

Item No. 7.2	Classification: OPEN	Date: 19 July 2016	Meeting Name: Planning Sub-Committee A
Report title:	Development Management planning application: Application 16/AP/1393 for: Full Planning Permission Address: 95 PECKHAM ROAD, LONDON SE15 5LJ Proposal: Demolition of existing petrol filling station and erection of part-2, part-4 and part-6 storey residential development accommodating 33 dwellings, together with access, hard landscaping and other associated works.		
Ward(s) or groups affected:	Peckham		
From:	Director of Planning		
Application Start Date	13/04/2016	Application Expiry Date	PPA
Earliest Decision Date 15/06/2016			

RECOMMENDATIONS

1. That planning permission be granted, subject to conditions and the applicant entering into a S106 legal agreement.
2. In the event that a S106 legal agreement is not entered into by 15 September 2016 that the Director of Planning refuses planning permission, if appropriate, for the reason set out in paragraph 83 of the report.

BACKGROUND INFORMATION

Site location and description

3. The application site is located on the northern side of Peckham Road and comprises a petrol station which is now currently vacant. There are also currently three decommissioned single storey buildings comprising a shop, car wash and store, together with a 1.5 storey high pump canopy. A 4 metre (4m) high brick wall encloses the forecourt at the back of the site, providing an overall area of approximately 0.13 hectares.
4. A four storey residential building is located to the west fronting Peckham Road with a single storey brick refuse store located within a landscaped strip between the building and pavement edge. A brick wall separates the building from the site. Immediately to the east of the site is a redundant Tyre Workshop (equivalent of approximately 2 storeys plus a substantial pitched roof). The north and north west boundary of the site is formed by a 4m high brick wall that divides the site from the private gardens of the homes fronting Crane Street and Wodehouse Avenue.
5. The site is on a main road that is heavily trafficked including a bus route. This part of Peckham Road is predominantly residential with academic uses further to the west and commercial/retail further to the east.

6. The site is within the following Core Strategy designations:
Peckham and Nunhead Action Area
Peckham Major Town Centre
Urban Density Zone
Air Quality Management Area
7. The site is not within a conservation area, but the Sceaux Gardens Conservation Area is nearby to the west. There is a nearby Grade II listed building (Former Peckham Fire Station) to the south west of the proposed development. The site has a Public Transport Accessibility Level (PTAL) rating of 3, but immediately to the south side of Peckham Road the rating is 6a. It is also within a Flood Zone 1 area.

Details of proposal

8. It is proposed to demolish the existing petrol station and other structures on the site to redevelop for 33 residential flats. The building varies in height and are summarised below:
9. Two storey fronting Peckham Road which comprises 4 x two storey masionettes.
10. The building's massing and height gradually steps up from the back of the pavement edge, to a 4 and 6 storey building set well back from the street.
11. The rear part of the site comprises a communal courtyard with houses arranged on the east and western side and is accessed through a secure gate in the mews on the west side of the site. The north side of the courtyard is completed by a 4m high feature patchwork wall and a winding stair leading to a small children's treehouse hanging off the wall.
12. The massing of the building is generally characterised by a stepping parapet/roof line, alternating the height of the façade creating a 'notched' profile.
13. The overall unit mix is as follows:

	Private	Intermediate	Social rent	Total
Studio	1	0	0	1
One beds	13	0	0	13
Two beds	9	3	0	12
Three beds	2	3	1	6
Four beds	0	0	1	1
Total	25	6	2	33

14. The proposals will provide 8 affordable housing units. A total 4 units (10%) will be wheelchair accessible meeting the GLA and Lifetime Homes Standards.
15. Access
A central communal residential entrance to the apartment building is proposed on the main front elevation.

One disabled parking space is included in the proposals located in the mews on the western side of the apartment building. The space is accessed from Peckham Road with a drop down kerb in approximately the same location as the existing western entrance to the petrol station.

16. Planning history

There is no relevant planning history on the site but a pre-application enquiry was made in 2015 under ref 15/EQ/0141 for the redevelopment of existing service station to provide a new four to six storey residential building and five mews houses to the rear.

It was considered that some design changes be made.

Other recent and relevant history on the site are as follows:

Ref 13/AP/2259 (granted 13/11/2013) for:

Change of use from auto-mechanic and tyre workshop (B1c) to a place of worship (D1) with associated alterations to the front (southern elevation) and side (eastern elevation) including new fenestration and extensions. Also creation of landscaping and formation of car parking spaces.

Ref 14/AP/2189 (granted 24/10/2014) for:

Minor material amendment to planning permission 13-AP-2259 dated 13/11/2013 for (Change of use from auto-mechanic and tyre workshop (B1c) to a place of worship (D1) with associated alterations to the front (southern elevation) and side (eastern elevation) including new fenestration and extensions. Also creation of landscaping and formation of car parking spaces) to allow for internal alterations to create a mezzanine level for youth church services, in addition to external changes to the entrance and foyer areas on the southern and eastern facades, and extended opening hours.

Ref 16/AP/0586 (granted 27/04/2016) for:

Variation of Condition 2 to LBS ref no 13/AP/2259 'change of use from auto-mechanic and tyre workshop (B1c) to a place of worship (D1) with associated alterations to the front (southern elevation) and side (eastern elevation) including new fenestration and extensions. Also creation of landscaping and formation of car parking spaces' to allow for the demolition and reconstruction of the front (southern elevation), the side (eastern elevation) and changes to the fenestration of the approved scheme.

KEY ISSUES FOR CONSIDERATION

Summary of main issues

17. 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 appearance and impact on setting of nearby conservation areas;
- h) Environmental impacts, air quality and site contamination;
- i) Flood risk;
- j) Planning obligations; and
- k) Energy and sustainability.

Planning policy

18. National Planning Policy Framework (the Framework)
 - Section 2: Ensuring the vitality of town centres
 - Section 4: Promoting sustainable development
 - Section 6: Delivering a wide choice of high quality homes
 - Section 7: Requiring good design
 - Section 8: Promoting healthy communities
 - Section 10: Meeting the challenge of climate change, flooding and coastal change
 - Section 11: Conserving and enhancing the natural environment
 - Section 12: Conserving and enhancing the historic environment

19. Further Alterations to the London Plan (FALP) 2015
 - 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
 - 3.11 Affordable housing targets
 - 3.12 Negotiating affordable housing on individual private residential and mixed use schemes
 - 5.2 Minimising carbon dioxide emissions
 - 5.12 Flood risk management
 - 6.5 Funding Crossrail and other strategically important transport infrastructure
 - 6.9 Cycling
 - 6.11 Smoothing traffic flow and tackling congestion
 - 6.13 Parking
 - 7.2 An inclusive environment
 - 7.3 Designing out crime
 - 7.4 Local character
 - 7.5 Public realm
 - 7.6 Architecture
 - 7.8 Heritage assets and archaeology
 - 8.2 Planning obligations
 - 8.3 Community Infrastructure levy

20. Core Strategy 2011
 - Strategic Policy 1 – Sustainable development
 - Strategic Policy 2 – Sustainable transport
 - Strategic Policy 3 – Shopping, leisure and entertainment
 - Strategic Policy 5 – Providing new homes
 - Strategic Policy 6 – Homes for people on different incomes
 - Strategic Policy 7 – Family homes
 - Strategic Policy 10 – Jobs and businesses
 - Strategic Policy 12 – Design and conservation

Strategic Policy 13 – High environmental standards
Strategic Policy 14 – Implementation and delivery

21. Southwark Plan 2007 (July) - saved policies

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 1.7 Development within town and local centres
Policy 2.5 Planning obligations
Policy 3.1 Environmental effects
Policy 3.2 Protection of amenity
Policy 3.4 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 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 and the mobility impaired

2015 Technical Update to the Residential Design Standards

Principle of development

22. The site was previously a petrol filling station which is a Sui Generis class use. The associated A1 retail shop is ancillary to the filling station and is also vacant.
23. The site is within the Peckham Major Town Centre and Saved Policy 1.7 of the Southwark Plan states:

Within the centres, the LPA will permit developments providing a range of uses, including retail and services, leisure, entertainment and community, civic, cultural and tourism, residential and employment (Class B1) uses, where the following criteria are met:

- i. The scale and nature of the proposal is appropriate to the character and function of the centre and the catchment area it seeks to serve; and
- ii. The proposal will not harm the vitality and viability of the centre; and
- iii. A mix of uses is provided where appropriate; and

- iv. Any floorspace currently in A Class use should be retained or replaced, unless the proposed use provides a direct service to the general public and the proposal would not harm the retail vitality and viability of the centre (where the proposal site is located within a protected shopping frontage, the proposal should comply with Policy 1.9); and
 - v. The proposal would not materially harm the amenities of surrounding occupiers; and
 - vi. Where developments which are likely to attract a lot of people are proposed, the site should be highly accessible by sustainable modes of transport; and
 - vii. The road network has sufficient capacity to take any additional servicing traffic generated by the proposal without causing adverse effects on the environment, traffic circulation, or air quality; and
 - viii. The development addresses the street, provides an active frontage on pedestrian routes and would not erode the visual continuity of a shopping frontage; and
 - ix. The proposal provides amenities for users of the site such as public toilets, where appropriate.
24. Whilst the retail shop would be lost, this was only ancillary to the main its use. The introduction of residential use on the site is welcomed as this part of Peckham Road is predominantly residential. Furthermore, this would bring the site back to beneficial use and would meet an identified need. The residential use would not harm the vitality or viability of the town centre given that the petrol station was not contributing to the streetscape or the town centre. The land use is therefore acceptable provided no adverse impacts on the environment, amenity or local highway network, which are discussed below.
25. Affordable Housing
Strategic Policy 6 'Homes for people on different incomes' of the Core Strategy states that development will provide homes including social rented, intermediate and private for people on a wide range of incomes. The expectation under the development plan would be for a development which included a minimum of 35% affordable housing.
26. The applicant proposes a scheme that would provide the minimum 35% of affordable housing and is backed up by the submission of a viability assessment. The total habitable rooms on the development is 100 and the number of affordable habitable rooms is 30 which equates to approximately 35% of the scheme. The total 8 affordable units would have the following mix:
- 3 x two bedrooms
 - 4 x three bedrooms
 - 1 x four bedrooms
27. Density
The Council's core strategy identifies the site as being the urban density zone, where a density of between 200 and 700 habitable rooms per hectare (HR/Ha) is expected. Based on the site area of 0.13Ha, the density of the development at 769HR/Ha exceeds the required density range. Whilst this exceeds the density range, it is only marginal and it should be noted that there is a planning policy requirement to make efficient use of previously developed land, provided that other material considerations are not unduly impacted. Density *per se* is seldom the only factor and if there are no significant harmful impacts on the amenity of neighbouring residents or future residents of the scheme, or the character and appearance of the area, then the

development may be acceptable. Furthermore, density is generally higher on smaller sites like this as there is not the same requirement for estate roads and other amenities, and therefore the density figure should not in itself be decisive in such situations.

28. Strategic Policy 5 'Providing New Homes' of the core strategy states that in the Opportunity Areas and Action Area Cores the maximum density ranges set out above may be exceeded when developments are of an exemplary standard of design. Whilst this site is not within an Opportunity Area or Action Area Core, it is nevertheless within an Action Area and considered that the design if of a high standard, when considered against the criteria in the Residential Design Standards SPD, as discussed further below, and therefore this should also be taken into account in the consideration of the density here.
29. Mix of dwellings and tenure
Strategic Policy 7 'Family Homes' of the core strategy requires major developments to provide at least 60% of the total units to have two or more bedrooms and in the Urban Density Zone to have a minimum of 20% of three or more bedrooms. This application satisfies this policy requirement by providing 20 x two bedroom or more units. It also provides 7 units that have three bedrooms or more.
30. Saved Policy 4.3 'Mix of Dwellings' of the Southwark Plan require a minimum of 10% of the units to be wheelchair accessible. A total of 4 of the 33 units have been designed to be easily adaptable to meet the needs of wheelchair users, distributed throughout the proposed development (including a mix of tenure and unit sizes) which offer a choice of views and levels. A total of 4 wheelchair units are proposed on the ground floor level and complies with the policy requirement. A condition is recommended to ensure that these units hereby approved shall conform to the standards set out under Approved Document M of the Building Regulations (Wheelchair Adaptable Dwellings M4(3)(2A)).
31. Out of the total 35 affordable habitable rooms, 11 habitable rooms are at Social Rent (31%) and 24 habitable rooms as intermediate (69%). This would fall broadly in compliant with the 30:70 rented/intermediate ratio, which is appropriate in the Peckham and Nunhead Action Area (PNAA).

Environmental impact assessment

32. The site is below the threshold of 5ha and does not fall with either Schedule 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) (Amendment) Regulations 2015) The site is also not within a 'sensitive area' as defined by the regulations. Furthermore, it is not considered that due to the scale, nature and location of the proposed development, there would be significant environmental impacts beyond the immediate locality.

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

33. The potentially greatest physical impacts of the development would mainly be on its immediate adjoining properties to the north and west; No. 87 Peckham Road and properties on Crane Street. A number of residents have objected to the scheme on the grounds that the building would impact on their daylight and sunlight levels.
34. Daylight and sunlight
The applicant has submitted a daylight and sunlight report to assess the impact of the development on the neighbouring residential properties.

35. The British Research Establishment (BRE) guidelines 'Site Layout Planning and Daylight and Sunlight' (2011) has been used to assess the impact on daylight and sunlight. The daylight assessment uses the Vertical Sky Component (VSC) methods. Absolute VSC considers the potential for daylight by calculating the angle of vertical sky at the centre of each of the residential windows which look towards the site. The BRE target figure for VSC is 27% or greater to maintain good levels of daylight (the maximum value being 40% for a completely unobstructed wall).
36. The BRE advises that acceptable levels of daylight can still be achieved if VSC levels are within 0.8 (or 80%) of their original value. Any greater loss (i.e. loss of 20% or more) would mean there would be a noticeable reduction in the amount of daylight received.
37. The results show that the majority of existing VSC figures are above BRE's benchmark of 27%. There are a few instances where the values would fall below this figure, but this is not less than 0.8 of the former (existing) value and is therefore considered to have no adverse effect.

Those instances where values are greater than 0.8 of the existing VSC value these have been justified:

38. No. 87 Peckham Road
There are site facing window panels which form part of triple-panelled bay windows. These windows experience derogation in VSC but accordingly the other two panels of each bay window are fully BRE compliant in terms of alterations in VSC. In addition to the bay windows, there is also a window on each floor of the side elevation. These windows (W2/30, W2/31, W2/32 and W1/33) serve the same room as the bay windows. By virtue of the multiple windows serving these rooms, the alteration in daylight distribution (NSL) within each room is no more than 3%; whilst the BRE guide recommends that reductions up to 20% will be unnoticeable. Therefore the alteration in sky visibility is acceptable.
39. Kingfisher House
There are 45 site facing windows, approximately 45-50 metres away from the development site. 13 of the 45 windows experience only very marginal derogations above 20% due to their overhanging access decks limiting their baseline visibility. This results in any further reduction having a disproportionate effect as a percentage. Even taking that into account, as stated, all derogations are very marginal with the majority not even exceeding a derogation above 2%. Furthermore, every room in Kingfisher House experiences no change in daylight distribution (NSL) as a result of the scheme meaning the occupants will not notice a difference in this respect.
40. Sunlight
The BRE guidance recommends that windows of surrounding properties where the main windows face within 90 degrees due south should be assessed. The guidance's standards that a good level of sunlight to a window is 25% annual probable sunlight hours, of which 5% should be in winter months.

All habitable rooms across the site are fully BRE compliant in terms of any alteration in sunlight amenity.
41. Overshadowing
In terms of overshadowing the BRE guidance recommends that outdoor amenity areas to be adequately sunlit throughout the year, at least half of a garden or amenity area should receive at least 2 hours of sunlight on 21 March.

42. Two gardens, one at 53 Wodehouse Avenue and one at 2 Crane Street, experience marginal derogations in the 21st March test and in order to substantiate that the amenity spaces achieve good levels of sunlight within the summertime, when outdoor amenity spaces are enjoyed, the required BRE tests on the 21st June was undertaken. The conclusion was that the changes in sunlight within the summertime are entirely unnoticeable and the levels very high.
43. In summary, the proposed development would not cause significant negative impact to the daylight and sunlight available to the surrounding properties and therefore their residential amenity and quality of living is not significantly impacted.
44. Outlook and overbearing impact
The proposed buildings at the rear of the site are 2 storeys high (maximum) and would not have an overbearing impact on the adjoining properties on Crane Street. There is adequate outlook for the neighbouring residents.
45. Privacy
The rear windows of the apartment block would be more than the minimum 21m distance from the nearest windows of Crane Street properties, which is the minimum required by the council's Residential Design Standards SPD. The houses in the courtyard do not have windows facing the rear boundary. The eastern elevation of the main building is also designed without windows and therefore would not impact on the adjoining site No.97 Peckham Road.
46. Windows are proposed on the western elevation to provide visual interest. Following discussions with the applicant, amended plans have been received to ensure any habitable room windows are designed to minimise direct overlooking to adjacent property No. 87 Peckham Road. This would use a combination of obscured/frosted glazing on certain windows and oriel windows. There is now only one balcony on the western elevation and a 1.7m high screen balustrade is proposed to minimise overlooking. It is considered that with the amended design, the development would not lead to a significant loss of privacy to adjoining occupiers.

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

47. The site is along a road that has a mix of uses including education, commercial, retail, civic and residential. This part of the site is immediately surrounded by residential uses and a future church hall immediately to the east. The proposed use as residential would be more compatible to the existing uses than a petrol filling station.

Quality of accommodation

48. A few residents have made a point that the proposed development would not be providing good quality of accommodation. The development exceeds the minimum floor space standards and a predominant number of the flats have dual aspect. Tests have been carried out on the sunlight and daylight within the proposed accommodation and meet the BRE guidelines. The schedule of accommodation (expressed as Gross Internal Area) is set out below:

Unit	Floor area (sqm) (national standard in brackets)	Amenity space (sqm)
G.1 (1b/2p)	58 (50)	15
G.2 (2b3p)	77 (61)	13
G.3 (2b/3p)	78 (61)	7

G.4 (1b/2p) WC	64 (50)	13
G.5 (2b/3p) WC	104 (61)	20
G.6 (2b/4p)	102 (70)	20
G.7 (2b/3p) WC	99 (61)	19
G.8 (4b/5p)	98 (90)	15
G.9 (3b/4p)	81 (74)	10
G.10 (1b/2p) WC	69 (50)	11
1.1 (3b/4p)	80 (74)	7
1.2 (2b/4p)	70 (70)	4
1.3 (1b/2p)	64 (60)	7
1.4 Studio	46 (37)	12
2.1 (2b/4p)	73 (70)	11
2.2 (1b/2p)	50 (50)	8
2.3 (1b/2p)	60 (50)	20
2.4 (2b/4p)	81 (70)	8
2.5 (2b/3p)	63 (61)	8
2.6 (2b/3p)	62 (61)	17
3.1 (3b/4p)	80 (74)	10
3.2 (2b/4p)	82 (70)	13
3.3 (3b/4p)	80 (74)	13
3.4 (1b/2p)	54 (50)	9
3.5 (2b/3p)	62 (61)	6
4.1 (1b/2p)	61 (50)	18
4.2 (1b/2p)	69 (50)	18
4.3 (1b/2p)	64 (50)	18
4.4 (3b/4p)	94 (74)	9
4.5 (3b/4p)	88 (74)	9
4.6 (1b/2p)	65 (50)	16
4.7 (1b/2p)	61 (50)	18
4.8 (1b/2p)	63 (50)	18

49. Each residential unit has its own private amenity space in the form of balconies or in the case of those town houses would have a rear garden. All of the 3 bedroom units have a minimum of 10sqm of private amenity space which complies with the Residential Design SPD.
50. Communal amenity space is also provided within the courtyard (approximately 225sqm). In accordance with the Mayor's calculation method, the child yield of 8 would mean a requirement for 82sqm of playspace. It is envisaged that the communal space would be designed flexibly so that all of the space can be used for provision for play and informal recreation and it is suggested that details be submitted prior to commencement.
51. The Council's Environmental Protection Team (EPT) has advised that as the submitted noise assessment only reports the plant noise criteria, this is inadequate. As this development is on busy main road, a noise survey which includes the measurements over a weekend will need to be carried out, to inform the noise insulation design of the façades which have a view of Peckham Road. Officers consider that a pre-commencement condition would be adequate in this instance. Residential uses exist on Peckham Road and it would not constitute a reason for refusal.

Transport issues

52. The application site is located on the A202 Peckham Road which forms part of the

Transport for London Road Network (TLRN), for which TfL are the highway authority.

53. Car parking

A number of residents have objected to the scheme due to lack of parking. The site is located within a high PTAL (Level 3) but directly opposite the site on Peckham Road is a PTAL 6a, which indicates a very good public transport accessibility. It is not located within a Controlled Parking Zone (CPZ). The plans as originally submitted had shown 1 No. off-street disabled parking space to the main building.

54. A parking survey has been carried out and the council's transport planning team has agreed that the one parking space is acceptable and would not add significant parking stress on the surrounding roads.

55. Whilst the local planning guidelines is that there should be one disabled parking space for each wheelchair dwelling, it should be noted that the wheelchair units are to be designed to be adaptable and not every resident would have a car or require a parking space. This is in a very accessible location and as such the guidelines can be relaxed in this instance.

56. As noted below, the applicant has also agreed to provide 3 years car club membership for residents to provide an alternative to using individual private cars. Given the level of on-site parking provided and with the car club also it is considered that an appropriate balance has been struck to promote more sustainable modes of transport whilst ensuring that sufficient on-site parking is provided given the location.

57. TfL has requested tracking diagrams to prove that a car is able to turn within the site and therefore enter and exit in a forward gear. The applicant has supplied this and raises no objections.

58. Cycle parking

Given the 33 residential dwellings then a minimum of 59 spaces plus visitor cycle spaces should be provided.

59. Car Clubs

In order to address the potential overspill parking and to reduce the level of private car ownership, the Council would require the applicant to provide a contribution covering 3 years membership of car club for each eligible adult. Car club bays are measures aimed at mitigating against an under provision of parking or a method to deter private parking and car ownership. This will be included in the S106 agreement.

60. Access

The application proposes to close the existing eastern access point. This would need to be done through a Section 278 agreement with TfL and this should be secured as part of any consent. A Construction Logistics Plan will need to be secured on any consent, to be approved by the Council in consultation with TfL.

61. Refuse and servicing

Servicing for the proposed development will be undertaken on-street from Peckham Road, with vehicles utilising loading-only bays as they do for other frontage developments along Peckham Road or its side roads. In general, residential developments typically attract 8 – 9 deliveries per day per 100 units. In this case, the number of deliveries to the proposed residential unit is therefore likely to be no more than 3 deliveries per day. However, there is no provision on site for refuse bin holding areas. The refuse bins should not be stored on the footway in advance of the refuse vehicle on collection days. An alternative solution should be sought by condition.

62. Refuse will be stored communally on the ground floor level in two locations and is

suitable for collection by the Council's operatives being located within a suitable "wheeling" distance of the road side.

Design issues

63. Massing and height
Saved Policy 3.12 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. Saved Policy 3.13 requires that "In designing new developments, consideration must be given to: Height, scale and massing of buildings – Designing a building that is appropriate to the local context and which does not dominate its surroundings inappropriately".
64. Concerns have been raised by local residents regarding the height of the scheme. The urban form of the proposed building is that of an apartment block with the main part of its massing in line with the residential building adjacent to the west (set back approximately 10m from the street edge). The building steps down in scale to the front of the site engaging positively with the back of pavement edge with the single storey building that is in context to the single storey part of the existing building to the east (that is also back of pavement). Officers originally raised concerns over the maisonettes being too close to the pavement edge on Peckham Road. The applicant has since submitted amended plans to set this back further with soft landscaping in front to provide a further buffer. Officers consider this to be more acceptable and will seek further details on the landscaping via a condition. The alternating set back of the maisonettes at both ground and first floor levels fronting Peckham Road would help to relieve the massing.
65. There is a variety of height in this section of Peckham Road with a combination of medium rise buildings (between 4 and 6 storeys) and lower rise domestic scale buildings (1-3 storeys). The buildings near to the site and to the west tend to be of a greater scale, however, 5 and 6 storey buildings can also be found in amongst the predominantly 3 and 4 storey buildings toward the east. A 6 storey building is located opposite the site (Pelican House, 92 Peckham Road), a 4 storey building is immediately adjacent to the west, and a single storey building (with 2 storey set back) is immediately to the east.
66. The taller part of the building (alternating between 4 and 6 storeys) is set back from the pavement edge, and aligns with the taller building immediately adjacent to the left, reflecting the predominant scale, height and building line of the buildings to the west and opposite. The massing steps down to meet the back of pavement edge (1 and 2 storeys) which is acceptable as it aligns with the approved church hall at 97 Peckham Road.
67. The massing of the building is generally characterised by a stepping parapet/roof line, alternating the height of the façade creating a 'notched' profile. This alleviates the overall massing and provides a varied roofscape.
68. The buildings surrounding the courtyard garden generally alternate between 0, 1 and 2 storeys and have been designed to be no higher than the existing brick wall that currently forms the boundaries.
69. Detailed design
The style is a contemporary one which is acceptable given the varied styles in this part of Peckham Road. The windows are proposed to be recessed into the wall with

a full brick reveal (c200mm) or 1.5 brick reveal (c300mm) accentuating the solidity of the construction and adding to the 3 dimensional appearance of the facade.

70. The form and massing of the eastern flank wall is designed so that the appearance of the building from the east has a more articulated, notched form with a curved corner. The flank wall allows for the future development of the neighbouring site by including recessed brick 'false windows' to break up the mass and give a scale to the otherwise blank facade. A large feature 'glass box' bay window is located at 3rd floor level on the prominent western corner of the building that will be simply and crisply detailed to be effective as part of the contemporary design. The detailing will include frameless glass panels sealed at junctions with 'invisible' narrow silicon joints. It is considered that with the varied forms, articulation and modulation, the contemporary design would be of high quality. The Metropolitan Police Design Officer raises no objections but recommends a 'Secure by Design' condition.
71. Materials
The main material to be used would be brick (cladded) and the proposed brick is pale yet varied in tone and will sit in harmony with the surrounding area, that has a variety of different brick types and colours. This is considered acceptable subject to details and samples.
72. The glazing system used throughout the scheme is proposed to be composite aluminium/timber window system, with high insulation values. A mid dark green (RAL 6013) or similar is proposed and Officers will decide on the colour via a condition.
73. In summary, the scale and design of the proposed scheme is considered to be acceptable in this location given the prevailing form of development near the site. The proposal will increase the housing offer in the area and will enhance the appearance of the site which is currently occupied by a vacant petrol filling station.

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

74. The site is not within a conservation area. The Sceaux Gardens is nearby to the west of the application site. However, given the distance it is not considered it would affect views in and out of the conservation area. There is a nearby Grade II listed building (Former Peckham Fire Station) to the south west of the proposed development. Again, given the distance and its high quality design, it would not have a negative impact on its setting.

Impact on trees

75. There are no existing trees on the site, however there is an existing street tree (owned by TfL) adjacent to the south-eastern part of the site, which will need to be protected during construction.
76. The applicant proposes to plant trees on the street and the plan indicates 4 No. trees. As this is on TfL land and is on the existing pavement (4m away from the new building and outside of the red line boundary), there were questions over its feasibility. TfL considered that there is the potential to plant trees at this location and these would improve the streetscape and aesthetics of the area, and TfL are in favour of increasing the canopy area on the TLRN.
77. TfL recommended further investigation are undertaken, given that commitments made to plant trees at this location without a basic level of investigation, significant costs would be incurred to achieve delivery. In light of this, the Council is seeking a S106 contribution of £12,000 to secure its provision. This figure is based on the highways Southwark Street Design Manual should street trees be necessary elsewhere. The

Council will pay TfL the full amount once trial pits found to be successful, if not the Council shall retain for planting on Council land in the vicinity.

78. The proposed development provides a welcome amount of good quality hard and soft landscaping and outside amenity featuring terraces, an internal courtyard and green roof.

Planning obligations (S.106 undertaking or agreement)

79. Saved policy 2.5 'Planning Obligations' of the Southwark Plan, Strategic Policy 14 'Implementation and Delivery' of the Core Strategy and Policy 8.2 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 is reinforced by the Supplementary Planning Document (SPD) on Section 106 Planning Obligations and Community Infrastructure Levy (2015).

80. The Southwark CIL SPD was adopted in April 2015 and the previous S106 financial contributions would now fall away. The intention of the CIL Regulations is that S106 planning obligations should mainly be used to secure site specific infrastructure which is needed to directly address the impact of development. The NPPF which echoes the Community Infrastructure Levy Regulation 122 which requires obligations be:

- a) necessary to make the development acceptable in planning terms;
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development

Only defined site specific mitigation that meets the tests in Regulation 122 can be given weight.

81. Following negotiations with the applicant, the S106 Heads of Terms are as follows:

- The provision of affordable housing;

35 affordable habitable rooms, 11 would be social rented (31%) and 24 would be intermediate rented (69%).
- Car club membership for three years;
- Section 278 agreement with TfL. As part of this Section 278 request that the footway is resurfaced along the site frontage and that the western access point, if retained, is narrowed to provide a better pedestrian environment. Seek to extend the existing mandatory eastbound cycle lane along the site frontage.
- £12,000 to TfL towards the street trees outside of the site.

82. In the event that a satisfactory legal agreement has not been entered into by **15 September 2016** it is recommended that the Director of Planning refuses planning permission, if appropriate, for the following reason:

"The proposal, by failing to provide for appropriate planning obligations secured through the completion of a S106 agreement, fails to ensure adequate provision of affordable housing and mitigation against the adverse impacts of the development through projects or contributions in accordance with saved policy 2.5 'Planning Obligations' of the Southwark Plan (2007), strategic policy 14 'Delivery and Implementation' of the Core Strategy (2011), policy 8.2 'Planning obligations' of the London Plan (2015) and the Planning Obligations and Community Infrastructure Levy

SPD (2015)."

83. Development Viability

Since the application has been submitted the council has adopted the Development Viability SPD. The guidance within this document states that a viability appraisal will be required even where a proposal contains a policy compliant level of affordable housing as is the case here. The applicant has submitted a viability appraisal, which has been assessed by the Council's valuers and considered that the scheme for 35% affordable is deliverable. The S106 agreement shall have review mechanisms in place. If at any time before the affordable housing units are transferred to a Registered Provider the level of affordable housing falls below the policy compliant level either by agreement or statutory procedure the developer shall not permit the occupation of the development or any part of it until submitting a Viability Review update to the Council.

Mayoral and Southwark Community Infrastructure Levy (CIL)

84. Section 143 of the Localism Act states that any financial contribution received in terms of community infrastructure levy (CIL) is a material "local financial consideration" in planning decisions. The requirement for payment of the Mayoral or Southwark CIL is therefore a material consideration. However, the weight attached is determined by the decision maker. The Mayoral CIL is required to contribute towards strategic transport investments in London as a whole, primarily Crossrail, while Southwark's CIL will provide for infrastructure that supports growth in Southwark.

85. In Southwark the Mayoral CIL was established at a rate of £35 per sqm of new development, although this is an index linked payment. The Southwark CIL rate is based on the type and location of the development.

The Mayoral CIL MCIL (prior Social Housing Relief) = $2657 \times £35 \times 275 / 223 =$
£114,679.93

The SCIL for this Residential Zone 3 (prior Social Housing Relief) = $2657 \times £50$
 $\times 275 / 260 =$ £140,514.42

Sustainable development implications

86. 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 of the highest environmental standards.

87. The applicant has submitted a Sustainability Statement and an Energy Statement and has made the following targets:

88. Be Lean:

Passive design and energy efficient features are considered paramount for reducing energy demand. The proposed energy efficiency measures include a well-insulated building fabric, alongside a combination of natural and mechanically ventilated spaces. These measures would reduce the Dwelling Emissions rate (DER) by 10.7% below the Target Emissions Rate (TER).

89. Be Clean:

The development is considered to be too small for incorporation of any combined heating plant technology, which Officers accept.

90. **Be Green:**
The applicant has investigated the feasibility of Low or Zero-Carbon (LZC) energy technologies and has recommended the incorporation of photovoltaic panels (PVs), which should reduce CO2 emissions of the site by further 34.8%.
91. The combination of energy efficiency (Be Lean) and Photovoltaics (Be Green), reduces the total CO2 emissions of the development by 41.8%, and thereby meeting the building regulations Part L (2013) and Southwark Planning Policy.

Other matters

92. Air Quality
The development is within the Council's declared Air Quality Management Area (AQMA). While there will be an increase in vehicles servicing the site it is not regarded as having a significant effect on existing air quality bearing in mind the current traffic levels in that area.
93. The submitted air quality report is satisfactory, however there is a recommendation in paragraph 9.3, that mitigation is required for a number of apartments. The plans of the various floors do not indicate that this recommendation has been designed into the development. Officers consider a condition would suffice in securing the further details.
94. Land contamination
The applicant has submitted an assessment given the use of the site as a petrol filling station. EPT considers more information is required, but Officers feel that a pre-commencement condition requesting further intrusive testing and site investigation would suffice.
95. Water
The application site is within Flood Zone 1 and at a low risk of flooding from rivers and seas but the Council's Flood and Drainage team was consulted as this a major development in the Central Southwark Critical Drainage Area and requested further information. Subsequent to the receipt of this the drainage team has no objections subject to conditions.

Conclusion on planning issues

96. The proposed development would replace the existing Sui generis use with residential use. Given that the site is not in an area where employment use is protected by planning policies, the introduction of residential in this area is acceptable in land use terms. The density is marginally over the maximum range for this area, but as there is no significant adverse impacts upon amenity and the design is considered to be appropriate and the proposal would provide for much needed housing including affordable housing this would meet Southwark's planning policies and objectives.
97. The mitigation measures proposed would ensure that there is no significant impact on neighbouring residents' outlook, natural light or privacy. There is good quality of living accommodation proposed for the future residents and the design is considered to be of high quality and would improve the local townscape.
98. The level of parking is considered acceptable and in this high PTAL location there would not be significant impact on the local highway network or safety. The scheme would also be of sustainable design and would not harm the environment significantly. It is therefore recommended for approval.

Community impact statement

99. 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: None.
 - d) The likely adverse or less good implications for any particular communities/groups have been also been discussed above.

Consultations

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

Consultation replies

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

Summary of consultation responses

102. There has been a total of 21 objections and their comments are summarised below:
103. Density
The density represents over-development of the site; it fills the site at the expense of dwelling layouts, open space particularly for children, parking provision and general amenity.
104. Excessive height and loss of natural light
The building 6 storeys would affect daylight to surrounding buildings; there is an important error in the daylight and sunlight assessment in respect of 92 Peckham Road, the assessment assumes the building is residential from the third floor where in fact it is residential from the first floor; a repeated assessment should also take into account the large trees in front of 92 Peckham Road; the sunlight incidence upon outdoor amenity space has not been considered in the Daylighting Study forming part of the application; the loss of existing views from neighbouring properties will adversely affect the residential amenity of neighbouring owners; the building is too high, over bearing and imposing with the foot print covering the entire site; The scale and size of the proposed plans will create a dominant structure on the road and will be two storeys taller than hose building alongside; the building should not be allowed to exceed the exiting height of the petrol station roof; it will change the visual look form both sides of Peckham Road.
105. Excessive height and loss of natural light
The building 6 storeys would affect daylight to surrounding buildings; there is an important error in the daylight and sunlight assessment in respect of 92 Peckham Road, the assessment assumes the building is residential from the third floor where in fact it is residential from the first floor; a repeated assessment should also take into account the large trees in front of 92 Peckham Road; the sunlight incidence upon outdoor amenity space has not been considered in the Daylighting Study forming part of the application; the loss of existing views from neighbouring properties will

adversely affect the residential amenity of neighbouring owners; the building is too high, over bearing and imposing with the foot print covering the entire site; The scale and size of the proposed plans will create a dominant structure on the road and will be two storeys taller than hose building alongside; the building should not be allowed to exceed the exiting height of the petrol station roof; it will change the visual look form both sides of Peckham Road.

106. Excessive height and loss of natural light

The building 6 storeys would affect daylight to surrounding buildings; there is an important error in the daylight and sunlight assessment in respect of 92 Peckham Road, the assessment assumes the building is residential from the third floor where in fact it is residential from the first floor; a repeated assessment should also take into account the large trees in front of 92 Peckham Road; the sunlight incidence upon outdoor amenity space has not been considered in the Daylighting Study forming part of the application; the loss of existing views from neighbouring properties will adversely affect the residential amenity of neighbouring owners; the building is too high, over bearing and imposing with the foot print covering the entire site; the scale and size of the proposed plans will create a dominant structure on the road and will be two storeys taller than hose building alongside; the building should not be allowed to exceed the exiting height of the petrol station roof; it will change the visual look form both sides of Peckham Road

107. Privacy

Loss of privacy to adjoining residents.

108. Design

The dwellings proposed are not of a high standard of design as maintained in the D&A Statement; the development would be out of keeping.

109. Poor quality of accommodation

These are very poor even though the space standards are higher than the Council's minimum standards; Some rooms are awkward, difficult to furnish and all the day-rooms are multifunction places; some of the flats have north aspect; lack of lifts; poor means of fire escape.

110. Access and parking

The lack of parking and knock on impact on parking in the surrounding area; how will this affect parking requirements of the adjoining Church and Health Centre?; proposals for construction access, subsequent maintenance, deliveries (furniture, groceries and parcels), emergency access, access for the disabled and waste removal are either perfunctory or non-existent; this development would significantly worsen the situation putting exceptional strain on the already overcrowded street parking and congested roads nearby.

111. Affordable Housing

It is noted that the project provides the minimum number of affordable units based on habitable rooms rather than dwellings, thus producing a lower provision than would otherwise be the case; the only low cost housing is at ground level which on this busy street will give the residents little privacy. The ground floor should have shops etc which are lacking in this area of dense housing; the 'affordable' flats should actually be affordable by the local community. So much development is going on in Peckham but local people are unable to purchase these properties; only a very small percentage of the 35% will actually be contributing towards Southwark Councils target of building more council homes, as most will be shared ownership rather than local authority rentals.

112. Loss of the ATM
Would like to see provision for a shop and ATM at ground level in this development.
113. Ground stability and drainage
Concerns about the impact that the proposed works could have on the stability of their property.
114. Environment
Nuisance from rats and vermin infestation.

There is a total of **4 letters** of support and their comments are summarised below:

115. This will be a positive addition to the area; The design appears well thought through and will provide much needed additional housing; this development taking place as it will improve the aesthetic of Peckham Road; More affordable homes are welcomed in the community and I am happy to see Peckham grow; do not believe it is too tall as the building opposite is a full 6 storeys and only parts of the proposed building are a similar height.

Officers' response

Many of the objections have been addressed above. With regards to ground stability, there is no significant excavation involved. Vermin infestation would be resolved by environmental legislation. The provision of an ATM is not a policy requirement. The wheelchair units are on the ground floor level and therefore would not need two lifts.

Human rights implications

116. 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.
117. 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/2282-97	Chief Executive's Department 160 Tooley Street London SE1 2QH	Planning enquiries telephone: 020 7525 5403
Application file: 16/AP/1393		Planning enquiries email: planning.enquiries@southwark.gov.uk
Southwark Local Development Framework and Development Plan Documents		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	Simon Bevan, Director of Planning	
Report Author	Wing Lau, Senior Planning Officer	
Version	Final	
Dated	4 July 2016	
Key Decision	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director of Finance and Governance	No	No
Strategic Director of Environment and Leisure	No	No
Strategic Director of Housing and Modernisation	No	No
Director Of Regeneration	No	No
Date final report sent to Constitutional Team		7 July 2016

APPENDIX 1

Consultation undertaken

Site notice date: 05/05/2016

Press notice date: 12/05/2016

Case officer site visit date: 05/05/2016

Neighbour consultation letters sent: 05/05/2016

Internal services consulted:

Ecology Officer
Economic Development Team
Environmental Protection Team Formal Consultation [Noise / Air Quality / Land Contamination / Ventilation]
Flood and Drainage Team
HIGHWAY LICENSING
Highway Development Management
Waste Management

Statutory and non-statutory organisations consulted:

Environment Agency
London Fire & Emergency Planning Authority
Metropolitan Police Service (Designing out Crime)
Thames Water - Development Planning
Transport for London (referable & non-referable app notifications and pre-apps)

Neighbour and local groups consulted:

Flat 2 15 Crane Street SE15 5JU
Flat 3 15 Crane Street SE15 5JU
Flat 4 15 Crane Street SE15 5JU
22 Crane Street London SE15 5JU
24 Crane Street London SE15 5JU
Flat 1 15 Crane Street SE15 5JU
Flat 8 15 Crane Street SE15 5JU
Flat 1 87 Peckham Road SE15 5JW
Flat 2 87 Peckham Road SE15 5JW
Flat 5 15 Crane Street SE15 5JU
Flat 6 15 Crane Street SE15 5JU
Flat 7 15 Crane Street SE15 5JU
4 Crane Street London SE15 5JU
6 Crane Street London SE15 5JU
8 Crane Street London SE15 5JU
11 Crane Street London SE15 5JU
13 Crane Street London SE15 5JU
2 Crane Street London SE15 5JU
16 Crane Street London SE15 5JU
18 Crane Street London SE15 5JU
20 Crane Street London SE15 5JU
10 Crane Street London SE15 5JU
12 Crane Street London SE15 5JU
14 Crane Street London SE15 5JU
Flat 3 87 Peckham Road SE15 5JW
25 Wodehouse Avenue London SE5 7FD
27 Wodehouse Avenue London SE5 7FD
29 Wodehouse Avenue London SE5 7FD
19 Wodehouse Avenue London SE5 7FD

8 Moody Road London SE15 5JB
10 Moody Road London SE15 5JB
12 Moody Road London SE15 5JB
Flat 4 105 Peckham Road SE15 5LE
Flat 5 105 Peckham Road SE15 5LE
Flat 6 105 Peckham Road SE15 5LE
Flat 1 105 Peckham Road SE15 5LE
Flat 2 105 Peckham Road SE15 5LE
Flat 3 105 Peckham Road SE15 5LE
Flat 2 57 Kelly Avenue SE15 5LZ
Flat 3 57 Kelly Avenue SE15 5LZ
Flat 4 57 Kelly Avenue SE15 5LZ
Flat 8 55 Kelly Avenue SE15 5LX
Flat 1 57 Kelly Avenue SE15 5LZ
Flat 8 57 Kelly Avenue SE15 5LZ
4 Moody Road London SE15 5JB
6 Moody Road London SE15 5JB
Flat 5 57 Kelly Avenue SE15 5LZ
Flat 6 57 Kelly Avenue SE15 5LZ
Flat 7 57 Kelly Avenue SE15 5LZ
Flat 7 105 Peckham Road SE15 5LE
44 Kelly Avenue London SE15 5NA
Flat 1 49 Kelly Avenue SE15 5LB
14 Moody Road London SE15 5JB
24 Kelly Avenue London SE15 5LL
40 Kelly Avenue London SE15 5LL
42 Kelly Avenue London SE15 5LL
2 Grumant Road London SE15 5NQ
2 Moody Road London SE15 5JB

21 Wodehouse Avenue London SE5 7FD
23 Wodehouse Avenue London SE5 7FD
37 Wodehouse Avenue London SE5 7FD
39 Wodehouse Avenue London SE5 7FD
41 Wodehouse Avenue London SE5 7FD
31 Wodehouse Avenue London SE5 7FD
33 Wodehouse Avenue London SE5 7FD
35 Wodehouse Avenue London SE5 7FD
Flat 7 87 Peckham Road SE15 5JW
Flat 8 87 Peckham Road SE15 5JW
Flat 9 87 Peckham Road SE15 5JW
Flat 4 87 Peckham Road SE15 5JW
Flat 5 87 Peckham Road SE15 5JW
Flat 6 87 Peckham Road SE15 5JW
1c Grummant Road London SE15 5NQ
103 Peckham Road London SE15 5LJ
Flat 10 87 Peckham Road SE15 5JW
Flat 11 87 Peckham Road SE15 5JW
9 Crane Street London SE15 5JU
Flat 9 Berkeley Court SE15 5AD
Flat 10 Berkeley Court SE15 5AD
Flat 11 Berkeley Court SE15 5AD
Flat 6 Berkeley Court SE15 5AD
Flat 7 Berkeley Court SE15 5AD
Flat 8 Berkeley Court SE15 5AD
Flat 15 Berkeley Court SE15 5AD
Flat 16 Berkeley Court SE15 5AD
Flat 17 Berkeley Court SE15 5AD
Flat 12 Berkeley Court SE15 5AD
Flat 13 Berkeley Court SE15 5AD
Flat 14 Berkeley Court SE15 5AD
4 Grummant Road London SE15 5NQ
6 Grummant Road London SE15 5NQ
8 Grummant Road London SE15 5NQ
14 Lyndhurst Way London SE15 5AT
16 Lyndhurst Way London SE15 5AT
3 Grummant Road London SE15 5NQ
Flat 3 Berkeley Court SE15 5AD
Flat 4 Berkeley Court SE15 5AD
Flat 5 Berkeley Court SE15 5AD
9b Grummant Road London SE15 5NQ
Flat 1 Berkeley Court SE15 5AD
Flat 2 Berkeley Court SE15 5AD
18a Lyndhurst Way London SE15 5AT
8 Charles Coveney Road London SE15 5JP
10 Charles Coveney Road London SE15 5JP
12 Charles Coveney Road London SE15 5JP
5 Moody Road London SE15 5JH
4 Charles Coveney Road London SE15 5JP
6 Charles Coveney Road London SE15 5JP
3 Crane Street London SE15 5JU
5 Crane Street London SE15 5JU
7 Crane Street London SE15 5JU
14 Charles Coveney Road London SE15 5JP
16 Charles Coveney Road London SE15 5JP
1 Crane Street London SE15 5JU
9a Grummant Road London SE15 5NQ
Ground Floor 84-86 Peckham Road SE15 5LQ
97 Peckham Road London SE15 5LJ
18b Lyndhurst Way London SE15 5AT
7a Grummant Road London SE15 5NQ
8a Grummant Road London SE15 5NQ
1a Grummant Road London SE15 5NQ
1 Moody Road London SE15 5JH
3 Moody Road London SE15 5JH
7b Grummant Road London SE15 5NQ
Peckham Service Centre 95 Peckham Road SE15 5LJ
1b Grummant Road London SE15 5NQ
43 Wodehouse Avenue London SE5 7FD
8 Heron House Pelican Estate Grummant Road SE15 5NJ
9 Heron House Pelican Estate Grummant Road SE15 5NJ
1 Kingfisher House Pelican Estate Grummant Road SE15 5LG
52 Heron House Pelican Estate Grummant Road SE15 5NJ
6 Heron House Pelican Estate Grummant Road SE15 5NJ
7 Heron House Pelican Estate Grummant Road SE15 5NJ
13 Kingfisher House Pelican Estate Grummant Road SE15 5LG
14 Kingfisher House Pelican Estate Grummant Road SE15 5LG
15 Kingfisher House Pelican Estate Grummant Road SE15 5LG
10 Kingfisher House Pelican Estate Grummant Road SE15 5LG
Flat 3 50 Kelly Avenue SE15 5LH
Flat 5 50 Kelly Avenue SE15 5LH
Flat 6 50 Kelly Avenue SE15 5LH
Flat 8 105 Peckham Road SE15 5LE
32 Kelly Avenue London SE15 5LL
Flat 4 49 Kelly Avenue SE15 5LB
34 Kelly Avenue London SE15 5LL
28 Kelly Avenue London SE15 5LL
26 Kelly Avenue London SE15 5LL
51 Kelly Avenue London SE15 5LB
Flat 3 53 Kelly Avenue SE15 5LD
Flat 1 50 Kelly Avenue SE15 5LH
Flat 7 55 Kelly Avenue SE15 5LX
Flat 2 49 Kelly Avenue SE15 5LB
Flat 3 49 Kelly Avenue SE15 5LB
Flat 6 46 Kelly Avenue SE15 5NA
47 Kelly Avenue London SE15 5LB
48 Kelly Avenue London SE15 5NA
Flat 2 50 Kelly Avenue SE15 5LD
Flat 4 50 Kelly Avenue SE15 5LH
Flat 7 50 Kelly Avenue SE15 5LH
Flat 5 49 Kelly Avenue SE15 5LB
Flat 6 49 Kelly Avenue SE15 5LB
30 Kelly Avenue London SE15 5LL
36 Kelly Avenue London SE15 5LL
38 Kelly Avenue London SE15 5LL
Basement Flat 3 Grummant Road SE15 5NQ
5 Grummant Road London SE15 5NQ
22 Kelly Avenue London SE15 5LL
Flat 3 46 Kelly Avenue SE15 5NA
Flat 4 46 Kelly Avenue SE15 5NA
Flat 5 46 Kelly Avenue SE15 5NA
Flat 1 46 Kelly Avenue SE15 5NA
Flat 2 46 Kelly Avenue SE15 5NA
Flat 8 50 Kelly Avenue SE15 5LH
Flat 7 53 Kelly Avenue SE15 5LD
Flat 8 53 Kelly Avenue SE15 5LD
Flat 4 53 Kelly Avenue SE15 5LD
Flat 5 53 Kelly Avenue SE15 5LD
Flat 6 53 Kelly Avenue SE15 5LD
Flat 4 55 Kelly Avenue SE15 5LX
Flat 5 55 Kelly Avenue SE15 5LX
Flat 6 55 Kelly Avenue SE15 5LX
Flat 1 55 Kelly Avenue SE15 5LX
Flat 2 55 Kelly Avenue SE15 5LX
Flat 3 55 Kelly Avenue SE15 5LX
Flat 3 52 Kelly Avenue SE15 5LH
Flat 4 52 Kelly Avenue SE15 5LH
Flat 5 52 Kelly Avenue SE15 5LH
Flat 2 52 Kelly Avenue SE15 5LH
Flat 1 52 Kelly Avenue SE15 5LH
Flat 1 53 Kelly Avenue SE15 5LD
Flat 2 53 Kelly Avenue SE15 5LD
Flat 6 52 Kelly Avenue SE15 5LH
Flat 7 52 Kelly Avenue SE15 5LH
Flat 8 52 Kelly Avenue SE15 5LH
Flat 65 Pelican House SE15 5PY
Flat 66 Pelican House SE15 5PY
Flat 67 Pelican House SE15 5PY
Flat 62 Pelican House SE15 5PY
Flat 63 Pelican House SE15 5PY
Flat 64 Pelican House SE15 5PY
Flat 71 Pelican House SE15 5PY
Flat 72 Pelican House SE15 5PY
Flat 73 Pelican House SE15 5PY
Flat 68 Pelican House SE15 5PY
Flat 69 Pelican House SE15 5PY
Flat 70 Pelican House SE15 5PY
Flat 53 Pelican House SE15 5PY
Flat 54 Pelican House SE15 5PY
Flat 55 Pelican House SE15 5PY
Flat 50 Pelican House SE15 5PY
Flat 51 Pelican House SE15 5PY
Flat 52 Pelican House SE15 5PY
Flat 59 Pelican House SE15 5PY
Flat 60 Pelican House SE15 5PY
Flat 61 Pelican House SE15 5PY
Flat 56 Pelican House SE15 5PY
Flat 57 Pelican House SE15 5PY

11 Kingfisher House Pelican Estate Grummant Road SE15 5LG
12 Kingfisher House Pelican Estate Grummant Road SE15 5LG
44 Heron House Pelican Estate Grummant Road SE15 5NJ
45 Heron House Pelican Estate Grummant Road SE15 5NJ
46 Heron House Pelican Estate Grummant Road SE15 5NJ
41 Heron House Pelican Estate Grummant Road SE15 5NJ
42 Heron House Pelican Estate Grummant Road SE15 5NJ
43 Heron House Pelican Estate Grummant Road SE15 5NJ
5 Heron House Pelican Estate Grummant Road SE15 5NJ
50 Heron House Pelican Estate Grummant Road SE15 5NJ
51 Heron House Pelican Estate Grummant Road SE15 5NJ
47 Heron House Pelican Estate Grummant Road SE15 5NJ
48 Heron House Pelican Estate Grummant Road SE15 5NJ
49 Heron House Pelican Estate Grummant Road SE15 5NJ
16 Kingfisher House Pelican Estate Grummant Road SE15 5LG
16 Mallard House Pelican Estate Grummant Road SE15 5NH
3 Mallard House Pelican Estate Grummant Road SE15 5NH
4 Mallard House Pelican Estate Grummant Road SE15 5NH
13 Mallard House Pelican Estate Grummant Road SE15 5NH
14 Mallard House Pelican Estate Grummant Road SE15 5NH
15 Mallard House Pelican Estate Grummant Road SE15 5NH
8 Mallard House Pelican Estate Grummant Road SE15 5NH
5 Mallard House Pelican Estate Grummant Road SE15 5NH
6 Mallard House Pelican Estate Grummant Road SE15 5NH
7 Mallard House Pelican Estate Grummant Road SE15 5NH
3 Kingfisher House Pelican Estate Grummant Road SE15 5LG
4 Kingfisher House Pelican Estate Grummant Road SE15 5LG
5 Kingfisher House Pelican Estate Grummant Road SE15 5LG
17 Kingfisher House Pelican Estate Grummant Road SE15 5LG
18 Kingfisher House Pelican Estate Grummant Road SE15 5LG
2 Kingfisher House Pelican Estate Grummant Road SE15 5LG
9 Kingfisher House Pelican Estate Grummant Road SE15 5LG
11 Mallard House Pelican Estate Grummant Road SE15 5NH
12 Mallard House Pelican Estate Grummant Road SE15 5NH
6 Kingfisher House Pelican Estate Grummant Road SE15 5LG
7 Kingfisher House Pelican Estate Grummant Road SE15 5LG
8 Kingfisher House Pelican Estate Grummant Road SE15 5LG
40 Heron House Pelican Estate Grummant Road SE15 5NJ
1 Heron House Pelican Estate Grummant Road SE15 5NJ
10 Heron House Pelican Estate Grummant Road SE15 5NJ
11 Heron House Pelican Estate Grummant Road SE15 5NJ
110 Peckham Road London SE15 5EU
15 Heron House Pelican Estate Grummant Road SE15 5NJ
16 Heron House Pelican Estate Grummant Road SE15 5NJ
17 Heron House Pelican Estate Grummant Road SE15 5NJ
12 Heron House Pelican Estate Grummant Road SE15 5NJ
13 Heron House Pelican Estate Grummant Road SE15 5NJ
14 Heron House Pelican Estate Grummant Road SE15 5NJ
51 Wodehouse Avenue London SE5 7FD
53 Wodehouse Avenue London SE5 7FD
55 Wodehouse Avenue London SE5 7FD
45 Wodehouse Avenue London SE5 7FD
47 Wodehouse Avenue London SE5 7FD
49 Wodehouse Avenue London SE5 7FD
Oliver Goldsmith Primary School Peckham Road SE5 8UH
4a Grummant Road London SE15 5NQ
2a Grummant Road London SE15 5NQ
18 Heron House Pelican Estate Grummant Road SE15 5NJ
32 Heron House Pelican Estate Grummant Road SE15 5NJ
33 Heron House Pelican Estate Grummant Road SE15 5NJ
34 Heron House Pelican Estate Grummant Road SE15 5NJ
3 Heron House Pelican Estate Grummant Road SE15 5NJ
30 Heron House Pelican Estate Grummant Road SE15 5NJ
31 Heron House Pelican Estate Grummant Road SE15 5NJ
38 Heron House Pelican Estate Grummant Road SE15 5NJ
39 Heron House Pelican Estate Grummant Road SE15 5NJ
4 Heron House Pelican Estate Grummant Road SE15 5NJ
35 Heron House Pelican Estate Grummant Road SE15 5NJ
36 Heron House Pelican Estate Grummant Road SE15 5NJ
37 Heron House Pelican Estate Grummant Road SE15 5NJ
21 Heron House Pelican Estate Grummant Road SE15 5NJ
22 Heron House Pelican Estate Grummant Road SE15 5NJ
23 Heron House Pelican Estate Grummant Road SE15 5NJ
19 Heron House Pelican Estate Grummant Road SE15 5NJ
2 Heron House Pelican Estate Grummant Road SE15 5NJ
20 Heron House Pelican Estate Grummant Road SE15 5NJ
27 Heron House Pelican Estate Grummant Road SE15 5NJ
28 Heron House Pelican Estate Grummant Road SE15 5NJ
29 Heron House Pelican Estate Grummant Road SE15 5NJ
Flat 58 Pelican House SE15 5PY
Flat 74 Pelican House SE15 5PY
Flat 8 Walmer Castle Court SE15 5BE
Ground Floor Flat 3 Grummant Road SE15 5NQ
First Floor Flat 3 Grummant Road SE15 5NQ
Flat 5 Walmer Castle Court SE15 5BE
Flat 6 Walmer Castle Court SE15 5BE
Flat 7 Walmer Castle Court SE15 5BE
Workshop 97 Peckham Road SE15 5LJ
Car Wash 97 Peckham Road SE15 5LJ
Lister Primary Care Centre 101 Peckham Road SE15 5LJ
Peckham Pelican Pelican House SE15 5PY
Flat 78 Pelican House SE15 5PY
Flat 79 Pelican House SE15 5PY
Flat 80 Pelican House SE15 5PY
Flat 75 Pelican House SE15 5PY
Flat 76 Pelican House SE15 5PY
Flat 77 Pelican House SE15 5PY
Flat 2 Walmer Castle Court SE15 5BE
Flat 3 Walmer Castle Court SE15 5BE
Flat 4 Walmer Castle Court SE15 5BE
Basement And Ground Floor Rear Lord Denning Court SE15 5PZ
Flat 1 Walmer Castle Court SE15 5BE
Flat 49 Pelican House SE15 5PY
Flat 15 Pelican House SE15 5PY
Flat 16 Pelican House SE15 5PY
Flat 17 Pelican House SE15 5PY
Flat 12 Pelican House SE15 5PY
Flat 13 Pelican House SE15 5PY
Flat 14 Pelican House SE15 5PY
Flat 21 Pelican House SE15 5PY
Flat 22 Pelican House SE15 5PY
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Flat 2 Pelican House SE15 5PY
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Flat 36 Pelican House SE15 5PY
Flat 31 Pelican House SE15 5PY
Flat 32 Pelican House SE15 5PY
Flat 33 Pelican House SE15 5PY
294 Southampton Way London SE5 7HQ
31 Pelican House 92 Peckham Road SE155PY
92 Peckham Road Flat 2 SE15 5PY
Flat 3, 76-78 Montpelier Road London SE15 2HE
Flat 7, 107 Peckham Road London SE15 5LE
Flat 10 2 Bamber Road SE15 5JS
27 Denman Road London Se15 5ns

24 Heron House Pelican Estate Grummant Road SE15 5NJ
25 Heron House Pelican Estate Grummant Road SE15 5NJ
26 Heron House Pelican Estate Grummant Road SE15 5NJ
12 Lyndhurst Way London SE15 5AT
16 Moody Road London SE15 5JB
18 Moody Road London SE15 5JB

17 Shenley Road London SE5 8ND
43 South City Grove 52 Peckham Grove se15 6fr
Flat 7 Walmer Castle Court, 102 Pec Peckham SE155BE
Flat 3, 62 Choumert Road Peckham Se15 4AX
42 Goldsmith Road London se15 5tn
91 Lyndhurst Grove London SE15 5AW
10 Lyndhurst Square London SE15 5AR

Re-consultation: n/a

Consultation responses received

Internal services

Environmental Protection Team Formal Consultation - inadequate information on noise and contamination.

Flood and Drainage Team - Further information received and no objections subject to conditions.

Statutory and non-statutory organisations

Thames Water - Development Planning - No objections subject to condition and informative.

Transport for London - Further information was requested in relation to swept paths and comments relating to car parking, cycle storage and access and trees. No significant objections raised.

Neighbours and local groups

There has been a total of **21 objections** and their comments are summarised below:

Density

The density represents over-development of the site; it fills the site at the expense of dwelling layouts, open space particularly for children, parking provision and general amenity

Excessive height and loss of natural light

The building 6 storeys would affect daylight to surrounding buildings; there is an important error in the daylight and sunlight assessment in respect of 92 Peckham Road, the assessment assumes the building is residential from the third floor where in fact it is residential from the first floor; a repeated assessment should also take into account the large trees in front of 92 Peckham Road; the sunlight incidence upon outdoor amenity space has not been considered in the Daylighting Study forming part of the application; the loss of existing views from neighbouring properties will adversely affect the residential amenity of neighbouring owners; the building is too high, over bearing and imposing with the foot print covering the entire site; The scale and size of the proposed plans will create a dominant structure on the road and will be two storeys taller than hose building alongside; the building should not be allowed to exceed the existing height of the petrol station roof; it will change the visual look form both sides of Peckham Road

Privacy

Loss of privacy to adjoining residents.

Design

The dwellings proposed are not of a high standard of design as maintained in the D&A Statement; the development would be out of keeping.

Poor quality of accommodation

These are very poor even though the space standards are higher than the Council's minimum standards; Some rooms are awkward, difficult to furnish and all the day-rooms are multifunction places; some of the flats have north aspect; lack of lifts; poor means of fire escape.

Access and parking

The lack of parking and knock on impact on parking in the surrounding area; how will

this affect parking requirements of the adjoining Church and Health Centre?; proposals for construction access, subsequent maintenance, deliveries (furniture, groceries and parcels), emergency access, access for the disabled and waste removal are either perfunctory or non-existent; this development would significantly worsen the situation putting exceptional strain on the already overcrowded street parking and congested roads nearby.

Affordable Housing

It is noted that the project provides the minimum number of affordable units based on habitable rooms rather than dwellings, thus producing a lower provision than would otherwise be the case; the only low cost housing is at ground level which on this busy street will give the residents little privacy. The ground floor should have shops etc which are lacking in this area of dense housing; the 'affordable' flats should actually be affordable by the local community. So much development is going on in Peckham but local people are unable to purchase these properties; only a very small percentage of the 35% will actually be contributing towards Southwark Councils target of building more council homes, as most will be shared ownership rather than local authority rentals.

Loss of the ATM

Would like to see provision for a shop and ATM at ground level in this development.

Ground stability and drainage

Concerns about the impact that the proposed works could have on the stability of my property;

Environment

Nuisance from rats and vermin infestation.

Support

There is a total of 4 letters of support and their comments are summarised below:

This will be a positive addition to the area; The design appears well thought through and will provide much needed additional housing; this development taking place as it will improve the aesthetic of Peckham Road; More affordable homes are welcomed in the community and I am happy to see Peckham grow; do not believe it is too tall as the building opposite is a full 6 storeys and only parts of the proposed building are a similar height.