

<b>Item No.</b> 5.2	<b>Classification:</b> Open	<b>Date:</b> 10 February 2015	<b>Meeting Name:</b> Planning Sub-Committee A
<b>Report title:</b>	<b>Development Management planning application:</b> Application 14/AP/1247 for: Full Planning Permission  <b>Address:</b> 163 -167 GRANGE ROAD, LONDON SE1 3AD  <b>Proposal:</b> Erection of a new mixed-use development comprising of 7 storeys with 3 commercial units (retail, financial and professional services or office) & 20 residential units of mixed tenure ( 10x one bedroom, 6 x two bedroom and 4 x three bedroom units) some with terraces.		
<b>Ward(s) or groups affected:</b>	Grange		
<b>From:</b>	Head of Development Management		
<b>Application Start Date</b> 22/04/2014		<b>Application Expiry Date</b> 05/08/2014	
<b>Earliest Decision Date</b> 07/06/2014			

## RECOMMENDATION

1. That the sub-committee grant planning permission subject to conditions and a legal agreement.

## BACKGROUND INFORMATION

### Site location and description

2. The site is located on the corner of Grange Road and The Grange and comprises a non-descript two storey building with commercial use (Use Classes A1, A3 and Sui Generis) on the ground floor and an office and 5 flats on the upper floor. This site is just outside the Bermondsey Street Conservation area and is also opposite a Georgian terrace of houses on the south side of Grange Road and the Alaska Warehouse. On the north side of Grange Road are four, five and six storey new developments, mostly in brick except for the metal clad buildings on the opposite corner of The Grange. To the west there are three four storey blocks, each with a fifth set back floor. To the north along this side of The Grange is an inter war four storey block of flats with a pitched roof.
3. Relevant Proposals Map Designations of the Southwark Plan (UDP) July 2007:
  - Urban Density Zone
  - Air Quality Management Area
  - Archaeological Priority Zone
  - Public Transport Accessibility Level 2
  - Flood Zone.

### Details of proposal

4. Planning consent is sought for the demolition of existing two storey mixed-use

properties, erection of new mixed-use development comprising ground floor commercial units and 20 residential units spread over seven storeys. The development includes three commercial units at ground floor level and 20 flatted dwellings on upper levels to provide 10x1 bedrooms, 6x2 bedrooms and 4x3 bedroom units.

5. The proposed building would have complete coverage of the ground floor with the parking associated with the wheelchair unit adjoining 168-176 Grange Road. These units would be arranged over two floors and have separate access from the street. Three commercial units would front onto Grange Road together with an access core to six of the proposed units. The commercial element of the ground floor continues around the corner of The Grange and a second residential entrance to the remainder of the units is also located on this frontage.
6. The ground floor is set back from the edge of the pavement by 1.3 metres, providing a forecourt space in front of the commercial units and defensible space to the ground floor residential unit on The Grange.
7. Main differences between the current scheme and the previously refused scheme 13/AP/0085
  - The proposal would be a predominately brick construction and the window sizes increased.
  - The ground floor commercial units have been set back from the building line by 1.3 metres.
  - The increase in private amenity areas and improvement to the internal flat arrangements.
  - The accommodation in respect of the wheelchair unit is improved.
  - The top floor is setback by 1 metre on the The Grange elevation
  - The top floor has been reduced in bulk
  - The overall bulk to the front has been reduced.

### **Planning history**

8. 12/EQ/0015 Application type: Pre-Application Enquiry (ENQ)  
Demolition of existing mixed use property, erection of new build mixed use development comprising ground floor commercial units and twenty residential units of mixed tenure spread over six storeys  
Decision date 14/05/2012 Decision: Pre-application enquiry closed (EQC)  
  
13/AP/0885 Application type: Full Planning Permission (FUL)  
Demolition of existing two storey mixed-use property, erection of new mixed-use development comprising ground floor commercial units and 20 residential units spread over seven storeys.  
Decision date 07/08/2013 Decision: Refused (REF)  
Reason(s) for refusal:
  1. The proposed development, by reason of the excessive scale, massing and bulk caused by the lack of a set back of the upper levels on both the Grange Road and The Grange elevations, will have an overbearing impact on Grange Road and the local streetscene resulting in an incongruous development that fails to contextualise with the surrounding townscape.
  2. The proposed development is considered unacceptable in terms of detailed design and materials as a result of the high solid to void ratio on The Grange elevation which emphasises the excessive bulk of the proposal, the failure to address the corner and provide a prominent ground floor commercial element and the use of

large areas of aluminium clad banding on each level which is considered a poor quality material that fails to contextualise with the fenestration and brickwork and serves to emphasise the poor proportionality of the building.

3. The proposal is considered to be an overdevelopment of the application site owing to the excessive density, poor standard of design and poor standard of living accommodation as evident by the poor layout of the units with excessive areas of circulation space, poorly formed living accommodation with long narrow rooms that will be poorly lit, the excessive level of glazing on the boundary to the rear and a lack of meaningful private and communal amenity space.
4. The proposed development fails to provide sufficient high quality accommodation for wheelchair users.
5. The proposal fails to provide a sufficient standard of cycle parking for both future residents and the commercial element of the development. Furthermore the cycle parking is not segregated between the two elements of the development.
6. The proposed development, by virtue of its excessive scale and massing, will have an adverse impact on surrounding properties at The Grange and Grange Road in terms of a loss of daylight and sunlight which will result in a noticeable loss of residential amenity.

#### **Planning history of adjoining sites**

9. None of specific relevance.

#### **KEY ISSUES FOR CONSIDERATION**

##### **Summary of main issues**

10. 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 the strategic policies of The London Plan 2013, The Core Strategy 2011, the saved policies of The Southwark Plan 2007 (July) and the provisions of The National Planning Framework 2012.
  - b) The impact on the visual, residential and commercial amenity of the area.
  - c) The quality of residential accommodation to be provided.
  - d) The design quality of the proposal.
  - e) Transport impacts.
  - f) All other relevant material planning considerations.

##### **Planning policy**

11. National Planning Policy Framework (the Framework) 2012
  1. Building a strong competitive economy
  4. Promoting sustainable transport
  6. Delivering a wide choice of high quality homes
  7. Requiring good design.
  10. Meeting the challenge of climate change, flooding and coastal change

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

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.6 Children and young people's play and informal recreation facilities
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 3.10 Definition of affordable housing
- 3.11 Affordable housing targets
- 3.12 Negotiating affordable housing on individual private residential and mixed use schemes
- 3.13 Affordable housing thresholds
- 4.7 Retail and town centre development
- 4.8 Supporting a successful and diverse retail sector
- 4.9 Small shops
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.10 Urban greening
- 5.11 Green roofs and development site environs
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.13 Parking
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.6 Architecture
- 7.8 Heritage assets and archaeology
- 7.14 Improving air quality
- 7.15 Reducing noise and enhancing soundscapes
- 7.21 Trees and woodlands
- 8.2 Planning obligations
- 8.3 Community infrastructure levy

## Core Strategy 2011

- 1 - Sustainable Development
- 2 - Sustainable transport
- 5 - Providing New Homes
- 6 - Homes for People on Different Incomes
- 7 - Family Homes
- 10 – Jobs and Businesses
- 12 - Design and conservation
- 13 - High environmental standards
- 14 - Implementation and delivery

## Southwark Plan 2007 (July) - saved policies

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

Policy 2.5 – Planning obligations  
 Policy 3.1 – Environmental effects  
 Policy 3.2 – Protection of amenity  
 Policy 3.4 – Energy efficiency  
 Policy 3.6 – Air quality  
 Policy 3.7 – Waste management  
 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 3.19 - Archaeology  
 Policy 3.28 - Biodiversity  
 Policy 3.31 - Flood defences  
 Policy 4.2 – Quality of residential accommodation  
 Policy 4.3 – Mix of dwellings  
 Policy 4.4 – Affordable housing  
 Policy 4.5 - Wheelchair affordable housing  
 Policy 5.1 – Locating developments  
 Policy 5.2 – Transport impacts  
 Policy 5.3 – Walking and cycling  
 Policy 5.6 – Car parking  
 Policy 5.7 – Parking standards for disabled people and the mobility impaired

#### Supplementary Planning Documents

Affordable Housing  
 Residential Design Standards  
 Section 106 Agreements  
 Sustainable Design and Construction

#### **Principle of development**

12. The proposal would be in accordance with the aims and objectives of The National Planning Policy Framework, in providing residential accommodation on a sustainable, brown field site. There are no objections in principle to the redevelopment of the site to provide residential accommodation and there will be no conflict of use. The provision of residential accommodation and affordable housing will help meet the wider regeneration and housing needs of the borough.
13. There are no objections in principle to the redevelopment of the site to provide commercial floorspace and residential accommodation and there will be no conflict of use. The more detailed considerations of the application are dealt with below.

#### Density

14. Core Strategy policy 5 sets out that in the urban density zone densities should be within the range of 200-700 habitable rooms per hectare.
15. The development comprises 136 sqm non-residential floorspace + 20 ( 10 x 1 bed, 6 x 2 bed and 4 x 3 bed) residential units. The habitable rooms equate to 54, with an additional 5 rooms taking account of the commercial floorspace. The overall density of the scheme incorporating the commercial floorspace is 1,453 habitable rooms per hectare.
16. This is in excess of the density ranges set out in Core Strategy policy 5 as being acceptable in this location, however density is provided as a guide and must be

considered within a wider context. In accordance with the Core Strategy, the development must be considered to be of exemplary design quality in order to justify the higher density. Further guidance on the criteria that will be used to assess this are set out in the residential design standards SPD.

17. The SPD criteria require that the scheme makes a positive contribution to local context, character and communities, including contribution to the streetscape. As assessed in the design section of this report below, the scale, massing and detailed design of the scheme are considered to be appropriate to the local townscape and context. In addition in terms of contribution to communities the scheme would offer an appropriate mix of land uses for the location and would adequately address policies on mixed and balanced communities consistent with viability, in relation to affordable housing.
18. In addition, the SPD seeks that to be 'exemplary development', the scheme should significantly exceed minimum floor area standards, be predominantly dual aspect, exceed amenity space standards, minimise noise nuisance by having appropriate stacking, minimising corridor lengths by having an increased number of cores, have natural light and ventilation in bathrooms and kitchens and meet good sunlight and daylight standards, maximise the potential of the site, obtain secured by design certification, have excellent accessibility including Lifetimes Homes standards met, and achieve exceptional environmental performance.

Housing Tenure/Mix and quality of accommodation

19. The proposal would provide the following mix of dwelling sizes:
  - 10x 1-bed flats (50%)
  - 6x 2-bed flats (30%)
  - 4x 3-bed flats (20%)
20. Saved policy 4.3 of the Southwark Plan 'Mix of dwellings' states that all major residential developments should provide a mix of dwelling sizes and types to cater for the range of housing needs in the area. Core Strategy Policy 7 Family Homes requires at least 60% of dwellings to be over 2 bed with 20% of dwellings to have 3 or more bedrooms. The proposal would underprovide on the numbers of 2 + units however the scheme will provide 20% of dwellings with three or more bedrooms and as such only partly complies with this policy.
21. Further guidance is contained within the Residential Development Standards SPD which states that for major residential schemes, in developments of 15 or more dwellings at least 10% should have direct access to private outdoor space and at least 10% should be suitable for wheelchair users. In this case the proposal will result in all of the units would have access to a private terrace of 3 sq metres or more and 17 of the 20 units (85%) will be dual aspect with cross ventilation.
22. Section 3.2 of the Residential Design Standards SPD states that for new flat developments there should be a minimum of 50sqm communal amenity space, a minimum of 10sqm private amenity space for every family unit (3 bed+) and ideally 10sqm private amenity space for other smaller units. Where this can't be achieved for smaller units, as much space as possible should be provided and the deficit added to the communal space. Balconies/terraces should be at least 3sqm. Due to the constraints of the site there would be no communal amenity space however, as noted above all of the units would benefit from private amenity areas of at least 3 sq metres, with the bigger units generally having larger amenity spaces.
23. The development provides one wheelchair accessible unit (5%) which fails to meet the minimum policy requirement of 10% wheelchair accessible units. In response to the

previous reason for refusal, this unit has been improved to provide integral parking for the unit and an internal lift within the flat as well as access to the lift serving the residential core. There is no possibility of providing a further off street parking space within the scheme without compromising the external facade, therefore in this instance the shortfall in wheelchair units is considered acceptable subject to a contribution secured through the S106 agreement to offset this shortfall by covering the cost of an alternative unit elsewhere to be adapted to wheelchair standards.

24. Core Strategy Policy SP7 states that all residential development will be expected to meet the Council's minimum overall floor sizes. Minimum dwelling sizes and minimum room standards are set out in Section 2.3 of the Residential Design Standards SPD. Guidance in the SPD takes precedence over similar guidance in the London Plan.
25. The accommodation schedule in the planning statement shows that all units meet or exceed the minimum dwelling and room size standards that are set out in the Residential Design Standards SPD shows that all units meet or exceed the minimum dwelling and room size standards that are set out in the Residential Design Standards SPD

#### Affordable Housing

26. Strategic policy 6 of the Core Strategy seeks 35% of all housing units to be affordable and normally seeks a range of social rented and intermediate housing units with a 70:30 social rented: intermediate split. The 2008 Affordable Housing SPD and draft 2011 Affordable Housing SPD give further guidance on the issue and clarify that we will consider this in relation to the proportion of habitable rooms that are provided across the development.
27. Southwark Plan saved policy 4.4 requires a 70:30 split between social and intermediate housing. The applicant is proposing 7 affordable units, given the small number of units it is considered a completely social rented scheme would be acceptable. The affordable units would comprise a mix of 4x1 bedroom and 3x2 bedroom. This will result in an overall provision of 35% affordable housing by unit numbers and 32% by habitable rooms.
28. In summary, in relation to the principle of the development, the mix of uses is acceptable in this location. The density of the scheme does however exceed that expected within the urban density zone, however it would meet the criteria for permitting an exception, the scheme would accord with important aspects of the criteria in particular as the massing and detailed design of the scheme is considered to be acceptable, providing good quality accommodation in relation to the amenities of future occupiers and the scheme would provide the appropriate levels of affordable housing making a positive contribution to communities.

#### **Environmental impact assessment**

29. The proposed development lies outside the scope of the Town and Country Planning (Environmental Impact Assessment) Regulations 1999 and as such will not warrant the completion of an environmental impact assessment. No significant environmental effects would arise.

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

30. Saved policies 3.2 Protection of amenity and Core Strategy policy SP13 High environmental standards seek to protect the amenities of surrounding occupiers. In this case, the main potential impacts of the development are considered to be in relation to overshadowing and loss of sunlight/daylight, overlooking such as from the

roof terraces and communal amenity spaces, noise and disturbance from the commercial uses at ground floor, and demolition and construction impacts.

Impacts from the ground floor non residential uses - hours of use and servicing hours

31. In relation to the hours of use for the commercial activities and impacts on surrounding and nearby occupiers, officers have had regard to the location of the site. The uses that are proposed, being retail (Use class A1) office/professional services (A2) and general office (B1) are considered to be appropriate to the area. The retail/office uses proposed are not generally noisy activities. It is not considered that their operation in evenings or weekends would result in harm to the amenities of surrounding occupiers. If consent were to be granted then conditions could be imposed to protect the amenities of surrounding residential occupiers including the residential flats within the scheme.

Impacts from the building

32. The main impact of the development will be on the adjacent properties at the Alaska Buildings, Futura House, Amisha Court and The Grange. It is considered that the stepped nature of the development will provide satisfactory relief for Futura House and The Grange in terms of alleviating any impacts with regards to the creation of a sense of enclosure and overdominance. The overall bulk of the proposal has been stepped back by 1 metre on the top floor of the side elevation fronting The Grange.
33. The development has been designed in order to limit the impact in terms of overlooking and loss of privacy. The majority of the windows will face Grange Road and the adjacent Alaska Buildings however this is a common urban arrangement and the increase in the number of windows facing the Alaska Buildings will not result in a significant impact in terms of overlooking or loss of privacy as the development will achieve a separation distance of at least 17 metres at its closest point which meets the guidance in the Residential Design Standards.
34. Futura House adjoining the site at 168- 172 would not have any windows facing onto its side elevation, thus privacy to residents would be maintained.
35. Grange House (1 The Grange) has a number of windows on the flank elevation close to the boundary of the application site. The proposal would result in the introduction of new windows to the rear. The windows closest to the building would be secondary or serve communal space, as such a condition would be imposed to ensure that these are obscure glazed and fixed shut.
36. 161 Grange Road (Amisha Court) is situated on the other side of The Grange. The distance between the two buildings would be around 12 metres, which is considered a sufficient distance in respect of maintaining privacy when developments are separated by a road.

Daylight and sunlight

37. The applicant has submitted a daylight and sunlight assessment in order to demonstrate the impact of the proposal on adjacent buildings in terms of daylight and sunlight. In order to gauge the impact of a development on daylight and sunlight an assessment of existing and proposed Vertical Sky Component is recommended by the Building Research Establishment as a measure of how daylight/sunlight will be affected. In order for a window/room to retain good levels of daylight, the VSC should be at least 27%. A room/window which results in a VSC below 27% or less than 0.8 times its former value is considered to be adversely affected.
38. The updated Building Research Establishment Guidance on daylight and sunlight has introduced a more flexible approach to daylight in new buildings including the use of the average daylight factor, space to height ratios, boundary parameters and



hypothetical mirror images of existing buildings to set target daylight values.

#### 1 The Grange (Grange House)

The baseline analysis shows that within 1 The Grange 6 windows currently experience less than 27% VSC (visible sky component). Following the development 10 of the 20 windows assessed would have a VSC of less than 27%. Of these 10 windows 4 provide supplementary light to rooms. Of the remaining windows those most affected would be on the side elevation close to the application site boundary. In terms of sunlight it is also these windows within the flank of this building which are most affected and would not comply with the BRE guidance.

#### 10 The Grange

Ten windows within this building were assessed, currently 2 windows demonstrate a VSC of less than 27%, as a result of the proposal this would increase to 4 windows. It is noted that the reductions would not exceed more than 7.5% and consequently there would only be limited impacts in terms of loss of daylight. Sunlight to the windows assessed would still comply with the guidance.

#### 57 Grange Road

Six windows were tested, 2 of which are below the 27% VSC, the development would not increase the numbers of windows below this level however the two windows currently below would be further reduced. It should be noted that the impact to these windows would be within accepted levels and any loss would be minimal.

#### 168 -176 Grange Road (Futura House)

Five windows closest to the application site were assessed, two were identified as being non habitable and not tested, the other 3 were shown as exceeding the 27% VSC. In terms of sunlight the tested windows demonstrated that they would retain adequate levels of daylight.

Residents have also questioned the impact of the proposal to their existing terrace and conservatory. The building has a setback top floor with the area to the front providing a terrace. There is also a terrace located on the second floor of the building which sits on the boundary with no. 168. The windows within the top floor continue to enjoy good levels of natural daylight due to their southerly aspect, likewise the terrace on the second floor which also benefits from an unobstructed southerly outlook.

#### 161 Grange Road (Amisha Court)

30 windows were assessed within this block over 6 floors, 4 of the windows currently do not have a VSC of 27% or over. Following the development, this increases to 12, one of which is supplementary window. Generally the windows affected are to bedrooms and remain above 20%, which is deemed acceptable. The windows most affected are four living room openings inset to terraces. These rooms already have limited visibility to sky due to the depth of the terraces and the overhang of the terrace above. Likewise in terms of sunlight because of the limited sunlight already received to these windows the impact from the development would be in the context of existing poor levels of sunlight.

39. In order to provide a fairer assessment of the impact of the development a hypothetical mirror image methodology was applied. This involved assessing the impact of the windows at Amisha Court if an identical building were constructed on the application site. The results of the study demonstrate that an identical building would result in 15 windows not achieving 27% VSC, although the sunlight results remained unchanged. It should also be noted that the impacts in terms of the physical loss of light with a mirror scheme are worse.

### 101-104 Grange Road

Six windows were tested, these were noted as supplemental, three of them currently exceed the 27% VSC, following the development they would all fall below, however the reductions are fairly modest remaining above 20%.

### 200-500 Grange Road (Alaska Buildings)

Eight windows were tested within this building, of which 2 served non habitable rooms and 2 provided supplemental light. Five of the windows currently enjoy a VSC in excess of 27%. Following the development only one of the supplemental light windows would exceed this level. The windows most affected are noted as non habitable rooms and these fall below 20%. The other windows are noted as live / work units and remain above 20%, as such the impact is more limited. The development is to the north of this site and was not tested for sunlight.

### 300 Grange Road

Of the three windows tested, only one achieves 27% in the current situation. None of the windows would achieve 27% following the scheme, however all of the units are noted as being supplemental and the loss of light experienced would be minimal. The sunlight tests show that no loss of sunlight would be experienced to these windows.

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

40. The main issues considered to arise are the impacts of noise from the surrounding highway network on occupiers, and the location of the site in an area identified as having poor air quality and therefore designated as being part of the air quality management area. This site is close to a very busy road that sees large volumes of traffic for most of the day.
41. Saved policies 3.2 Protection of amenity, 3.6 Air quality and 4.2 Quality of residential accommodation are relevant as is London Plan 2011, Policy 7.15 Reducing noise and enhancing soundscapes and Core Strategy policy SP13 High environmental standards.
42. The council's environmental protection team have raised no specific objections to the development subject to conditions. However concerns are raised as to ventilation of the first floor units fronting Grange Road due to the air pollution on this road from standing traffic during peak hours and as such a condition is recommended to secure details of ventilation for these units.

## **Transport issues**

43. Saved Policy 5.1 of the Southwark Plan requires major development to be located near transport nodes. Saved Policy 5.2 states that planning permission will be granted for development unless there is an adverse impact on the transport network unless provision for adequate servicing is made. Saved Policy 5.3 requires that provision is made for pedestrians and cyclists within the development and Saved Policies 5.6 and 5.7 relate to car parking. Core Strategy Strategic Policy 2 - Sustainable Transport re-asserts the commitment to encouraging walking, cycling and use of public transport rather than travel by car and requiring transport assessments with applications to show that schemes minimise their impacts, minimise car parking and maximise cycle parking to provide as many sustainable transport options as possible. The main issues to consider in this case are considered to be in relation to car parking, in particular provision for disabled parking to serve the intended wheelchair flats, cycle parking, access and servicing, and mitigation of transport impacts including infrastructure impacts. These matters are addressed below.

#### Car Parking

44. The proposal site is situated in a CPZ. It is welcomed that the applicant recognises in their application that in order to prevent possible overspill parking from the development, a planning condition will be imposed preventing any occupiers of this development being eligible for on-street parking permits should any consent be issued. The provision of an off street internal car parking space for the wheelchair unit is considered acceptable and policy compliant.

#### Cycle storage

45. For this development of 20 residential units including four 3 bed flats there is a minimum requirement for storage with capacity for 26 cycles for the residential units (including 2 visitor spaces) and a further 2 spaces for the commercial element. The plans submitted show space for 23 spaces in total including secured parking for each of the commercial units. It is recommended that a condition be included to request details for the cycle parking be made subject of a condition of planning.

#### **Design issues**

46. This site has two very important frontages, that to Grange Road and that to the The Grange. It is considered that the development of the site needs to respond to this with a scheme that offers articulation and diversity in a responsive scale and massing, as well as an exemplary quality of architectural design. 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 proposal has a significant quantum at 7-storeys, but will only appear slightly above (0.3m) the height of the adjoining building at Amisha Court. This is considered to be at the maximum height acceptable on the site. The set back along The Grange frontage, offers a much needed relief to this narrow road. The other massing changes to the proposal are notably on the ground floor, where the building is set back from the back edge of the pavement with Grange Road and the corner of The Grange. The refused scheme sat flush at seven storeys along the two boundaries. The other changes largely affect Grange Road where the building is set in further to allow for deeper terraces. The alterations in comparison to the refused scheme have also allowed for improvements to the accommodation to be provided. Given the site is at present occupied by a number of poor quality two storey buildings of no historic or architectural interest, the revised proposal is considered to overcome previous objections.
47. Externally, the appearance of the building has been simplified, with the use of stock bricks and removal of the aluminium banding. The amount of solid built form has been reduced with increased window sizes and the ground floor has been given more prominence. Overall the proposal would be a considerable improvement on the current buildings on site.

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

48. The proposed development is just outside the Bermondsey Street Conservation Area, which faces the site from the south side of Grange Road. This stretch of the conservation area includes the Alaska Buildings and a fine terrace of late Georgian houses. On the north side of the street are mostly residential new developments of four to six storeys. Given the existing buildings on the site the proposal would improve the existing setting of the conservation area.

#### **Impact on trees**

49. There are two young Plane trees on the pavement to the front of the site that may be

impacted by the development. As such a tree protection condition is recommended should consent be granted. Furthermore, conditions securing a landscaping scheme and green roofs will be imposed on any consent.

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

50. The applicant submitted draft s106 heads of terms with their application. The contributions that were suggested are in accordance with the council's s106 planning obligations SPD and the on-line toolkit for developers. A number of other development-specific terms were agreed with the applicant in relation to contributions for a second wheelchair unit. The heads of terms are set out below.

#### Affordable housing

In summary, the on-site affordable accommodation comprises of the following:

- 4 x 1 bed and
- 3 x 2-bed social rented units

#### Contributions

Education - £27,747

Employment during construction – £15,815

Employment during construction (management fee) - £1,166

Public open space, children's play equipment, sports development - £23,867

Transport strategic - £10,049

Transport site specific - £10,000

Public realm – £15,000

Archaeology 2,777

Health - £23,901

Community - £5797

Other – Contribution for a wheelchair unit - £30,000

Sub-total – £163,528

Admin charge - £3,206

TOTAL - £166,734

### **Sustainable development implications**

51. Saved policy 3.4 - Energy efficiency of the Southwark plan 2007 (July) states that all developments must be designed to maximise energy efficiency and minimise and reduce energy consumption and carbon dioxide emissions; major developments for residential use are required to provide an eco-homes assessment. Strategic policy 13 - High Environmental Standards of the Core Strategy 2011 requires major developments to achieve the highest possible environmental standards including targets based on the Code for Sustainable Homes and BREEAM. London Plan 2011 Policy 5.2 - Minimising carbon dioxide emissions states that for residential buildings from 2013 - 2016, a 40% reduction in CO2 emissions will be required and Code for

Sustainable Homes Level 4 must be reached.

52. The proposed development will achieve Code for Sustainable Homes Level 4. The initial energy strategy stated that a 25% reduction in CO2 emissions over the baseline will be achieved through the use of Photovoltaic Panels. A further addendum has since been provided to demonstrate that the 40% reduction will be achieved. The development fails to provide a BREEAM Assessment for the commercial units and the energy statement does not provide any information on the commercial element of the site. A condition is recommended should consent be granted, to secure an appropriate BREEAM rating for the ground floor commercial units

### **Other matters**

#### Archaeology

53. The site is located within the Borough, Bermondsey and Rivers Archaeological Priority Zone, the applicants have included an allowance for an archaeological contribution in their S106 toolkit (monitoring purposes). The applicants have submitted a desk-based archaeological assessment with the application. It is therefore suggested that this be addressed by way of conditions should consent be granted.

#### Flood Risk

54. The Environment Agency have been consulted on the proposed development and have raised no objections.

#### The Mayoral Community Infrastructure Levy (CIL)

55. The Mayor has brought in a charge that will be paid by most new developments, the Mayoral Community Infrastructure Levy (Cil). The levy will be calculated according to the amount of additional floor space a new development will produce.
56. Officer's calculations in relation to the Cil payment, based on the Cil form submitted, are that the amount due would be as follows:  
Proposed floor area of 1453sqm less existing 895sqm (as the Cil form states that some of the buildings have been in lawful use for at least 6 of the previous 12 months)  
= 558sqm

Total liability 558 x £35 per sqm = £19530

57. The applicant agrees with the above Cil figures. Officers note that they make no allowance for any social housing relief exemption. Officers advise that relief may be applied for post-determination of this application but pre-commencement of the development, if consent is granted, at which time the appropriate relief will be calculated. In the meantime, a Draft Cil Liability Notice would be issued if consent is granted, as there would be pre-commencement conditions that would be recommended. The Cil Liability Notice would be issued following the discharge of the last of the pre-commencement conditions.

### **Conclusion on planning issues**

58. The proposal is a resubmission for the redevelopment of this existing site to provide 20 residential units and 3 commercial units on the ground floor. The site is currently under-utilised, along a stretch of Grange Road which has undergone a lot of change over the last few years. The proposed uses of A1, A2 or B1 commercial and residential above is considered acceptable within this location.
59. The proposal would provide an acceptable level of affordable units with 7 social-rented units. The shortfall in wheelchair units by one is off-set by a contribution included within the S106 contributions. The proposal has a shortfall in 2 plus bed

room units, this is not considered in itself reason to refuse the scheme and the level of 3 bedroom units would comply.

60. A good quality of residential accommodation would be achieved with all of the units meeting or exceeding the minimum room sizes, all of the units would have private amenity space in excess of 3 sq metres and the majority of units would be dual aspect.
61. Although the development will have some impact on the amenities of existing residents in particular Amisha Court, the width of The Grange is a constraint to any forthcoming development and as demonstrated within the addendum to the daylight and sunlight assessment a mirror image of Amisha Court on this corner would be more harmful to the existing amenity in terms of daylight and sunlight to this building.
62. In relation to other adjoining sites the scheme is not considered to result in harm to amenities as to justify refusal; despite some impacts arising in relation to sunlight and daylight this is considered to be within acceptable tolerances for this urban location.
63. The scheme would improve the existing streetscape and would respect the context and character of the locality. It would enhance the quality of the built environment, making a positive contribution to the setting of the character of the Bermondsey Conservation Area.
64. The scheme would not result in harm in relation to transport impacts. The impacts of the scheme in relation to infrastructure could be mitigated by way of financial contributions to be secured by s106 planning obligations in the event that planning permission were to be granted.
65. The benefits of the scheme, including the provision of general needs housing and social rented housing that would be secured, as well as the new commercial units are considered to outweigh any modest shortfall in relation to other areas of policy. It is therefore recommended that planning permission be granted having regard to the policies considered and other material planning considerations.

### **Community impact statement**

66. 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.
  - a) The impact on local people is set out above.
  - b) The following issues relevant to particular communities/groups likely to be affected by the proposal have been identified as above.
  - c) The likely adverse or less good implications for any particular communities/groups have been also been discussed above.

### **Consultations**

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

### **Consultation replies**

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

**68.** Summary of consultation responses

- Metropolitan Police Service - No response.

Officer comment: The scheme does not present any secured by design issues.

- Environmental Protection Team - Concerns are raised as to ventilation of the first floor units fronting Grange Road due to the air pollution on this road from standing traffic during peak hours.

Officer comment: A condition would be recommended to secure details of ventilation for these units.

- Environment Agency - No objections.
- Transport for London (TfL) - No objections.

**69.** Following neighbour consultation, 20 letters of objection and one letter of support have been received. The main points of the letters of objection have been summarised and addressed below;

- The development is excessive in scale/massing and is too tall. The development is not in keeping with the area.

Officer comment: Although the development extends up to 7 storeys, it is only marginally taller than Amisha Court on the corner approximately 300mm. The overall bulk of the scheme has been reduced and on balance is considered acceptable.

- Lack of parking will make congestion and parking worse.

Officer comment: The site is located within a CPZ and should consent be granted, future occupiers will be exempt from obtaining parking permits and as such there will be no increase in parking issues within the area as a result of the proposal.

- The development will lead to a loss of daylight and sunlight to the Alaska Buildings and the adjacent buildings on Grange Road and The Grange.

Officer comment: The development will impact on surrounding buildings in terms of a loss of Vertical Sky Component, with the windows on the side of Grange House most affected, but such impacts are limited and overall the losses experienced are not judged as harmful to amenity when compared to the overall benefits of the scheme.

- The development will result in the loss of views from the Alaska Building.

Officer comment: There is no right to a view over a third party's land and the proposed development is not considered to impact on views/openness to the extent that it would have an adverse impact on amenity.

- The proposed development will lead to increased noise, traffic and disturbance. Safety will be compromised on The Grange as a result of vehicular parking.

Officer comment: The site is located within a CPZ and should consent be granted, future occupiers will be exempt from obtaining parking permits and as such there will be no increase in parking issues or traffic within the area as a result of the proposal and there will be no associated impacts in terms of increased noise or decreased

safety.

- There will be a loss of privacy to adjacent properties.

Officer comment: The separation distance between the Grange Road Facade (with the principle fenestration) and the adjacent Alaska Buildings is 17 metres and as such there will be no adverse impact in terms of overlooking or loss of privacy. To the rear of the site, at Grange House, the closest windows are generally secondary and would be conditioned to be fixed shut and obscure glazed. The adjoining building Futura House has terraces on top of the fourth floor. It is suggested that a condition be added to provide screening on the terraces to the west at fifth floor level where potential overlooking is more likely. Towards Amisha Court the distance between the buildings would be around 12 metres which is in accordance with the Residential design guide SPD.

- The proposed development is too dense, it is an overdevelopment of the application site.

Officer comment: The residential density is in excess of the policy specification and in this case, taking into account the overall benefits resulting from the scheme no objection is raised to the density.

- The impact on natural light to north facing windows required for artists studio.

Officer comment: The proposed windows within 200 Grange Road serve a single space, as such levels of light received to those rooms would be in compliance with the BRE guidance.

- The development will have an adverse impact on property values. Impact structurally on the adjoining building.

Officer comment: These are not planning considerations.

- The proposal will result in a tunneling effect on Grange Road which will become darker, windier, less safe and more polluted.

Officer comment: The top floor has been set back on the elevation to The Grange. The overall bulk along Grange Road is reduced. Grange Road is a fairly wide, long road, the development forms a relatively short frontage such that it could not be considered to have an overbearing impact onto Grange Road.

### **Human rights implications**

70. 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.
71. This application has the legitimate aim of providing new commercial and residential accommodation. 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**

72. There is no supplementary advice from other officers.



## BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Site history file: TP/32-163 Application file: 14/AP/1247 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 5434 Council website: www.southwark.gov.uk

## APPENDICES

No.	Title
<b>Appendix 1</b>	Consultation undertaken
<b>Appendix 2</b>	Consultation responses received
<b>Appendix 3</b>	Recommendation

## AUDIT TRAIL

<b>Lead Officer</b>	Gary Rice, Head of Development Management	
<b>Report Author</b>	Sonia Watson, Planning Officer	
<b>Version</b>	Final	
<b>Dated</b>	29 January 2015	
<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 of Finance and Corporate Services	No	No
Strategic Director of Environment and Leisure	Yes	Yes
Strategic Director of Housing and Community Services	No	No
Director of Regeneration	No	No
<b>Date final report sent to Constitutional Team</b>		30 January 2015

# APPENDIX 1

## Consultation Undertaken

**Site notice date:** 15/05/2014

**Press notice date:** 15/05/2014

**Case officer site visit date:** n/a

**Neighbour consultation letters sent:** 14/05/2014

### Internal services consulted:

Access Officer

Design and Conservation Team

Drainage

Ecology Officer

Environmental Protection Team [Noise / Air Quality / Land Contamination / Ventilation]

Planning Policy

Transport Planning Team

Urban Forester

Waste Management

### Statutory and non-statutory organisations consulted:

Environment Agency

Metropolitan Police Service

Thames Water - Development Planning

Transport for London (referable & non-referable app notifications and pre-apps)

### Neighbour and local groups consulted:

Flat 10 Amisha Court SE1 3GH

Flat 5 Amisha Court SE1 3GH

Flat 4 Amisha Court SE1 3GH

Flat 3 Amisha Court SE1 3GH

Flat 6 Amisha Court SE1 3GH

Flat 9 Amisha Court SE1 3GH

Flat 8 Amisha Court SE1 3GH

Flat 7 Amisha Court SE1 3GH

Flat 18 Amisha Court SE1 3GH

Flat 29 Amisha Court SE1 3GH

Flat 28 Amisha Court SE1 3GH

Flat 27 Amisha Court SE1 3GH

Flat 30 Amisha Court SE1 3GH

Flat 33 Amisha Court SE1 3GH

Flat 32 Amisha Court SE1 3GH

Flat 31 Amisha Court SE1 3GH

Flat 26 Amisha Court SE1 3GH

Flat 21 Amisha Court SE1 3GH

Flat 20 Amisha Court SE1 3GH

Flat 19 Amisha Court SE1 3GH

Flat 22 Amisha Court SE1 3GH

Flat 25 Amisha Court SE1 3GH

Flat 24 Amisha Court SE1 3GH

Flat 23 Amisha Court SE1 3GH

Flat 2 Amisha Court SE1 3GH

Apartment 5 Futura House SE1 3BN

Apartment 4 Futura House SE1 3BN

Apartment 12 Futura House SE1 3BN

Apartment 6 Futura House SE1 3BN

Apartment 17 Futura House SE1 3BN

Apartment 16 Futura House SE1 3BN

Apartment 11 Futura House SE1 3BN

Flat 5 2 Building 500 Alaska Buildings SE1 3BA

Flat 4 2 Building 400 Alaska Buildings SE1 3BA

Flat 5 4 Building 500 Alaska Buildings SE1 3BA

Flat 5 7 Building 500 Alaska Buildings SE1 3BA

Flat 5 6 Building 500 Alaska Buildings SE1 3BA

Flat 5 5 Building 500 Alaska Buildings SE1 3BA

Flat 13 Amisha Court SE1 3GH

Flat 12 Amisha Court SE1 3GH

Flat 11 Amisha Court SE1 3GH

Flat 14 Amisha Court SE1 3GH

Flat 17 Amisha Court SE1 3GH

Flat 16 Amisha Court SE1 3GH

Flat 15 Amisha Court SE1 3GH

Flat 27 Grange House SE1 3AF

Flat 26 Grange House SE1 3AF

Flat 25 Grange House SE1 3AF

Flat 28 Grange House SE1 3AF

Flat 31 Grange House SE1 3AF

Flat 30 Grange House SE1 3AF

Flat 29 Grange House SE1 3AF

Flat 24 Grange House SE1 3AF

Flat 19 Grange House SE1 3AF

Flat 18 Grange House SE1 3AF

Flat 17 Grange House SE1 3AF

Flat 20 Grange House SE1 3AF

Flat 23 Grange House SE1 3AF

Flat 22 Grange House SE1 3AF

Flat 21 Grange House SE1 3AF

Flat 32 Grange House SE1 3AF

Flat 23 41 Grange Walk SE1 3DY

Flat 22 41 Grange Walk SE1 3DY

Flat 21 41 Grange Walk SE1 3DY

Flat 2 1 The Grange SE1 3AG  
Flat C 166 Grange Road SE1 3AD  
Unit 600 Part Basement Rear Alaska Buildings SE1 3BH  
Apartment 10 Futura House SE1 3BN  
Apartment 18 Futura House SE1 3BN  
Apartment 3 Futura House SE1 3BN  
Apartment 2 Futura House SE1 3BN  
168a Grange Road London SE1 3BN  
Flat 1 Amisha Court SE1 3GH  
Ground Floor Part Unit 2 Futura House SE1 3BN  
Apartment 1 Futura House SE1 3BN  
Apartment 8 Futura House SE1 3BN  
Apartment 7 Futura House SE1 3BN  
Apartment 9 Futura House SE1 3BN  
Apartment 15 Futura House SE1 3BN  
Apartment 14 Futura House SE1 3BN  
Apartment 13 Futura House SE1 3BN  
Flat 7 171 Grange Road SE1 3BN  
Flat 6 171 Grange Road SE1 3BN  
Flat 5 171 Grange Road SE1 3BN  
Flat 8 171 Grange Road SE1 3BN  
Flat 11 172 Grange Road SE1 3BN  
Flat 10 171 Grange Road SE1 3BN  
Flat 9 171 Grange Road SE1 3BN  
Flat 4 171 Grange Road SE1 3BN  
170-176 Grange Road London SE1 3BN  
Flat 3 171 Grange Road SE1 3BN  
Flat 2 171 Grange Road SE1 3BN  
Flat 1 171 Grange Road SE1 3BN  
Flat 12 172 Grange Road SE1 3BN  
Flat 23 172 Grange Road SE1 3BN  
Flat 22 172 Grange Road SE1 3BN  
Flat 21 172 Grange Road SE1 3BN  
Flat 24 172 Grange Road SE1 3BN  
Flat 27 172 Grange Road SE1 3BN  
Flat 26 172 Grange Road SE1 3BN  
Flat 25 172 Grange Road SE1 3BN  
Flat 20 172 Grange Road SE1 3BN  
Flat 15 172 Grange Road SE1 3BN  
Flat 14 172 Grange Road SE1 3BN  
Flat 13 172 Grange Road SE1 3BN  
Flat 16 172 Grange Road SE1 3BN  
Flat 19 172 Grange Road SE1 3BN  
Flat 18 172 Grange Road SE1 3BN  
Flat 17 172 Grange Road SE1 3BN  
Flat 44 Amisha Court SE1 3GH  
Flat 43 Amisha Court SE1 3GH  
Flat 42 Amisha Court SE1 3GH  
Flat 45 Amisha Court SE1 3GH  
Flat 48 Amisha Court SE1 3GH  
Flat 47 Amisha Court SE1 3GH  
Flat 46 Amisha Court SE1 3GH  
Flat 41 Amisha Court SE1 3GH  
Flat 36 Amisha Court SE1 3GH  
Flat 35 Amisha Court SE1 3GH  
Flat 34 Amisha Court SE1 3GH  
Flat 3 Grange House SE1 3AF  
Flat 2 Grange House SE1 3AF  
Flat 1 Grange House SE1 3AF  
Flat 4 Grange House SE1 3AF  
Flat 7 Grange House SE1 3AF  
Flat 6 Grange House SE1 3AF  
Flat 5 Grange House SE1 3AF  
Flat 23 10 The Grange SE1 3AG  
Flat 22 10 The Grange SE1 3AG  
Flat 21 10 The Grange SE1 3AG  
Flat 25 10 The Grange SE1 3AG  
Flat 28 10 The Grange SE1 3AG  
Flat 27 10 The Grange SE1 3AG  
Flat 26 10 The Grange SE1 3AG  
Flat 20 10 The Grange SE1 3AG  
Flat 15 10 The Grange SE1 3AG  
Flat 12 10 The Grange SE1 3AG  
Flat 11 10 The Grange SE1 3AG  
Flat 16 10 The Grange SE1 3AG  
Flat 19 10 The Grange SE1 3AG  
Flat 18 10 The Grange SE1 3AG  
Flat 17 10 The Grange SE1 3AG  
First Floor Flat 164 Grange Road SE1 3AD

Flat 24 41 Grange Walk SE1 3DY  
Flat 27 41 Grange Walk SE1 3DY  
Flat 26 41 Grange Walk SE1 3DY  
Flat 25 41 Grange Walk SE1 3DY  
Flat 20 41 Grange Walk SE1 3DY  
53 Grange Road London SE1 3BH  
52 Grange Road London SE1 3BH  
78 Grange Road London SE1 3BH  
Flat 16 41 Grange Walk SE1 3DY  
Flat 19 41 Grange Walk SE1 3DY  
Flat 18 41 Grange Walk SE1 3DY  
Flat 17 41 Grange Walk SE1 3DY  
Flat 16 Grange House SE1 3AF  
57 Grange Road London SE1 3BH  
56 Grange Road London SE1 3BH  
55 Grange Road London SE1 3BH  
163 Grange Road London SE1 3AD  
167 Grange Road London SE1 3AD  
54 Grange Road London SE1 3BH  
Flat 30 172 Grange Road SE1 3BN  
Flat 29 172 Grange Road SE1 3BN  
Flat 37 Amisha Court SE1 3GH  
Flat 40 Amisha Court SE1 3GH  
Flat 39 Amisha Court SE1 3GH  
Flat 38 Amisha Court SE1 3GH  
Flat 49 Amisha Court SE1 3GH  
Flat 60 Amisha Court SE1 3GH  
Flat 28 172 Grange Road SE1 3BN  
Flat 31 172 Grange Road SE1 3BN  
51 Grange Road London SE1 3BH  
Flat 33 172 Grange Road SE1 3BN  
Flat 32 172 Grange Road SE1 3BN  
50 Grange Road London SE1 3BH  
Flat 11 Grange House SE1 3AF  
Flat 10 Grange House SE1 3AF  
Flat 9 Grange House SE1 3AF  
Flat 12 Grange House SE1 3AF  
Flat 15 Grange House SE1 3AF  
Flat 14 Grange House SE1 3AF  
Flat 13 Grange House SE1 3AF  
Flat 8 Grange House SE1 3AF  
Flat 59 Amisha Court SE1 3GH  
Flat 58 Amisha Court SE1 3GH  
Flat 61 Amisha Court SE1 3GH  
Lower Ground Floor Amisha Court SE1 3AJ  
Flat D 166 Grange Road SE1 3AD  
161a Grange Road London SE1 3FH  
Flat 57 Amisha Court SE1 3GH  
Flat 52 Amisha Court SE1 3GH  
Flat 51 Amisha Court SE1 3GH  
Flat 50 Amisha Court SE1 3GH  
Flat 53 Amisha Court SE1 3GH  
Flat 56 Amisha Court SE1 3GH  
Flat 55 Amisha Court SE1 3GH  
Flat 54 Amisha Court SE1 3GH  
Flat 1 06 Building 600 Alaska Buildings SE1 3BB  
Flat 1 05 Building 600 Alaska Buildings SE1 3BB  
Flat 1 04 Building 600 Alaska Buildings SE1 3BB  
Flat 2 01 Building 600 Alaska Buildings SE1 3BB  
Flat 1 08 Building 600 Alaska Buildings SE1 3BB  
Flat 1 07 Building 600 Alaska Buildings SE1 3BB  
Flat 4 03 Building 600 Alaska Buildings SE1 3BB  
Flat 4 02 Building 600 Alaska Buildings SE1 3BB  
Flat 4 01 Building 600 Alaska Buildings SE1 3BB  
Flat 4 06 Building 600 Alaska Buildings SE1 3BB  
Flat 4 05 Building 600 Alaska Buildings SE1 3BB  
Flat 4 04 Building 600 Alaska Buildings SE1 3BB  
Flat 3 08 Building 600 Alaska Buildings SE1 3BB  
Flat 3 04 Building 600 Alaska Buildings SE1 3BB  
Flat 3 03 Building 600 Alaska Buildings SE1 3BB  
Flat 3 02 Building 600 Alaska Buildings SE1 3BB  
Flat 3 07 Building 600 Alaska Buildings SE1 3BB  
Flat 3 06 Building 600 Alaska Buildings SE1 3BB  
Flat 3 05 Building 600 Alaska Buildings SE1 3BB  
Flat 4 07 Building 600 Alaska Buildings SE1 3BB  
Flat 7 13 Building 700 Alaska Buildings SE1 3BD  
Flat 6 01 Building 600 Alaska Buildings SE1 3BB  
Flat 5 07 Building 600 Alaska Buildings SE1 3BB  
Flat 801 Building 800 Alaska Buildings SE1 3BG

Unit 1 10 The Grange SE1 3AG  
Part Ground Floor The Grange SE1 3AG  
78a Grange Road London SE1 3BW  
78b Grange Road London SE1 3BW  
Flat A 166 Grange Road SE1 3AD  
First Floor Flat 1 The Grange SE1 3AG  
First Floor Flat 163 Grange Road SE1 3AD  
Flat B 166 Grange Road SE1 3AD  
Unit 600 Part Basement West Alaska Buildings SE1 3BH  
Unit 600 Part Basement Alaska Buildings SE1 3BH  
Unit 400 Ground Floor Alaska Buildings SE1 3BH  
Flat 10 10 The Grange SE1 3AG  
Flat 5 1 Building 500 Alaska Buildings SE1 3BA  
Flat 1 10 The Grange SE1 3AG  
Flat 3 1 Building 300 Alaska Buildings SE1 3BA  
Flat 4 1 Building 400 Alaska Buildings SE1 3BA  
Flat 1 4 Building 100 Alaska Buildings SE1 3BA  
Flat 1 3 Building 100 Alaska Buildings SE1 3BA  
Flat 1 2 Building 100 Alaska Buildings SE1 3BA  
Flat 3 2 Building 300 Alaska Buildings SE1 3BA  
Flat 30 41 Grange Walk SE1 3DY  
Flat 29 41 Grange Walk SE1 3DY  
Flat 28 41 Grange Walk SE1 3DY  
Flat 31 41 Grange Walk SE1 3DY  
Flat 21 Building 200 Alaska Building SE1 3BA  
Flat 1 1 Building 100 Alaska Buildings SE1 3BA  
77 Grange Road London SE1 3BW  
Flat 22 Building 200 Alaska Building SE1 3BA  
Flat 5 10 The Grange SE1 3AG  
Flat 3 10 The Grange SE1 3AG  
Flat 2 10 The Grange SE1 3AG  
Flat 6 10 The Grange SE1 3AG  
Flat 9 10 The Grange SE1 3AG  
Flat 8 10 The Grange SE1 3AG  
Flat 7 10 The Grange SE1 3AG  
Flat 5 8 Building 500 Alaska Buildings SE1 3BA  
Flat 5 3 Building 500 Alaska Buildings SE1 3BA

Flat 5 06 Building 600 Alaska Buildings SE1 3BB  
Flat 5 02 Building 600 Alaska Buildings SE1 3BB  
Flat 5 01 Building 600 Alaska Buildings SE1 3BB  
Flat 4 08 Building 600 Alaska Buildings SE1 3BB  
Flat 5 05 Building 600 Alaska Buildings SE1 3BB  
Flat 5 04 Building 600 Alaska Buildings SE1 3BB  
Flat 5 03 Building 600 Alaska Buildings SE1 3BB  
Flat 3 01 Building 600 Alaska Buildings SE1 3BB  
Flat G 10 Building 600 Alaska Buildings SE1 3BB  
Flat G 09 Building 600 Alaska Buildings SE1 3BB  
Flat G 08 Building 600 Alaska Buildings SE1 3BB  
Flat 1 02 Building 600 Alaska Buildings SE1 3BB  
Flat 1 01 Building 600 Alaska Buildings SE1 3BB  
Flat G 11 Building 600 Alaska Buildings SE1 3BB  
Flat G 07 Building 600 Alaska Buildings SE1 3BB  
Flat G 03 Building 600 Alaska Buildings SE1 3BB  
Flat G 02 Building 600 Alaska Buildings SE1 3BB  
Flat G 01 Building 600 Alaska Buildings SE1 3BB  
Flat G 06 Building 600 Alaska Buildings SE1 3BB  
Flat G 05 Building 600 Alaska Buildings SE1 3BB  
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Flat 2 05 Building 600 Alaska Buildings SE1 3BB  
Flat 2 04 Building 600 Alaska Buildings SE1 3BB  
Flat 2 03 Building 600 Alaska Buildings SE1 3BB  
Flat 2 08 Building 600 Alaska Buildings SE1 3BB  
Flat 2 07 Building 600 Alaska Buildings SE1 3BB  
Flat 2 06 Building 600 Alaska Buildings SE1 3BB  
Flat 2 02 Building 600 Alaska Buildings SE1 3BB  
By Email  
Flat 201 Building 600 SE1 3BB  
Flat 712 Alaska Building 61 Grange Road SE1 3BD  
By Email  
Futura House 169 Grange Road  
Flat 12, 100 Building Alaska 61 Grange Road SE1 3BA  
128 Southwark Street London SE1 0SW  
Flat 405 Alaska Buildings 61 Grange Road SE1 3BB  
32 Melbourne Grove East Dulwich SE22 8QZ

**Re-consultation: 08/10/2014**

## APPENDIX 2

### Consultation Responses Received

#### Internal services

Drainage  
Ecology Officer

#### Statutory and non-statutory organisations

Environment Agency  
Metropolitan Police Service  
Thames Water - Development Planning  
Transport for London (referable & non-referable app notifications and pre-apps)

#### Neighbours and local groups

Apartment 1 Futura House SE1 3BN  
Apartment 12 Futura House SE1 3BN  
Apartment 13 Futura House SE1 3BN  
Apartment 18 Futura House SE1 3BN  
Apartment 6 Futura House SE1 3BN  
By Eform  
Email representation  
Flat 12, 100 Building Alaska 61 Grange Road SE1 3BA  
Flat 22 Building 200 Alaska Building SE1 3BA  
Flat 32 Building 300, Alaska Buildings SE1 3BA  
Flat 405 Alaska Buildings 61 Grange Road SE1 3BB  
Flat 47 Amisha Court SE1 3GH  
Flat 5 04 Building 600 Alaska Buildings SE1 3BB  
Flat 505 Alaska Building 600 61 Grange Road SE1 3BB  
Flat 6 Futura House 168 Grange Road SE1 3BV  
Nicholas Taylor And Associates 31 Windmill Street W1T 2JN