUTHAMPTON WAY LONDON SE5 7EJ	24/04/2014
25/04/2014	190 SOUTHAMPTON WAY LONDON SE5 7EU	24/04/2014
25/04/2014	151 SOUTHAMPTON WAY LONDON SE5 7EJ	24/04/2014
25/04/2014	157B SOUTHAMPTON WAY LONDON SE5 7EJ	24/04/2014
25/04/2014	179A SOUTHAMPTON WAY LONDON SE5 7EJ	24/04/2014
25/04/2014	FIRST FLOOR AND SECOND FLOOR FLAT 169 SOUTHAMPTON WAY LONDON SE5 7EJ	24/04/2014
25/04/2014	FIRST FLOOR FLAT 177A SOUTHAMPTON WAY LONDON SE5 7EJ	24/04/2014
25/04/2014	FIRST FLOOR AND SECOND FLOOR FLAT 171 SOUTHAMPTON WAY LONDON SE5 7EJ	24/04/2014
25/04/2014	CARETAKERS FLAT 2 SEDGMOOR PLACE LONDON SE5 7SE	24/04/2014
25/04/2014	FIRST FLOOR AND SECOND FLOOR FLAT 163 SOUTHAMPTON WAY LONDON SE5 7EJ	24/04/2014
25/04/2014	FLAT C 167 SOUTHAMPTON WAY LONDON SE5 7EJ	24/04/2014
25/04/2014	FLAT D 167 SOUTHAMPTON WAY LONDON SE5 7EJ	24/04/2014
25/04/2014	FLAT A 167 SOUTHAMPTON WAY LONDON SE5 7EJ	24/04/2014
25/04/2014	FIRST FLOOR FLAT 190 SOUTHAMPTON WAY LONDON SE5 7EU	24/04/2014
25/04/2014	FLAT 2 165 SOUTHAMPTON WAY LONDON SE5 7EJ	24/04/2014
25/04/2014	UNIT 4 2 SEDGMOOR PLACE LONDON SE5 7SE	24/04/2014
25/04/2014	UNIT 5 2 SEDGMOOR PLACE LONDON SE5 7SE	24/04/2014
25/04/2014	UNIT 3 2 SEDGMOOR PLACE LONDON SE5 7SE	24/04/2014
25/04/2014	FLAT B 167 SOUTHAMPTON WAY LONDON SE5 7EJ	24/04/2014
25/04/2014	UNIT 10 2 SEDGMOOR PLACE LONDON SE5 7SE	24/04/2014
25/04/2014	ROOM 8 2 SEDGMOOR PLACE LONDON SE5 7SE	24/04/2014
25/04/2014	TOP FLAT 173 SOUTHAMPTON WAY LONDON SE5 7EJ	24/04/2014
25/04/2014	ROOM 7 2 SEDGMOOR PLACE LONDON SE5 7SE	24/04/2014
25/04/2014	ROOM 1 2 SEDGMOOR PLACE LONDON SE5 7SE	24/04/2014
25/04/2014	ROOM 2, 2 SEDGMOOR PLACE LONDON SE5 7SE	24/04/2014
25/04/2014	FLAT 1 165 SOUTHAMPTON WAY LONDON SE5 7EJ	24/04/2014
25/04/2014	FLAT 3 165 SOUTHAMPTON WAY LONDON SE5 7EJ	24/04/2014
25/04/2014	163B SOUTHAMPTON WAY LONDON SE5 7EJ	24/04/2014
25/04/2014	153 SOUTHAMPTON WAY LONDON SE5 7EJ	24/04/2014
25/04/2014	UNIT 15 2 SEDGMOOR PLACE LONDON SE5 7SE	24/04/2014
25/04/2014	169 SOUTHAMPTON WAY LONDON SE5 7EJ	24/04/2014
25/04/2014	171 SOUTHAMPTON WAY LONDON SE5 7EJ	24/04/2014
25/04/2014	167 SOUTHAMPTON WAY LONDON SE5 7EJ	24/04/2014
25/04/2014	163 SOUTHAMPTON WAY LONDON SE5 7EJ	24/04/2014
25/04/2014	165 SOUTHAMPTON WAY LONDON SE5 7EJ	24/04/2014
25/04/2014	FLAT 2 155 SOUTHAMPTON WAY LONDON SE5 7EJ	24/04/2014
25/04/2014	FLAT 3 155 SOUTHAMPTON WAY LONDON SE5 7EJ	24/04/2014
25/04/2014	FLAT 1 155 SOUTHAMPTON WAY LONDON SE5 7EJ	24/04/2014
25/04/2014	UNIT 6 2 SEDGMOOR PLACE LONDON SE5 7SE	24/04/2014
25/04/2014	UNIT 9 2 SEDGMOOR PLACE LONDON SE5 7SE	24/04/2014
25/04/2014	UNIT 13 2 SEDGMOOR PLACE LONDON SE5 7SE	24/04/2014
25/04/2014	UNIT 14 2 SEDGMOOR PLACE LONDON SE5 7SE	24/04/2014
25/04/2014	UNIT 12 2 SEDGMOOR PLACE LONDON SE5 7SE	24/04/2014
25/04/2014	UNIT 11 2 SEDGMOOR PLACE LONDON SE5 7SE	24/04/2014
25/04/2014	UNIT 12 TO UNIT 15 2 SEDGMOOR PLACE LONDON SE5 7SE	24/04/2014
25/04/2014	FLAT 8 32 HAVIL STREET LONDON SE5 7RS	24/04/2014
25/04/2014	FLAT 7 32 HAVIL STREET LONDON SE5 7RS	24/04/2014
25/04/2014	32 HAVIL STREET LONDON SE5 7RS	24/04/2014
25/04/2014	FLAT 3 32 HAVIL STREET LONDON SE5 7RS	24/04/2014
25/04/2014	FLAT 6 32 HAVIL STREET LONDON SE5 7RS	24/04/2014
25/04/2014	FLAT 2 32 HAVIL STREET LONDON SE5 7RS	24/04/2014
25/04/2014	FLAT 1 32 HAVIL STREET LONDON SE5 7RS	24/04/2014
25/04/2014	FLAT 5 32 HAVIL STREET LONDON SE5 7RS	24/04/2014
25/04/2014	FLAT 4 32 HAVIL STREET LONDON SE5 7RS	24/04/2014
25/04/2014	153 Southampton Way LONDON SE5 7EJ	24/04/2014

Re-consultation: 15.08.2014

APPENDIX 2

Consultation Responses Received

Internal services

Design and Conservation - No significant objections subject to conditions, but comments are incorporated into the main body of the report.

Environmental Protection Team (EPT) - No objections subject to conditions relating to internal noise levels, land contamination and construction management.

Transport Planning - The level of parking is acceptable. Clarifications on cycle parking is required. Submission of delivery and servicing plan and construction management should be provided. The travel plan should include predicted trips and modal split targets based on these until data is collected.

Ecology Officer - No objections subject to conditions relating to details of green roofs, bird and bat boxes, native planting and ecological management plan.

Surface Water and Flood Management - Following the submission of the amended Flood Risk Assessment this addresses the initial concerns.

Statutory and non-statutory organisations

Environment Agency - No objections

TfL - Due to the scale and 'low car' nature of the development, there is unlikely to be an unacceptable adverse impact on either public transport capacity or strategic road capacity.

Thames Water - No objections subject to informatives on any planning permission relating to minimum water pressure and impact piling.

Neighbours and local groups

Cllr Ian Wingfield has raised an objection to the application.

The letters of objections and support from neighbours have been summarised below.

A total number of 11 objections from residents and 1 support have been received for this site only.

Objections

The consensus is that residents are generally supportive of the redevelopment of the vacant site to bring this back into better use, but should be sympathetic to its surroundings.

Design

Reduce the density of the development; the design is an unattractive flat fronted development that is out of character with the Victorian area; the area comprise mainly low height buildings; five floors is one floor too high for the immediate area; maximum of four storeys would be more appropriate; development is disproportionate to the immediate surroundings and should be no more than three storeys high; the development is very dense with very little landscaping; or other amenity on the western side in particular; Havil Street and Southampton Way have several listed Georgian and Victorian buildings and terraces with interesting detail and design, but the proposed development is extremely faceless and plain; the materials and design for the building do not look well designed; lack of architectural consideration; the facade is too dark and

oppressive for the north facing aspect and would suggest greater detailing be reserved for Officers; object to the siting of a large refuse store directly onto the street near the Southampton Way/Havil Street junction; the lack of outside space incorporated into this design is of much concern; the scheme is too dense for the size of the site; leaves little green space; the design appears to show an ugly five storey almost blank wall on the Havil street frontage; there is a bedroom facing directly onto a busy road junction;

Parking and traffic

There are no on-site residents parking; inadequacy of car parking; the 4 No. disabled parking spaces for 41 No. Residential units will not deter residents from having cars in the area where there is already a problem with parking the area including Rainbow Street, Wells Way and Coleman Road immediately to the north of the site do not currently have a CPZ and the future residents from the development would park within these streets; seeks reopening of the consultation for a CPZ for the Wells Way Triangle; the development's density would exacerbate the problem of using Havil Street as a rat run

Amenity

possible impact on daylight; the need for privacy film to second floor windows;

Other matters

All the units are for private sale and no provision of shared ownership or affordable rented units; The 12Kw installation is the equivalent of what would be provided for 3 family homes and so significantly under-providing for the number of units and Officers should negotiate to maximise use of the roofspace for solar PV to have a minimum 2Kw installed capacity per unit; space and facilities should be provided for on-site composting; all the external hard surfaces should be porous and that the rain water flows into soakaways; rain harvesting should also be provided; a condition requiring LEDs should be attached.

Following reconsultation, 3 objections have been received with the following concerns:

The development still has a bulky appearance; the height of the building (Block B) would look disproportionate to the surroundings and still too high; pleased to see that note has been taken from the outcome of the previous proposal in that there would be only two storeys immediately next to the listed buildings, but these two flat roofed storeys are as high as the pitched roofs of the neighbours; lack of provision of parking; the surrounding streets have no parking restrictions and would therefore impact on the on-street parking capacity.

Support

Camberwell Society - supports the development and will fit well along the Southampton Way existing streetscape; the palette of materials proposed is still modern but still retaining some of the local grain; excited to see some use of the proposed flat roofs as communal spaces for vegetable patches.