Report title: Development Management planning application:
Council’s own development
Application 16/AP/4018 for: Full Planning Permission

Address:
OPEN LAND REAR OF 1 - 51 PECKHAM HIGH ROAD BOUNDED BY SUMNER AVENUE AND MELON ROAD, OPEN LAND ADJACENT TO 59 PECKHAM HIGH STREET AND SUMNER HOUSE LOCATED ON SUMNER ROAD, LONDON SE15

Proposal:
Redevelopment of the site to provide four buildings to deliver 168 residential dwellings (Class C3) and flexible retail floor space (247m2) of flexible A1/A3/A4: The works include the conversion and extension of Sumner House (Block A) from office use (Class B1-c) to provide 44 flats and 4 townhouses and partial demolition of a boundary wall; the erection of a part 4, part 6 storey block to provide 39 flats on Sumner Avenue (Block B); a part four, part 6 storey building to provide 72 flats on Jocelyn Street (Block C); and a four storey block providing 9 flats on Melon Road (Block D), with 247m2 of flexible A1/A3/A4 use at ground floor level, together with car parking, hard and soft landscaping, and other associated works incidental to the development.

Ward(s) or groups affected: Peckham

From: Director of Planning

Application Start Date 10/11/2016 Application Expiry Date 09/02/2017
Earliest Decision Date 01/01/2017 PPA Date 30 June 2017

RECOMMENDATIONS

1. a) That planning permission be GRANTED subject to conditions, the applicant entering into an appropriate legal agreement and referral to the Mayor of London.

b) That in the event that the requirements of (a) are not met by 30th May 2017, the Director of Planning be authorised to refuse planning permission, if appropriate, for the reasons set out under paragraph 138.

BACKGROUND INFORMATION

2. This proposal forms part of the Southwark Council’s home building programme
where the ambition is to deliver 11,000 new council homes by 2043 and the first 1,500 by 2018. The programme is to seeking to deliver homes through a combination of in-fill development and development on land owned by the council as well as making use of under-used or vacant sites. There will be a mix of council homes, intermediate and private sale homes with affordable homes managed by Southwark housing department. Private sale dwellings will be managed by a development partner that will be chosen by the council.

**Site location and description**

3. The site measuring 1.18 hectares consists of three parcels of land to the north of Peckham High Street. Firstly, Sumner House which is an early 20th century former school building that has recently been used as offices for Southwark Council.

4. Secondly, a site that has come to be known as the ‘Flaxyard site’ which is open land to the south of Sumner House that is split by a pedestrian links through to Peckham High Street. The site has been vacant for a significant period and is flanked by Sumner Avenue, Jocelyn Street, Melon Road and the rear of properties on Peckham High Street.
5. Lastly, the third parcel is a vacant corner plot at the Junction of Peckham High Street and Melon Road adjacent to Number 59 Peckham High Street. The flank of the adjoining building has a blue painted finish and a patchwork of structural supports.

6. The site is located to the north of Peckham town centre and bounded by a church (Anapausis Centre) and the rear gardens of properties along Corbden Close to the north; Sumner Road and 2 and 3 storey 1980s dwelling houses with pitched roofs to the east; Saint James the Great Primary School to the west and Peckham High Street to the south. Retail is the predominant land use along Peckham High Street and Rye Lane with residential dwellings defining the character to the north of the High Street.

7. There are no listed buildings on or adjacent to the site but it does fall in the Rye Lane conservation area and Peckham Village archaeological priority zone.

8. In strategic policy terms, the site is part of the Old Kent Road and Peckham housing zone where home building can be accelerated by working in innovative partnerships with boroughs, land owners, investors and builders.

9. The site is highly accessible by public transport having a rating of 6b (excellent) to 4 (good) by virtue it being well served by buses in the daytime (16) and night buses services (6). Peckham Rye Rail Station (National Rail and London Overground) is located around 500 metres south of the site. The northern part of the site falls in a controlled parking zone (CPZ). The whole of the site falls in an air quality management area.
Details of proposal

10. The proposal is seeking to redevelop the site to provide a total of 168 residential units in four buildings that will be referred to as Blocks A, Block B, Block C and Block D. A small commercial unit (247 sq. m) is proposed on Peckham High Street as part of Block D.

11. Block A refers to the converted and extended Sumner House. A three storey wing would be added as well as a 2 storey roof extension across the original building. Four three storey town houses are proposed in the grounds of the building.

12. Blocks B and C will occupy the main Flaxyard site on either site of the pedestrian path which cuts through the site. These blocks will be 4 storeys in height with a 5th and 6th floor set back. Access to these buildings will be from the street frontages from Sumner Avenue for Block B and Sumner Road, Jocelyn Street and Melon Road for Block C.
13. Block D will rise to four storeys in height to match the adjacent building at 59 Peckham High Street. The main entrance to this block is on Peckham High Street.

14. The scheme will deliver on-site cycle parking, car parking, play-space and communal courtyards as well a sub-station and energy centre. Landscaping and public realm improvements are proposed across the site.
15. **Planning history**

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<th>Application Type</th>
<th>Description</th>
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<td>15/EQ/0373</td>
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Renovation of Sumner House, addition of 2 new floors and new townhouses, all to be residential. 3 new build blocks to the Flaxyard Sites (Sumner Avenue, Jocelyn Street and Melon Road) the majority is all residential of between 3 and 7 stores. The smallest block faces Peckham High Street and includes retail at ground floor. Total number of units is 178.

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<td>Pre-application enquiry closed (EQC)</td>
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**Sumner House**

16. 95/CO/1183 – Planning permission GRANTED to convert part of the school building into offices. 26/02/1996.

**Planning history of adjoining and nearby sites**

1. 1 - 3 Peckham High Street

17. 14/AP/0467 – Planning Permission GRANTED for erection of a part single, part three storey rear extension (following partial demolition of existing rear extensions, new roof extension providing additional storey of accommodation, and partial change of use from retail (Class A1) to residential use (Class C3) for the rear at ground floor level, providing seven additional residential units, along with alterations to existing front and side elevations, including new shop fronts, and the refurbishment of retained retail floor space. 08/08/2014.

29 Peckham High Street.

18. 12/AP/2670 – Planning permission GRANTED for erection of building of four storeys fronting Peckham High Street and part four/ part three storeys fronting Sumner Road, accommodating 350 sq. metre retail unit (Use Class A1) at ground floor, and 9 residential flats at first, second, and mansard levels. 23/05/2013.

Land at Melon Road, and rear of 4551 Peckham High Street

19. 12/AP/3040 – Planning Permission GRANTED for construction of a three storey building providing a mixed use development consisting of a public house (A4 use) at ground and basement level with four self contained dwellings (4x one bed flats) above (Class C3). 09/11/2012.

**Peckham Square**

20. 16/AP/3075 – Planning Permission GRANTED for erection of a part single, part three Redevelopment comprising the removal of the Peckham Arch and redevelopment of the southern part of the square (including 91 - 93 Peckham High Street) to provide a mixed use scheme comprised of two buildings of 4 and 6 storeys to provide 19 residential (Class C3) units, 255 sqm of gallery (Class D1) space, 201 sqm of co-work
(Class B1) space, and 82 sqm of flexible office(Class B1)/Retail(Class A1) with ancillary covered cycle storage and enclosed refuse storage. Pending legal agreement.

**KEY ISSUES FOR CONSIDERATION**

**Summary of main issues**

21. The main issues to be considered in respect of this application are:

   a) Principle of the proposed redevelopment in terms of land use and conformity with planning policies

   b) Affordable housing

   c) Urban design, including layout, height and massing and open space

   d) Impact on strategic and local views and the setting adjacent listed buildings and conservation areas

   e) Transportation and highways including cycling

   f) Housing quality

   g) Impact on the amenities of occupiers of neighbouring properties

   h) Sustainability (including energy, flood risk, site contamination and archaeological matters)

   i) Planning obligations and community infrastructure levy (CIL).

**Planning policy**

**National Planning Policy Framework (the Framework)**

22. The document is applicable in its entirety, but the most relevant sections are:

   Section 1: Building a strong competitive economy
   Section 2: Ensuring the vitality of town centres
   Section 4: Promoting sustainable development
   Section 6: Delivering a wide choice of good quality homes
   Section 7: Requiring good design
   Section 10: Meeting the challenge of climate change, flooding and coastal change.

23. **The London Plan 2016**

   Policy 1.1 Delivering the strategic vision and objectives for London
   Policy 2.5 Sub-regions
   Policy 2.9 Inner London
   Policy 2.15 Town centres
   Policy 3.1 Ensuring equal life chances for all
Policy 3.2 Health and addressing health inequalities
Policy 3.3 Increasing housing supply
Policy 3.4 Optimising housing potential
Policy 3.5 Quality and design of housing developments
Policy 3.6 Children and young people’s play and informal recreation facilities
Policy 3.7 Large residential developments
Policy 3.8 Housing choice
Policy 3.9 Mixed and balanced communities
Policy 3.10 Definition of affordable housing
Policy 3.11 Affordable housing targets
Policy 3.12 Negotiating affordable housing on individual private residential and mixed use schemes
Policy 3.13 Affordable housing thresholds
Policy 3.14 Existing housing
Policy 3.15 Coordination of housing development and investment
Policy 3.16 Protection and enhancement of social infrastructure
Policy 3.17 Health and social care facilities
Policy 4.1 Developing London’s economy
Policy 4.2 Offices
Policy 4.3 Mixed use development and offices
Policy 4.6 Support for enhancement of arts, culture, sport and entertainment provision
Policy 4.7 Retail and town centre development
Policy 4.8 Supporting a successful and diverse retail sector
Policy 4.9 Small shops
Policy 4.10 New and emerging economic sectors
Policy 4.11 Encouraging a connected economy
Policy 4.12 Improving opportunities for all
Policy 5.1 Climate change mitigation
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.3 Sustainable design and construction
Policy 5.4A Electricity and gas supply
Policy 5.5 Decentralised energy networks
Policy 5.6 Decentralised energy in development proposals
Policy 5.7 Renewable energy
Policy 5.8 Innovative energy technologies
Policy 5.9 Overheating and cooling
Policy 5.10 Urban greening
Policy 5.11 Green roofs and development site environs
Policy 5.12 Flood risk management
Policy 5.13 Sustainable drainage
Policy 5.14 Water quality and waste water infrastructure
Policy 5.15 Water use and supplies
Policy 5.16 Waste self-sufficiency
Policy 6.1 Strategic approach
Policy 6.3 Assessing effects of development on transport capacity
Policy 6.4 Enhancing London’s transport connectivity
Policy 6.5 Funding Crossrail and other strategically important transport infrastructure
Policy 6.7 Better streets and surface transport
Policy 6.9 Cycling
Policy 6.10 Walking
Policy 6.11 Smoothing traffic flow and tackling congestion
Policy 6.12 Road network capacity  
Policy 6.13 Parking  
Policy 7.1 Building London’s neighbourhoods and communities  
Policy 7.2 An inclusive environment  
Policy 7.3 Designing out crime  
Policy 7.4 Local character  
Policy 7.5 Public realm  
Policy 7.6 Architecture  
Policy 7.8 Heritage assets and archaeology  
Policy 7.9 Heritage-led regeneration  
Policy 7.10 World heritage sites  
Policy 7.14 Improving air quality  
Policy 7.15 Reducing noise and enhancing soundscapes  
Policy 7.18 Protecting local open space and addressing local deficiency  
Policy 7.19 Biodiversity and access to nature  
Policy 7.21 Trees and woodlands  
Policy 8.2 Planning obligations  
Policy 8.3 Community infrastructure levy.

24. **Regional Supplementary Planning Documents (SPDs) and guidance**

Providing for Children and Young People’s Play and Informal Recreation (2012)  
The Mayor’s Energy Strategy (2010)  
The Mayor’s Transport Strategy (2010)  
The Mayor’s Economic Development Strategy (2010)  
The Mayor’s Housing SPG (2012)  
Planning for Equality and Diversity in London (2007)  
The Mayor’s Climate Change Mitigation and Energy Strategy (2011).

25. **Core Strategy 2011**

Strategic Policy 1 – Sustainable development  
Strategic Policy 2 – Sustainable transport  
Strategic Policy 3 - Shopping, leisure and entertainment  
Strategic Policy 4 – Places to learn and enjoy  
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 11 – Open spaces and wildlife  
Strategic Policy 12 – Design and conservation  
Strategic Policy 13 – High environmental standards.

**Peckham and Nunhead Area Action Plan (2014)**

26. The Peckham and Nunhead area action plan (PNAAP) was adopted on 26 November 2014 and sets out the planning framework for Peckham and Nunhead. The AAP identifies a ‘wider action area’ and a ‘core action area’ the latter of which is expected to be the focus of development and intensification. The site is situated in the core action which is principally focused around Peckham town centre.
Policy 3 - Local shops and services
Policy 11 - Active travel
Policy 12 - Public transport
Policy 13 - The road network
Policy 15 – Residential parking
Policy 16 – New homes
Policy 17 – Affordable and private homes
Policy 18 – Mix and design of new homes
Policy 20 – Trees
Policy 21 – Energy
Policy 22 – Waste, water, flooding and pollution
Policy 23 – Public realm
Policy 24 – Heritage
Policy 25 – Built form
Policy 26 – Building heights
Policy 27 – Land use
Policy 28 – Transport and movement
Policy 29 – Built environment
Policy 30 – Natural environment
Policy 47 – Proposals sites
Policy 48 – Presumption in favour of sustainable development
Policy 49 – Section 106 planning obligations and community infrastructure levy (CIL).

Proposals sites 9 – Land at the south of Sumner Road (Flaxyards site)
Proposals site 16 – Sumner House.

Southwark Plan 2007 (July) - saved policies

27. 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 1.1 Access to employment opportunities
Policy 2.5 Planning obligations
Policy 3.1 Environmental effects
Policy 3.2 Protection of amenity
Policy 3.3 Sustainability assessment
Policy 3.4 Energy efficiency
Policy 3.6 Air quality
Policy 3.7 Waste reduction
Policy 3.9 Water
Policy 3.11 Efficient use of land
Policy 3.12 Quality in design
Policy 3.13 Urban design
Policy 3.14 Designing out crime
Policy 3.18 Setting of listed buildings, conservation areas and world heritage sites
Policy 3.19 Archaeology
Policy 3.22 Important local views
Policy 3.28 Biodiversity
Policy 4.1 Density of residential development
Policy 4.2 Quality of residential accommodation
Policy 4.3 Mix of dwellings
Policy 4.5 Wheelchair affordable housing
Policy 5.2 Transport impacts
Policy 5.3 Walking and cycling
Policy 5.6 Car parking
Policy 5.7 Parking standards for disabled and the mobility impaired
Policy 5.8 Other parking.

Principle of development

28. In 2014 the council adopted the Peckham and Nunhead area action plan which sets out an ambitious vision and regeneration priorities for Peckham and Nunhead. The key objectives of the Peckham and Nunhead area action plan are:

- A vibrant town centre and shopping areas
- Improving individual life chances
- Improved connections
- Providing more and better homes
- Sustainable use of resources
- Attractive places full of character
- Working with key stakeholders to successfully deliver the area action plan.

29. Around 2000 new homes are expected to be built over the lifetime of the plan and capacity for approximately 4000 sq. m of business space and 8000 sq. m of retail space. Most of this growth is expected to take place in and around Peckham town centre and in the ‘core’ of the action area.

30. Objections were received from local residents and Saint James the Great Primary School that this proposal would result in the development of the Flaxyard site which is an open green space. Flaxyard, as proposed, would be developed and occupied by Blocks B and C.

31. Flaxyards is identified as a site of strategic importance in the PNAAP with capacity to provide around 95 residential units. Historically it was allocated in the 2007 Unitary Development to facilitate the delivery of the Cross River Tram and this allocation was safeguarded in the adopted PNAAP. However the policy commitment for this site allocation was primarily a commitment to carry on lobbying for it, as its delivery is not in the council’s gift or remit. As a result the land has remained vacant unfenced
grassed area as has been safeguarded in anticipation of this public transport scheme being delivered.

32. Since its allocation for redevelopment, other strategic infrastructure priorities for London have advanced and there is no identified funding for its delivery in the current Mayoral infrastructure programme. Recognising that the transport proposal may not come forward in a reasonable timeframe, or at all, alternative proposals were put forward by the council and examined by an Inspector as part of the preparation for the action area. Those proposals included residential or residential-led mixed use development and the PNAAP was found to be sound by the Inspector.

33. The council’s commitment to the redevelopment of Flaxyard is therefore a long standing ambition and in this context little weight can be placed on maintaining the vacant space as a public green space in perpetuity. There is an expectation that the site will be developed which is supported in strategic policy terms for the area and to preventing development on this vacant site could undermine the delivery of the PNAAP objectives. London Plan policies 2.15 and 4.17 promote housing intensification and retail growth in town centre locations. London Plan policy 3.3 seeks to increase London’s supply of housing which this scheme would achieve. Overall the proposed conversion of Sumner House to residential flats and redevelopment of Flaxyard are consistent with the objectives for the Peckham and Nunhead area action plan. This principle of redevelopment to provide a mixed used scheme is permitted under its site allocation and would be in accordance with the development plan.

Urban design

34. The site is located in the Rye Lane conservation area and key design polices that apply to this site are concerned with ensuring new development responds appropriately to the established built context (PNAPP Policy 25) including building heights (PNAAP Policy 26) and improves pedestrian and cycling links between key destinations and the quality of the public realm (PNAAP Policy 28 and PNAAP Policy 29). Development should also enhance or better reveal the character and significance of heritage assets (PNAAP Policy 24 and PNAAP Policy 29). Other key material considerations include section 7 of the NPPF (Requiring good design), Strategic Policy 12 (Design and Conservation) of the Core Strategy (2011), saved policies 3.16 (Conservation Areas) and 3.18 (Setting of conservation areas) of the Southwark Plan (2007) and urban design polices in the London Plan. These policies require new development to a high standard of architecture and public realm, to meet the needs of older and disabled people and to positively add to the character of this area by providing distinctive buildings that conserve and enhance heritage assets and their settings.

35. The site, comprising three land parcels, has a number of constraints, which has informed the approach to redevelopment. The key constraints are mainly considered to be established building form and heights, windows to neighbouring properties, established mature trees, pedestrian links through the site and heritage assets. The applicant had pre-application discussions with council officers and presented the scheme to the Design Review Panel as part of its design process to inform its development and bring the site forward.
Access and site layout

36. The proposed building layout is logical and maintains the established north-south routes along Sumner Road and Melon Road to Peckham High Street and east-west routes along Sumner Avenue and Jocelyn Street, reflecting the existing arrangement of land parcels across the site. The design establishes a clear urban form across the four sites with buildings that create a strong edge to the established streets and routes.

37. The proposal creates a consistent built frontage along Sumner Road, Sumner Avenue, Jocelyn Street and Melon Road and introduces windows along these elevations at ground floor level promoting passive surveillance and a strong residential character. The blocks are arranged with landscaped residential gardens at the centre of each plot which will not only serve as a communal amenity but improve the outlook from existing residential premises.

38. Block B has been deliberately positioned at an angle to open up views to Sumner House from the High Street and, a key heritage asset, which will help encourage pedestrian movement along Sumner Road from Peckham High Street. Block D is designed to complete the High Street frontage and incorporates a ground floor commercial unit on Peckham High Street, providing a land use and frontage that is consistent with the character of the high street and strengthening its identity as an area of retail focus and commercial activity, promoting activity and passive surveillance.
39. Sumner Avenue and Sumner Road would remain pedestrianised with no through route for vehicles. Raised curbs and bollards are proposed to demarcate the boundaries between pedestrian and vehicles where appropriate through landscaping design. Vehicle movements will be limited to the ingress and egress of wheelchair users in Blocks B and C and weekly waste collection vehicles. Access to the rear of existing buildings on Peckham High Street will be maintained as existing.

40. Melon Road would be widened at its northern end to allow for safe movement of pedestrians and refuse vehicles. Bollards will be retained at its junction with Jocelyn Street as with the existing arrangement to restrict vehicle movement. The principle of the access arrangements is acceptable and its detailed design will be secured through a planning obligations agreement.

Scale, height and massing

41. Representations have been received which express concern that the design of the proposed buildings is out of character with the local context. These matters have been taken into consideration when assessing the acceptability of this scheme.

42. A 2 storey roof extension is proposed to Sumner House that is set back and recessive in its appearance. The proposed 3 storey addition is modest in scale and comfortably subordinate to the main building. The form and massing of these additions is considered to relate well to the host main building and is broadly consistent with the character of the area. There is no objection to the massing of these elements or the new town houses which are appropriate in scale having regard to the main school building and terraced residential properties adjacent on Corbden Close. The stand-alone row of townhouses has a simple composition consisting of pitched roofs and awnings over the entrances to clearly demarcate to each dwelling.

43. Blocks B and C on Flaxyard are principally four storeys in height with 2 storey additions that set back from main façade similar to Sumner House. Both properties
reflect the prevailing four-storey heights of blocks on Peckham High Street. They relate well to each other and their adjacencies on Sumner Road, Sumner Avenue and Jocelyn Street and the top floors are carefully designed and sufficiently set-back to ensure that they are not overly dominant or overbearing.

44. Block D matches the existing four storey height of the adjacent existing buildings to Peckham High Street. To the side on Melon Road the three upper storeys are set back and create a single storey projecting shop frontage that reflects the pattern of the High Street and would sit comfortably in the local context.

Detailed design

45. Three architectural approaches have been taken across the site which draws on the relationship of each of the land parcels and their context as well as the relationships between the proposed buildings. Detailed landscaping proposals have also been submitted setting out proposals for the communal courtyard areas and improvements to the public realm.

Sumner House

46. The detailed proposals for Sumner House are intended to complement the existing building, respecting the building’s established character.
47. The roof extension is set back and treated as a mansard with copper alloy cladding and a clear and coherent rhythm to the proposed window openings. The treatment of the top floors with this cladding reinforces its expression as a mansard roof and clearly adds a new element to the buildings composition. A key feature of the existing building, its high parapet which wraps around the building semi-circular openings, is retained.

48. The three storey extension is deliberately treated as a new element, using a mix of brick that is consistent with the new town houses. Brick is the primary cladding material and the type of brick chosen with its orange and red tones deliberately references the prominent reds in the brickwork of the adjacent buildings. The cladding material proposed for the dwellings houses matches the roof mansard and is successful in complementing the tones of the existing and proposed brick in its immediate context. The copper alloy would be used to finish the soffits to balconies, town house entrances and communal and private front door entrance canopies providing a clear, legible architectural treatment to this set of buildings.

49. The proposed fenestration design for the new build element relates well to the existing main façade of Sumner House which can be clearly seen in the alignment and spacing of windows and their cills and parapets.

50. The majority of windows and doors in Sumner House will be replaced with new timber joinery that will match the existing composition of transoms and mullions. All new doors and window openings will replicate the existing openings to match the depth of adjoining windows. New windows will be a combination of timber and anodized aluminium that will be designed to match the appearance of doors and windows on the existing building. Windows and doors in the town houses will be have a similar appearance ensuring a consistent composition and approach to materiality across these buildings.

51. The existing railings along the frontage of Sumner House will be retained and refurbished and planting buffers are proposed along the Sumner Road and Sumner Avenue providing a defensible space for future occupiers. Red brick paving and metal railings are proposed to demarcate the areas of communal and private amenity space in the courtyard.
52. A landscaped communal area would be provided in the grounds of Sumner House that would include seating, trees, and play space for young children.

**Blocks B and C (Flaxyard)**

53. Blocks B and C have been conceived as a pair of buildings and as such have a shared palette of materials and architectural language to create a strong architectural identity. Both blocks have four storey base recessive top floors that are materially treated the same.

54. Brick is the primary cladding material for Blocks B and C with subtle variations in brick texture coursing to create fine detail and character. ‘Hit and miss’ patterned brickwork and angled brickwork detailing is proposed to ground floor street facing elevations where communal stores, plant and cores are located to add interest and variation to the streetscape to provide relief from what otherwise would be blank lifeless facades. Glazed brick is specifically used to clad the top two floors of both buildings and in the courtyard space of Block C to make the top appear less heavy and improve light levels in the courtyard. Smooth pre-cast concrete is proposed for all cills to create defined bases to all windows to contrast with the use of brick in both buildings.

55. The majority of balconies to Block B are cantilevered to the street frontages and corners while balconies in the courtyard space and upper floors are recessed. Block C is typically the opposite having recessed balconies on Sumner Road and cantilevered over the internal courtyard. Windows and doors have been designed to have deep reveals increasing the definition of openings which successfully add depth to the facades.

56. Windows and doors have been designed to have deep reveals increasing the definition of openings which successfully add depth to the facades.
57. A courtyard will be provided in Blocks B and C each of which will provide a mixture of soft landscaping, formal play equipment and more informal play areas. Defensible private space will be provided for ground floor dwellings adjacent to the communal area that will be distinguished by different surface treatments and planting to maintain adequate distinction between private and communal areas. Drawings specifying materials, planting, lighting and furniture for these areas have been submitted which detail high quality materials and biodiverse planting which is supported. Overall the communal areas are appropriate in size and have been designed to be of a high standard.

Block D (Land adjacent to 59 Peckham High Street)

58. The detailed design approach to Block D is intended to draw on the parapet lines, proportions and red-brick facades of the adjacent buildings across onto the new block. The base is clad in pre-cast concrete and distinguishes the shopfront from the residential accommodation above with large windows and stall risers. At the top floor the Gabled parapet line of the adjacent building is continued into Block D as a pre-cast feature band which gives the building a ‘shoulder’ that reflects its context. At the corners the building is set in to create balconies and give the building a highly articulated profile. The main body of the building has deep-set vertical windows that also reflect the proportions and rhythm of the adjacent buildings.

59. In Block D the design intent is for a building that is a modern re-interpretation of some of the Georgian commercial buildings of Peckham’s High Street. The design is simple and appropriate. It is inspired by the architecture of the High Street and continues the treatment round and onto Melon Road but does not mimic the historic design which is appropriate in this location.

Public realm

60. The existing public routes along Sumner Road and Sumner Avenue are to be retained with improvements made generally along their length such as new paving and street furniture. A ‘Play Ruin’ is proposed along Sumner Road which has been designed to reimagine the ruins of the historic housing terrace that previously occupied the site. Its design consists of a mixture of brick and concrete arches, playable walls and planting comprising a mix of hedges, trees and perennials. The play ruin extends along Sumner Road to its junction with Sumner Avenue where the existing wall boundary will be lowered to improve visual permeability and to create seating and informal play opportunities. The lowered wall heights will be capped with a new concrete coping and will have planting beds on either side including woodland style planting proposed below the existing London Plan Trees.
Play Run Garden
01. Planting areas
02. Hedging to form play area boundaries
03. Play area
04. Detailed ground treatment
05. Exposed aggregate concrete / reclaimed brick
61. The approach to landscaping along Sumner Road and Sumner Avenue is innovative and interesting with careful consideration given to maximise opportunities to enhance the sense of openness of this social space. The success of the proposed landscaping design will very much rely on the lowering of the historic boundary wall and the detailed landscaping design and treatment of the private and public domain along Sumner Road and Sumner Avenue. Coordinated management of these spaces will be key to these spaces being well maintained and successful. The proposals are distinctive and of a high standard and appropriate management and detailed design of these spaces should be agreed in consultation with the highways development management as part of a planning obligations agreement.

62. Melon Road will be remodelled to be wider at its northern end with new paving, planting, street furniture and street lighting to be provided along the public highway. Bollards would be retained. The large potted plants on the vacant site adjacent to 59 Peckham High Street will be moved to an appropriate area to the rear of the new building along with the creation of seating in the public realm. The approach will improve the existing area and should maintain clear legible routes through which is supported.

Impact on heritage assets

63. The National Planning Policy Framework states that in determining planning applications, local planning authorities should take account of:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation

- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and

- the desirability of new development making a positive contribution to local character and distinctiveness.

64. The council has identified which buildings in Peckham make a positive contribution to the townscape in the Peckham and Nunhead area action plan and Rye Lane conservation area appraisal. Key buildings in the immediate context of the site include Sumner House, Saint James the Great Primary School and the group value of buildings along Peckham High Street.

65. A key existing feature of Sumner House is its boundary wall which has historic interest. This proposal would demolish parts of the wall along Sumner Avenue to reopen historic entrances and to improve visual permeability along Sumner Avenue and to create an area of public realm as described above.

66. Paragraph 135 of the National Planning Policy Framework states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. Paragraph 136 states further that local planning authorities should not permit the loss of the whole of part of the a heritage asset without taking all reasonable steps
to ensure the new development will proceed after the loss has occurred.

67. A heritage statement has been submitted to justify the removal of parts of the historic wall which explains that the design intent is to improve the relationship between Sumner House and the new context that would be created through the addition of Block B. Officers are mindful that lowering of the boundary wall along Sumner Avenue would provide a sense of openness and improved visual permeability along its length which will be critical if this route is to remain attractive for pedestrians and cyclists. The approach maintains the most important features of historic interest and is not considered to detract from the main building and so, on balance, adequate justification has been provided to demonstrate that its loss would not harm the character or setting of the building. Notwithstanding this, a condition is recommended to ensure that the detailed design of the wall and landscaped area is sufficiently coordinated with detailed landscaping proposals to ensure it safeguards the character of the heritage asset and sufficient distinction is made between the public and private space.

Design Review Panel (DRP)

68. The scheme was reviewed by the panel in January 2017. The panel broadly accepted the principles of the project in terms of its layout and massing and raised questions about the detailed design response of the proposal relative to the character of the conservation area specifically, how the urban blocks connect to the existing built fabric and, in particular, the uniformity of detailing across the base of Blocks B and C and the quality of accommodation. The DRP expressed their confidence in the designers and highlighted the role that the original architects and landscape architects will play in the quality of design.

Conclusion on design matters

69. Overall the proposed arrangement of buildings and access across the site is logical, maintaining key existing routes reflecting the established character of residential uses to the north and commercial uses on Peckham High Street. Appropriate access is provided for pedestrians and vehicles and the principle of public realm improvements are supported subject to its detailed design and management. Partial demolition of a non-designated heritage asset has been justified with regard to the NPPF and the scale of buildings proposed is considered to be appropriate in the local townscape. Based on the design details submitted, officers are satisfied that the new buildings would conserve and enhance the character and appearance of the Rye Lane conservation area. The proposed re-use and extension of Sumner House preserves this undesignated heritage asset and its setting. Significant weight has been placed on the detailed drawings submitted for assessment including high quality cladding materials and landscaping. For these reasons the design of the scheme is appropriate and it is considered to respond well to this sensitive historic and urban setting.

Housing provision

70. PNAAP policy 16 sets a minimum target of 2000 net new homes to be delivered in the Peckham and Nunhead action area of which at least 1,500 are expected to be in action area core. This application proposes to deliver 168 new homes which equates to 8% of the overall action area target and moreover 11% of the target for Peckham
town centre. The number of homes proposed is not insignificant and in the context of the area action plan target would make a sizeable contribution to achieving the new homes objective of the development plan which is supported.

Table 1: Proposed schedule of accommodation

<table>
<thead>
<tr>
<th></th>
<th>Social rent</th>
<th>Intermediate</th>
<th>Private Market</th>
<th>Total</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>One bed</td>
<td>units: 36</td>
<td>12</td>
<td>19</td>
<td>67</td>
<td>40</td>
</tr>
<tr>
<td></td>
<td>habitable rooms: 72</td>
<td>24</td>
<td>38</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Two bed</td>
<td>units: 35</td>
<td>7</td>
<td>25</td>
<td>67</td>
<td>40</td>
</tr>
<tr>
<td></td>
<td>habitable rooms: 105</td>
<td>21</td>
<td>75</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Three bed</td>
<td>units: 25</td>
<td>5</td>
<td>4</td>
<td>34</td>
<td>20</td>
</tr>
<tr>
<td></td>
<td>habitable rooms: 125</td>
<td>25</td>
<td>20</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Total</td>
<td>units: 96</td>
<td>24</td>
<td>48</td>
<td>168</td>
<td>100</td>
</tr>
<tr>
<td></td>
<td>habitable rooms: 302</td>
<td>70</td>
<td>133</td>
<td>505</td>
<td>-</td>
</tr>
<tr>
<td>%</td>
<td>units: 57</td>
<td>14</td>
<td>29</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>habitable rooms: 60</td>
<td>14</td>
<td>26</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

Affordable housing

71. PNAPP policy 17 sets a minimum target of 700 affordable homes in the action area, and for major developments, more generally, to provide a minimum of 35% affordable housing. The tenure split of affordable housing should normally be split 30:70 between social rented (30%) and intermediate housing (70%) (PNAAP policy 18; Core Strategy policy 7). A minimum of 35% private housing is required in this area. London Plan policy 3.12 seeks new development to secure the maximum reasonable amount of affordable housing.

72. This scheme proposes 74% of the new homes as affordable dwellings which equates to 17% of the affordable dwelling target in the action area. More social rented (81%) than intermediate dwellings (19%) are proposed which differs from policy, but members are advised that due regard should be given to the context of this scheme which is being delivered. The SRiPP programme is a relevant material consideration as it is a corporate plan and appropriate weight should be given to its housing delivery objectives when assessing the acceptability of the proposed tenure of this scheme. Officers consider that against this context consider the proposed affordable tenure mix acceptable.

73. The scheme proposes 26% private housing which is less than the 35% normally
required by PNAAP policy 17 but this is largely because of the large number of affordable units that will be delivered. Had the scheme provided the minimum required level of affordable housing (35%) the number of private homes proposed would be acceptable. The number of private dwellings proposed is therefore not considered to be insignificant and would meet a local need which is supported.

Dwelling mix

74. PNAAP policy 18 requires a mix of housing sizes to be provided across all tenures and, in particular, family housing. At least 20% of dwellings are required to have 3 or more rooms and 60% to have 2 or more bedrooms in accordance with policy 7 of the Core Strategy.

Table 1: Proposed dwelling mix

<table>
<thead>
<tr>
<th>Units</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>One Bedroom</td>
<td>67</td>
</tr>
<tr>
<td>Two Bedroom</td>
<td>67</td>
</tr>
<tr>
<td>Three Bedroom</td>
<td>34</td>
</tr>
<tr>
<td>Total</td>
<td>168</td>
</tr>
</tbody>
</table>

75. A mix of 1, 2, and 3 bedroom homes are proposed across all tenures providing housing choice for future occupiers that would include duplexes and terraced housing as well as flatted properties. At least 20% of the new homes are proposed as having 3 or more bedrooms and at least 60% would have 2 or more bedrooms which is policy compliant.

76. Saved policy 4.3 of the Southwark plan requires 10% of new developments to provide living accommodation that is suitable for wheelchair users. The table below sets out the proposed schedule of wheelchair units and tenure across the scheme.

Table 2: Proposed schedule of wheelchair accommodation

<table>
<thead>
<tr>
<th>Social rent</th>
<th>Intermediate</th>
<th>Private Market</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>One bed</td>
<td>units:</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>Two bed</td>
<td>units:</td>
<td>5</td>
<td>1</td>
</tr>
<tr>
<td>Three bed</td>
<td>units:</td>
<td>1</td>
<td>-</td>
</tr>
<tr>
<td>Total</td>
<td>units:</td>
<td>10</td>
<td>2</td>
</tr>
<tr>
<td>% of total units (168)</td>
<td></td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>
77. At least 10% of the proposed units have been designed for wheelchair users and a range unit sizes have been provided. The units will be provided across Blocks A, B and C and 11 on-site wheelchair parking spaces will be provided. The number of wheelchair dwellings is policy compliant and should be supported.

Density and quality of accommodation

78. Core Strategy policy 5 sets out the expected density range for new development across the borough. In this part of Peckham a density falling in the range of 200 - 700 habitable rooms per hectare (hrh) is expected and normally indicative of an appropriate intensity of development. At 602 habitable rooms per hectare, this scheme falls in the expected range which is acceptable.

79. Saved policy 4.2 of the Southwark Plan provides guidance on what constitutes good residential development and states that planning permission will be granted for mixed use schemes where they achieve good quality living conditions including high standards of accessibility, privacy and outlook, natural daylight, ventilation, amenity space, safety and security and protection from pollution. Detailed guidance is provided in the council’s adopted Residential Design guidance and Sustainable Design and Construction SPDs. London Plan Policy 3.8 (Housing Choice) also provides guidance on quality with specific targets for inclusive accessibility. Under this policy 90% of new housing is required to meet Building Regulation requirement M4(2) ‘accessible and adaptable dwellings and 10% should meet Building Regulation requirement M4(3) ‘wheelchair user dwellings’, that is designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users. The design and access statement details the considerations that have gone into the access and circulation arrangements and layout of residential units.

Accessibility

80. The requirement to retain and refurbish Sumner House (Block A) has resulted in a design approach to residential access that has had to work within the physical constraints of the building. The two main existing cores have been maintained as are sections of the internal corridor arrangement, with the remainder of units in the extended roof element accessed by an external deck at 3rd floor level. Some dwellings at ground floor benefit from individual front doors in addition to the dwelling houses in the courtyard which have ground level access. The number of units accessible per floor from the core does not exceed 8 as set out in Mayor’s housing design SPG.
81. Flaxyard Block B has a single core from ground to 5th floor, with upper floor dwellings accessed via communal deck access. The number of units accessible per floor from the core also complies with the Mayor’s housing design SPG.

82. For Flaxyard Block C, all accessible flats are located at ground floor level. Some are accessed from the street and some via the core. Three cores have lifts while one is accessed by a stair case only. This core serves four floors, but has access to a lift via deck access. The number of units accessible per floor from the cores for this building does not exceed 8 per floor as set out in Mayor’s housing design SPG.

83. For Block D, all flats are accessed via a central stair core with three flats per floor.

84. The key principles followed include separate kitchen/dining rooms to all larger dwellings, storage accessed from dwelling circulation areas and maximising the number of living/kitchen/dinning spaces to front onto balconies and private amenity areas.

85. All of the proposed residential units would meet or exceed minimum space standards for each unit size. An overview of the unit sizes and amenity spaces provided is set out below. All units will be built to at least M4 (2) standard and all the affordable wheelchair units will be built to M4 (3) in accordance with the residential design guidance and London Plan policy 3.8. The delivery of these units to this standard will be secured by condition.
### Table 3: Overview of residential space standards

<table>
<thead>
<tr>
<th>Unit</th>
<th>SPD minimum sqm (National Standard)</th>
<th>Total no. of unit type</th>
<th>Amenity Space Proposed sqm</th>
<th>SPD minimum sqm</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-bed (1P)</td>
<td>39 (37)</td>
<td>3</td>
<td>0</td>
<td>10</td>
</tr>
<tr>
<td>1-bed (2P)</td>
<td>50 (50)</td>
<td>54</td>
<td>0-5</td>
<td>10</td>
</tr>
<tr>
<td>1-bed (2P WC)</td>
<td>60 (50)</td>
<td>9</td>
<td>0</td>
<td>10</td>
</tr>
<tr>
<td>2-bed (3P)</td>
<td>61 (61)</td>
<td>24</td>
<td>0-7</td>
<td>10</td>
</tr>
<tr>
<td>2-bed (3P WC)</td>
<td>80 (61)</td>
<td>3</td>
<td>0-7</td>
<td>10</td>
</tr>
<tr>
<td>2-bed (4P)</td>
<td>70 (70)</td>
<td>36</td>
<td>0-7</td>
<td>10</td>
</tr>
<tr>
<td>2 bed (4P WC)</td>
<td>85 (70)</td>
<td>4</td>
<td>7</td>
<td>10</td>
</tr>
<tr>
<td>3-bed (5P)</td>
<td>86 (86)</td>
<td>33</td>
<td>8-10</td>
<td>10</td>
</tr>
<tr>
<td>3-bed (5P WC)</td>
<td>110 (86)</td>
<td>1</td>
<td>10</td>
<td>10</td>
</tr>
</tbody>
</table>

**Amenity space**

86. All of the new build flats (Blocks B - D) will have private amenity space that is useable, with 1 beds generally having at least 5 sq. metres, 2 beds 7 sq. metres and 3 bed 8 - 10 sq. metres. Twenty nine (29) units will not have access to private amenity space all of which are in Sumner House. These units are generally 1 bed (18 dwellings) and 2 bed units (11 units) and do not have private amenity space owing to the constraints of the building.

87. Private amenity space options for these units were discussed during pre-application discussions having regard to both recessed and bolt on balconies but after careful consideration is was considered that private amenity space for some units may not be possible without compromising the visual appearance and character of Sumner House and the very qualities that make it a special building. In accordance with policy the shortfall in private amenity to these units has been added to the communal amenity space requirement for each of the residential blocks. The overall the level of private and communal amenity space provision is therefore, on balance, considered to be acceptable and policy compliant.

**Aspect and outlook**

88. Good quality outlook can lead to better lighting, by virtue of its impact on internal living conditions and as such residential design guidance requires the majority of new residential units to have dual or triple aspect. The SPD does not provide a definition of ‘good outlook’ but recognises that well designed single aspect units can achieve good internal light conditions. The guidance states that where single aspect units are provided that applicant should be demonstrate that those units are of an acceptable standard.

89. 116 of the 168 new dwellings are dual or triple aspect which equates to 70% as a proportion of all residential units. None of the single aspect units proposed are north facing with the majority having an orientation to the west or east. The majority of
single aspect units fall in Block A owing to the layout of the existing building. In Block C single aspect units either overlook the courtyard or west towards Block B. Daylight to those single aspect units has been reviewed and are of an acceptable standard.

Privacy and overlooking

90. A good standard of privacy is required for all new dwellings. Guidance states that the target distance of separation should be between 18 and 21 metres to the rear of dwellings and 10 metres at the front.

91. The distance of separation for a number blocks with adjacencies falls below the recommended distance set out in adopted guidance. The closest points between buildings being the rear of new dwelling houses and properties on Corbden Road and between Blocks B and the rear of properties on Peckham High Street.

92. Design interventions have been proposed to mitigate the potential for overlooking between existing and new dwellings. Angled bay windows have been integrated into the design of the new dwellings houses orientating windows away from properties on Corbden Close. Windows in Block B are orientated to minimise direct overlooking with the upper floors of buildings on Peckham High Street and internally in the development. These design measures are broadly acceptable but it is recommended that further details are secured by condition.

Child play-space

93. The Mayor’s SPG ‘Providing for Children and Young People’s Play and Informal
Recreation’ (2008) recommends a standard of 10sqm per child, regardless of age to be provided in major new developments. Based on GLA toolkit this scheme would generate a child yield of 99 which equates to the need to provide around 990 sqm of play space for a range of children across all ages. Approximately half of this is required to be provided as doorstep play (children under 5) with the remainder allocated for children above this.

94. Four areas of playspace are proposed, one in each of residential courtyards (Blocks A, B and C) and a public play area adjacent to Block B. The approach incorporates a mixture of natural play elements and more defined areas that will include play equipment and seating with planting and trees. Based on the strategy around 648 sqm metres is provided on site which more than adequately meets the needs of for young children. Officers recognise that opportunities to provide additional playspace are limited on this site and that in the broader context there are high quality spaces and facilities in walking distance including Sumner Road Park which provides for children up to 11. These include the adventure playground in Central Venture Park and the nearby Peckham Pulse leisure centre. A financial contribution has been agreed that will go towards the improvements of these and other spaces in close proximity to the development to meet the needs for older children.

Pollution

95. The dominant pollution sources that could affect future occupiers of the development are noise and emissions generated from the flow of vehicles on Peckham High Street. The site is also influenced by the commercial activity on Rye Lane, plant associated with the leisure centre and the proposed sub-station and energy centre that will form part of this development. The noise report shows that daytime levels are fairly high for facades that have a direct line of sight to Peckham High Street and mitigation is proposed to ensure that when windows and doors are shut a good internal noise levels will be achieved. It is recommended that these mitigation measures and glazing specifications are secured by condition to ensure future occupiers have good internal living conditions.

96. The site is in an air quality management area and proposes gas fired combined heat and power plant. To safeguard the standard of air quality in new residential units it is recommended that units in Block D will require mechanical ventilation the details of which will be secured by condition. Air intake for these units will be required to taken from an inlet at the roof or away from Peckham High Road. In the event the ground floor commercial unit is used as a bar (Class A4) or a restaurant use (Class A3) extract ventilation may be required and dispersal should be at a height that would not impact on nearby residential or occupiers. A condition requiring details to be submitted is recommended to ensure that its design would not detract from the building and to ensure and acceptable standard of residential amenity is maintained at nearby residential properties.

Viability

97. An executive summary has been submitted outlining the financial viability of the project. In normal commercial circumstances, a positive residual land value is expected which is higher than the benchmark land value to show that the scheme is viable and worth developing for the proposed use. The appraisal however shows
financial intervention will be needed to make this scheme viable owing to the large proportion of affordable housing proposed to be delivered on the site.

98. This scheme will be delivered through the Southwark Regeneration in Partnership Programme (SRPP) whereby a number of sites have been packaged together to be delivered by a development partner. In September 2016 cabinet approved the award of the Southwark Regeneration in Partnership Programme (SRPP) Lot B to Affinity Sutton who will be contracted to deliver 606 new homes of which 284 will be council owned. This scheme forms part of Lot B and the council will be providing funding of £11.507 million along with land and ancillary costs in order to make this scheme and Lot B financially viable. Sumner and Flaxyard are also in the Old Kent Road and Peckham housing zone and will therefore attract housing zones grant funding from the GLA.

**Housing summary**

99. The proposed scheme would deliver a significant amount of housing, a policy compliant mix and range of homes and a large quantum of affordable housing. The proposed density of dwellings is appropriate which is reflected in the number of dual aspect units, number of dwellings per floor per core and the provision of usable private and communal amenity space. Child play-space will be provided on site and a financial contribution will be made to improve facilities nearby. Viability has been taken into account and appropriate funding has been identified to make the project viable and deliverable through the Southwark Regeneration in Partnership Programme. The council’s commitment to delivering this scheme with a development partner is a key material consideration in assessing the acceptability of the financial appraisal.

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

100. Policy 3.2 'Impact on amenity' of the Southwark Plan states that planning permission for development will not be granted where it would cause a loss of amenity, including disturbance from noise, to present and future occupiers in the surrounding area or on the application site. Furthermore, there is a requirement in policy 3.1 'Environmental effects' to ensure that development proposals will not cause material adverse effects on the environment and quality of life. Strategic policy 13 'High environmental standards' of the Core Strategy requires developments to avoid amenity and environmental problems that affect how we enjoy the environment in which we live and work.

101. A development of this scale clearly has the potential to impact on the environment and the quality of life for neighbouring occupiers during construction and the completed development. There are a number of properties nearby which have been closely examined for a range of potential impacts, the most sensitive of which are identified in this part of the report.

**Daylight and sunlight**

102. A daylight, sunlight and overshadowing analysis was submitted with the proposal to assess the impact of the scheme on nearby residential properties. The assessment
was carried out in accordance with the Building Research Establishment (BRE) 2011 guidelines as specified in adopted residential guidance. The main properties assessed were:

- 243 - 273 Sumner Road
- 1 - 12 Jocelyn Street
- 23 and 34 Pioneer Street
- St James The Great, Catholic Primary School
- 2 - 8 Corbden Close
- 1 - 27 Peckham High Street
- 29 - 35 Peckham High Street
- 37 - 45 Peckham High Street
- 51 Peckham High Street
- 59 Peckham High Street
- 5 Melon Road.

103. The BRE guidelines state that the guide is intended for building designers and the clients, consultants and planning officials. The advice given here is not mandatory and the document should not be seen as an instrument of planning policy. Its aim is to help rather than constrain the developer. Although it gives numerical guidelines, these should be interpreted flexibly because natural daylighting is only one of many factors in the site layout design.

**Assessment of daylight and sunlight impacts**

104. Three tests were applied to assess the impacts at these properties. These were vertical sky component, a no sky line assessment and annual probable sunshine hours. An overview of the tests and their relevance is set out in the table below:

<table>
<thead>
<tr>
<th>Test</th>
<th>Target</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vertical Sky Component (VSC)</td>
<td>Less than 0.8 reduction in VSC</td>
<td>This assessment measures light at single point on a window. The BRE advises that windows of neighbouring properties should achieve a VSC of at least 27%, and notes that if the VSC is reduced to no less than 0.8 times its former value (i.e. 20% reduction) following the construction of a development, then the reduction will not be noticeable.</td>
</tr>
<tr>
<td>No Sky Line (NSL)</td>
<td>Less than 0.8 reduction in NSL</td>
<td>This assessment estimates the distribution of light in a room taking account the area of a room at desk height that can see the sky. The BRE guidance suggests that the NSL should not be reduced to less than 0.8 times its former value (i.e. a 20% reduction).</td>
</tr>
</tbody>
</table>
This test estimates the availability of sunlight. The BRE guidelines state that if ‘post-development’ the available sunlight hours are both less than the 25% of the total and less than 0.8 times the ‘pre-development’ value, either over the whole year or just in the winter months, then the occupants of the existing building will notice the loss of sunlight.

<table>
<thead>
<tr>
<th>Property</th>
<th>Total No. of Rooms Assessed</th>
<th>Meets NSL or VSC Criteria</th>
<th>Total Experiencing 20-30% Reductions</th>
<th>Total Experiencing 30-40% Reductions</th>
<th>Total Experiencing &gt;40% Reductions</th>
</tr>
</thead>
<tbody>
<tr>
<td>243 - 273 Sumner Road</td>
<td>40</td>
<td>40 (100%)</td>
<td>0 (0%)</td>
<td>0 (0%)</td>
<td>0 (0%)</td>
</tr>
<tr>
<td>1 - 12 - Jocelyn – Street, 23 and 34 Pioneer Street</td>
<td>37</td>
<td>22 (59%)</td>
<td>3 (8%)</td>
<td>1 (3%)</td>
<td>11 (30%)</td>
</tr>
<tr>
<td>St James The Great, Catholic Primary School</td>
<td>17</td>
<td>17 (100%)</td>
<td>0 (0%)</td>
<td>0 (0%)</td>
<td>0 (0%)</td>
</tr>
<tr>
<td>2 - 8 Corbden Close</td>
<td>14</td>
<td>14 (100%)</td>
<td>0 (0%)</td>
<td>0 (0%)</td>
<td>0 (0%)</td>
</tr>
<tr>
<td>1 - 27 Peckham High Street</td>
<td>70</td>
<td>53 (76%)</td>
<td>2 (3%)</td>
<td>4 (6%)</td>
<td>11 (16%)</td>
</tr>
<tr>
<td>29 - 51 Peckham</td>
<td>76</td>
<td>74 (97%)</td>
<td>1 (1%)</td>
<td>0 (0%)</td>
<td>1 (1%)</td>
</tr>
<tr>
<td>Property</td>
<td>Total No. of Rooms Assessed</td>
<td>Total Retaining &gt;25% Total APSH or at least 0.8% of 'Pre-Development Value'</td>
<td>Total Retaining &lt;25% Total APSH or up to 0.8% of 'Pre-Development Value'</td>
<td></td>
<td></td>
</tr>
<tr>
<td>----------------------------------------</td>
<td>-----------------------------</td>
<td>----------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>High Street and 5 Melon Road</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>59 Peckham High Street</td>
<td>6</td>
<td>0 (0%)</td>
<td>0 (0%)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>260</td>
<td>226 (87%)</td>
<td>6 (2%)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>5 (2%)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>23 (9%)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Table 5: Summary of sunlight analysis
The assessment shows that the majority of habitable rooms affected by this proposal will not experience a noticeable change in either daylight (87%) or sunlight (92%). There are however a number of properties where the proposed change would be noticeable and these impacts are discussed in further detail in the following paragraphs.

1 - 12 Jocelyn Street and 23 – 34 Pioneer Street

106. This is a terrace of properties situated to the north-east of the proposed development. The windows affected at the property are south facing and currently overlook the vacant site which explains why they receive very high levels of daylight and are affected by this development. The most noticeable effects will be experience at ground, first and second levels at 1 - 5 Jocelyn Street where habitable rooms at ground level are expected to achieve a VSC of between 16% - 18%. The majority of windows would continue to receive good levels of light.

1 - 27 Peckham High Street

107. This is a terrace of properties situated to the south-west of the proposed development. The arrangement is typically one of commercial and community uses at ground floor level with residential accommodation above. All of the affected rooms which experience reductions above 40% are understood to be bedrooms. Of those bedrooms that are affected the expected level of VSC isn’t likely to fall below 13%. All rooms will continue to receive good levels of sunlight.

29 - 51 Peckham High Street and 5 Melon Road

108. This is a terrace of properties situated to the south of the proposed development. The rooms affected which are likely to experience a reduction of above 40% is a living/kitchen dinner. The expected level of VSC to be retained in that room is at least 20%
Summary of daylight and sunlight impacts

109. In these circumstances, and when weighed against the benefits of bringing this brownfield site into productive use, it is considered that the harm caused is not so severe as to warrant refusal of an otherwise acceptable scheme.

Noise

110. Plant is proposed including a sub-station and mechanical ventilation associated with the commercial use which has the potential to impact on internal noise levels for residential occupiers in the immediate context of the site. A condition requiring the submission of details to ensure noise generated from these sources will be at a reasonable level and not adversely impact on habitable rooms at nearby properties are recommended.

Demolition and construction impacts

111. The proposed scheme will involve demolition and construction activities which have the potential to impact on the primary school, residential amenity and connectivity across the site. A condition requiring the submission of a construction management plan is recommended that would cover all phases of the development to ensure the environmental effects of demolition and construction are minimised and appropriate measures are put in place to safeguard the amenity of neighbouring properties and land uses.

Transport issues

112. PNAAP policy 11 states that development should:

- Provide and promote linkages that are safe, attractive, direct and convenient for pedestrians and cyclists throughout the action area
- Be designed so that the built form and general layout positively contributes to wayfinding
- Provide convenient, secure cycle parking that meets or exceeds the minimum standards in our development plan, including our borough-wide policies and London Plan policies
- Contribute towards strategic and local transport improvements through community infrastructure levy and/or section 106 planning obligations.

113. Saved policy 5.1 seeks to ensure that the most intensive development is located near transport nodes, or where they are not its must be demonstrated that sustainable transport options are available to site users, and sustainable transport is promoted.

114. The site is highly accessible by public transport owing to it being in the catchment of 16 daytime and 6 night time bus services that provide routes towards central London and east towards Greenwich. Overground and National Rail services are also in proximity at Peckham Rye. Trip generation data provided as part of the submission forecasts that the majority of trips will be made by foot, and public transport owing to the availability of options close to the site. There are also a number of formal and
informal cycle routes nearby particularly going north up Surrey Canal which provides convenient option for those wishing to cycle. Overall, the location is acceptable for this scale of development and conveniently located to support sustainable travel choices by future occupiers.

**Car parking**

115. PNAPP policy 16 states that in the Peckham action area core residential development should be car free, aside from the provision of parking for disabled persons and car club spaces. Saved policy 5.6 of the Southwark Plan provides similar guidance and states that justification for the amount of car parking sought should take into account the accessibility of the site using public transport, the impact on overspill car parking and the demand for parking in controlled parking zones.

116. The scheme will provide 11 on-site car parking spaces in which will be allocated for use by wheelchair users. The management and accessibility to these spaces for wheelchair users or other people in need with mobility issues will be secured in a car parking management strategy as part of a planning obligations agreement. Residential occupiers more generally, will not be eligible for parking permits in the controlled parking zone through the imposition of a condition.

117. Concerns have been raised that the quantum of development proposed is significant and would impact on parking as many of the surrounding roads do not fall in the controlled parking zone. For this reason future residents would not need a permit to park on these roads impacting on local parking capacity. The site is unusual in that it is only partly in a controlled parking zone (CPZ) that is operational Monday to Saturday between 8:30am to 06:30pm. The extent of the controlled parking zone is show below.

118. There is spare parking capacity for an estimated 53 cars based on the parking beat surveys submitted with the proposal. The scheme has the potential to generate
parking demand for up to 76 additional vehicles, which with 11 vehicle spaces being accommodated on-site, generates a residual demand of 65 vehicles. This would exceed the average number of available parking spaces in a reasonable walking distance by 12 - 13 spaces.

119. The transport assessment contends that it may be reasonable to assume that lower parking demand may be more realistic taking into account the majority of units are flatted and in close proximity to excellent public transport options. It recommends that surveys are undertaken before and after the development is occupied, in the event of approval to ascertain whether the actual effects of the development are as estimated based on trip generation data. It may be necessary to manage demand for spaces through the introduction of a controlled parking zone to ensure parking stress generated as a result of this proposal does not disadvantage existing residents in nearby streets. Whilst there are no proposals to introduce a CPZ, the requirement for a survey to review the situation can be material consideration given the context of this scheme and its potential effects.

120. To mitigate car journeys a high level of convenient and accessible cycle parking spaces will be provided and discussions are ongoing with TfL to extend the Mayor’s cycle hire scheme to the site or an area nearby as part of this scheme. A dedicated car club space is proposed to be provided as well as membership for all new residents for a minimum of three years. These measures will provide convenient alternatives for future occupiers and support moves to reduce the reliance on the private car.

121. To monitor the effects of the proposal officers recommend that a requirement for regular surveys is secured as an obligation to assess the effects of the development to quantify the impact on local car parking. The analysis of this can be used to inform an assessment of the potential effects of this proposal and others nearby and provide an evidence base for interventions to manage the impact if required. The streets surrounding the site and to the north may benefit from being supported by a controlled parking zone which, if required, would explored following extensive consultation with local residents.

**Cycle parking**

122. The London Plan requires 1 long term space per 1 bed unit, 2 spaces for all other dwellings plus 1 short stay per 40 units, which exceeds the required in the adopted Southwark plan. The requirement generates the need for 274 cycle spaces which is met in the proposed development. Cycle parking is generally provided close to the cores for each of the residential blocks and generally at ground level.

123. The London Plan requires 1 space per 175 sqm above a 100 sqm threshold for long stay parking and 1 space per 40 sqm for short parking for the commercial element of this proposal. The requirement generates a need for 7 spaces which is met in the proposed development. Ten publically accessible spaces are provided to the rear of the commercial unit as well as two spaces in a secure shelter. The detailed design and provision of these spaces will be secured by condition. This may include revisiting options for the design, location and orientation of the proposed secure store.
Cycle hire scheme

124. PNAAP policy 11 (Active travel) requires development to contribute towards strategic and local transport improvements through community infrastructure levy and/or planning obligations. A key priority in the PNAAP is for there to be an extension of the Mayor’s cycle hire scheme to Peckham and Nunhead. Transport for London indicated that this development could support the provision of docking station either on the site or a site identified close by and suggested an indicative contribution to cover the cost of delivery and maintenance. The applicant has agreed to the principle of a contribution towards to scheme and exploring options for its delivery as part of the planning obligations agreement. Early discussions indicate the possibility of the scheme being delivered in Peckham Square which is close by and more likely a more appropriate site given the range of uses it supports and its popularity as route for both cyclists and pedestrians.

Servicing and waste

125. Sumner House will maintain its existing vehicle access on Sumner Road for servicing of this block and therefore result in no change to the existing arrangement. Blocks, B, C and D vehicles will be serviced from vehicle access points on Melon Road, Sumner Road and Sumner Avenue where proposed bin stores will be located. Bin stores are located by residential entrances which are on Melon Road, Jocelyn Street and Sumner Road providing convenient access for refuse vehicle operators. The drag distances for refuse operators comply with Southwark waste management guidelines with the exception of Block B, which exceeds the required drag distance by approximately 10 metres. Discussions have been held with housing management and the borough waste collector and on balance it is accepted that the location of the specific bin store and drag distance in this instance is acceptable.

Impact on trees

126. PNAAP policy 20 (Trees) states that where a proposal would result in the loss of trees that they should be replaced by new trees which result in a net improvement in canopy cover as measured by stem girth. The London Plan (policy 7.21) states that existing trees of value should be retained following the principle of the ‘right place, right tree’ and encourages new development to plan large canopied trees.

127. A tree survey was submitted which identifies trees in in and around the site and works proposed including tree removal. A summary of the works likely to take place is set out in the table below.

<table>
<thead>
<tr>
<th>Tree</th>
<th>Category</th>
<th>Works</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sycamore (x2) (T11-T12)</td>
<td>C</td>
<td>Removal to facilitate redevelopment of Flaxyard</td>
</tr>
<tr>
<td>Norwegian Maple (x 5) (G1)</td>
<td>C</td>
<td>Removal to facilitate remodelling of Melon Road and creation of a turning head</td>
</tr>
<tr>
<td>London Plane (x10) (T1 – T10)</td>
<td>B</td>
<td>Some pollard reductions</td>
</tr>
</tbody>
</table>
128. Two (2) Sycamore trees and five Norwegian Maple trees will be removed as part of this development to facilitate redevelopment of the site. Replacement trees as measured by stem girth are proposed in accordance with policy which would be secured as part of a planning obligations agreement.

**Sustainable development implications**

**Energy**

129. PNAAP policy 21 states that new development should connect to exiting heating and cooling networks or CHP where they exist and the absence of a network to be designed to be capable of connecting to one in the future. London Plan policy 5.2 states that development proposals should make the fullest contribution to minimising carbon dioxide emissions and for residential buildings requires an improvement on building regulations of 100%.

130. An outline energy strategy was submitted with the application which demonstrates that the CHP is feasible at the site. Based on this approach and the incorporation of air pumps and photo-voltaics the scheme proposes a carbon reduction of 111 tonnes of CO\textsubscript{2} per year in regulated emissions compared to a 2013 building regulations compliant development, equivalent to an overall saving of 52%.

131. Policy 5.2 states that where development cannot achieve a 100% reduction mitigation will be required in the form of an in-lieu payment. The applicant has agreed to a financial contribution for the shortfall which equates to 103 tonnes. This will be secured by way of a planning obligations agreement.

**Archaeology**

132. An archaeological evaluation report was submitted as the site falls in the Peckham Village archaeological priority zone. The evaluation revealed that the site has been extensively truncated by previous development and the infilling/dumping of early 20th century materials on the site. There was no indication of any archaeological deposits existing prior to or surviving these impacts. On the basis of the assessment and the design of the scheme proposed it is reasonable to conclude that the proposed development would not result in harm to any features of archaeological interest.

**Flood risk**

133. The site is in Zone 1 and a critical drainage area. A condition securing details of measures to mitigate surface water flooding risks is recommended.
Land contamination

134. The potential for significant ground contamination to be present has been assessed and full intrusive surveys are recommended to establish the risk to future occupiers. Conditions are recommended to secure appropriate details and appropriate remediation.

Community infrastructure levy (CIL)

135. Section 143 of the Localism Act states that any financial contribution received as community infrastructure levy (CIL) is a material ‘local financial consideration’ in planning decisions. The requirement for payment of the Mayoral or Southwark CIL is therefore a material consideration. However, the weight attached is determined by the decision maker. The Mayoral CIL is required to contribute towards strategic transport investments in London as a whole, primarily Crossrail. While Southwark’s CIL will provide for infrastructure that supports growth in Southwark. In this instance it is estimated that a Mayoral CIL payment and Southwark CIL payment would be payable in the event planning permission is granted.

Planning obligations (section 106 undertaking or agreement)

136. The development will either be delivered by the council or by a private developer pursuant to a development agreement. As the council owns the land, it is necessary for the council to enter into a unilateral undertaking confirming that the planning obligations will be paid and/or provided. A unilateral undertaking is a type of planning agreement that will bind the land in the same way that a section 106 agreement does. A unilateral undertaking is considered appropriate here because the council cannot covenant with itself, which would be necessary if a section 106 agreement was required. Should the land be disposed of in the future, the unilateral undertaking to be provided will require any successor in title to enter into a section 106 agreement in the usual way. This is the approach the council will aim to adopt on all Hidden Home, Direct Delivery and SRiPP schemes going forward.

137. The following table sets out the required site specific mitigation and the applicant’s position with regard to each point:

<table>
<thead>
<tr>
<th>Planning obligation</th>
<th>Mitigation</th>
<th>Applicant position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Affordable housing</td>
<td>The one hundred and twenty (120) affordable dwellings to be provided (48 x 1 bed; 42 x 2 bed; 30 x 3 amounting to 372* habitable rooms to include the social rented units and the Intermediate tenure. Standard review mechanism and deferred affordable housing scheme is proposed.</td>
<td>Agreed</td>
</tr>
<tr>
<td>Green Fund</td>
<td>£185,400 (indexed) based on shortfall of 103 tonnes of carbon.</td>
<td>Agreed</td>
</tr>
<tr>
<td>Employment during construction</td>
<td>This development would be expected to deliver 23 sustained jobs to unemployed Southwark residents, 23 short courses, and take on 6 construction industry apprentices during the construction phase, or meet the employment and training contribution of £111,350 for the council to provide this service. An employment, skills and business support plan will be secured that will set out how this will be achieved, targets for construction skills and employment outputs, including apprenticeships.</td>
<td>Agreed</td>
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<td>--------------------------------</td>
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</tr>
<tr>
<td>Child play equipment</td>
<td>4 on-site play areas as detailed in the design and access statement. A financial contribution of £51,642 (indexed) towards play-space for children aged 5-12+.</td>
<td>Agreed</td>
</tr>
<tr>
<td>Public realm</td>
<td>Landscaping improvements as described in design and access statement including Sumner Road ‘play ruin garden’, Sumner Avenue/Sumner House public realm works, Melon Road works and Melon Road plaza. Repaving the footway fronting the development on Sumner Road, Jocelyn Street and Melon Road (concrete paving slabs and granite kerbs). Resurfacing Sumner Avenue, Sumner Road and Melon Road carriageway. Upgrading street lighting on Sumner Road, Sumner Avenue, Melon Road, and Jocelyn Street to current standards. A number of areas will be required to be ‘stopped up’ and managed independently of the local highways authority owing to the position of Blocks C and D over existing areas of adopted highways and the landscaping materials where its does not comply with the SSDM along Sumner Road and Sumner Avenue.</td>
<td>Agreed</td>
</tr>
<tr>
<td>Transport site specific</td>
<td>Provide dropped kerb at the front of the refuse bin store on Jocelyn Street.</td>
<td>Agreed</td>
</tr>
<tr>
<td>Topic</td>
<td>Description</td>
<td>Status</td>
</tr>
<tr>
<td>---------------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>------------</td>
</tr>
<tr>
<td>Vehicle crossovers at Jocelyn Street and Sumner Road.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construct side entry raised tables at Sumner Road and Melon Road junction with Peckham High Street.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Widening of footway on Sumner Road together with installation of two trees and provision of inset bays.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Promote a TRO to introduce no waiting restrictions at the northern section of Melon Road and prohibition of driving on the realigned section of Sumner Road.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Measures to be put in place to prevent parking at the turning area on Sumner Road and unauthorised vehicular access onto footway/cycleway from northern side of Sumner Road.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Car parking</td>
<td>A car parking management detailing the:</td>
<td>Agreed</td>
</tr>
</tbody>
</table>
|               | a) management and allocation of off-street wheelchair parking bays  
|               | b) Programme for undertaking periodic car parking surveys and details of the proposed methodology  
|               | c) Reporting the effect of the proposal on local car parking to assess car parking impacts.  
|               | d) Programme for consultation and introduction of controlled parking zone, if required.                                                                                                             |            |
| Cycle Hire    | £200,000 (indexed) to cover the cost of delivery and maintenance of a 30 docking bays cycle hire station to be provided on site or nearby.                                                                 | Under discussion with TfL. To be resolved at Stage II referral. |
| Car Club      | Provision of between a dedicated car club bay and 3 years membership for each eligible resident.                                                                                                        | Agreed     |
| Trees         | A minimum stem girth of 7.54m to be provided on site to off-site trees removed.                                                                                                                         | Agreed     |
Where tree replacement targets are not met then a payment for new trees nearby will be required.

| Administration charge (2%) | To be finalised. | TBC |

138. In the event that a satisfactory legal agreement has not been entered into by 31 January 2017 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 planning obligations agreement, fails to ensure adequate provision of 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).’

Other matters

139. None.

Conclusion on planning issues

140. The adopted PNAAP is the key planning policy document for this site and has significant weight in determining this proposal. Any application which complies with the PNAAP and provides a sustainable form of development would be presumed to be acceptable under the National Planning Policy Framework (NPPF), unless material considerations indicate otherwise.

141. This proposal would deliver 168 new homes and retail space in Peckham town centre in accordance with the vision and objectives of the Peckham and Nunhead area action plan. The layout of buildings will create strong residential character to the north of Peckham and strengthen the commercial identity of Peckham High Street. It will improve key routes across the site and connections to the Peckham High Street and the public realm and connectivity. The scale and massing and design of buildings will respect the scale of the established context as will the new additions to Sumner House. The materiality and approach to detailed design is of a high standard and would maintain the character of the conservation area improve the relationship of this site to key heritage buildings the character of their setting. Significant weight has been placed on the detailed landscaping proposals submitted which are innovative and distinctive additions to the public realm. This is a key material consideration as it is considered that the proposed landscaping strategy responds appropriately to local heritage assets and the urban context adding interest to the street scene.

142. Affordable housing is a material consideration and this scheme will deliver 74% which is above and beyond that normally required by policy. The tenure will include both social rented and intermediate tenures which are a priority for the borough. The overall density of the scheme complies with policy and a high number of dual and
triple aspect units. All new build units will have access to private amenity and significant provision has been made to provide high quality communal amenity space play spaces.

143. In conclusion, the scheme is considered to be a positive response to the objectives of the Peckham and Nunhead area action plan that will provide a range of types and size of new homes including a high proportion of affordable homes and family homes which is supported. For this reason the scheme is a sustainable form of development, which in line with the NPPF is increasing density on a brown field site as part of a plan-led regeneration programme. It is therefore recommended that planning permission be granted, subject to conditions and mitigation that will be secured by a planning obligations agreement.

Community impact statement

144. 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.

Consultations

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

Consultation replies

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

Summary of consultation responses

147. 7 letters were received objecting to the proposal on the following grounds:

Objection: Loss of open land/public open space.

Response: The site is allocated for redevelopment in the Peckham and Nunhead area action plan. It has remained vacant for a significant period in anticipation of a development scheme.

Objection: The design of the buildings is not sympathetic to the character of the area.

Response: Based on the design details submitted officers are satisfied that the new buildings would conserve and enhance the character and appearance of the Rye Lane conservation area. The proposed re-use and extension of Sumner House preserves this undesignated heritage asset and its setting. Significant weight has been placed on the detailed drawings submitted for assessment including high quality cladding materials and landscaping. For these reasons the design of the scheme is appropriate and, on balance, it is considered to respond well to this sensitive historic
and urban setting.

**Objection:** Loss of storage for the school through loss of outbuildings.

**Response:** The proposals will not result in the loss of storage for the adjoining school.

**Objection:** Overlooking of school playground from new residential dwellings.

**Response:** The relationship between Sumner House and James the Great School will remain unchanged. The scheme has been designed to minimise overlooking to the school.

**Objection:** Noise and disturbance during construction impacting on children learning at the school.

**Response:** A condition requiring the submission of a construction management plan is recommended that would cover all phases of the development to ensure the environmental effects of demolition and construction are minimised and appropriate measures are put in place to safeguard the amenity of neighbouring properties and the St James the Great School.

**Objection:** The impact of construction activities on the movement pedestrians and vehicles.

**Response:** A condition requiring the submission of a construction management plan is recommended to ensure the development minimises amenity impacts.

**Objection:** Loss of daylight and sunlight.

**Response:** The majority of rooms at nearby properties will continue to receive good levels of daylight and sunlight. When weighed against the benefits of bringing this brownfield site into productive use, it is considered that the impact of this is not so severe as to warrant refusal of an otherwise acceptable scheme.

**Objection:** Detrimental impact on car parking.

**Response:** A programme for undertaking periodic car parking surveys is proposed to assess the impact of the proposal on car parking. Car club membership is also proposed as part of the scheme.

**Objection:** There are too many flats in Peckham.

**Response:** The number of dwellings proposed is in line with what was expected under the Peckham area action plan site allocation.

**Objection:** Potential impact on local facilities and services including medical facilities.

**Response:** The scheme is liable to pay a community infrastructure levy charge which will help to deliver infrastructure and support development in this area.
One letter of support was received.

**Greater London Authority (support with comments) – Stage 1 report**

148. The application is strongly supported and broadly complies with the London Plan however, further information and/or confirmation, as detailed below is required to comply fully.

149. **Land use principle:** The redevelopment of the site for housing and retail in Peckham town centre and in the Old Kent Road and Peckham housing zone is supported in line with London Plan policy 2.15.

150. **Affordable housing:** 74% by habitable rooms on site. The high proportion of affordable housing is strongly supported. As GLA grant will be sought to fund the rented units on site, the section 106 agreement should specify the eligible household income limits for each intermediate unit size.

151. **Urban design:** The design is welcomed, and the proposed architecture is of a high quality. However, some clarifications are sought on the layout of the scheme and residential quality of some of the units. No concerns are raised in relation to the historic environment and the scheme accords with London Plan policy 7.8.

152. **Inclusive design:** The applicant should confirm that 90% of the proposed new homes will meet building regulation requirement M4(2) in line with London Plan policy 3.8. A condition should secure the M4(2) and M4(3) requirements.

153. **Climate change:** The applicant should provide the carbon emissions for each stage of the energy hierarchy for the domestic and non-domestic elements individually in light of the zero carbon target for dwellings. The applicant should also address the technical comments which have been raised. The proposed drainage strategy should be reviewed and a wider range of sustainable drainage measures explored.

154. **Transport:** The development is broadly acceptable, subject to conditions and obligations being secured. TfL request a £220,000 contribution to extend the cycle hire zone to Peckham.

**Transport for London (support with comments)**

155. The scheme is broadly acceptable. Provision of a docking station is recommended and conditions relating to submission of cycle construction logistics plan and deliveries and servicing plan.

**Local employment team (support with comments)**

156. This development would be expected to deliver 23 sustained jobs to unemployed Southwark residents, 23 short courses, and take on 6 construction industry apprentices during the construction phase, or meet the employment and training contribution.

**Environment Agency (support with comments)**
157. Conditions recommended to minimise potential for flood risk.

   **Historic England (No comments)**

158. No comments on this proposal.

   **Natural England (No comments)**

159. No comments on this proposal.

   **Metropolitan Police (support)**

160. Conditions recommended.

**Human rights implications**

161. 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.

162. This application has the legitimate aim of providing new homes and retail space. 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**

<table>
<thead>
<tr>
<th>Background Papers</th>
<th>Held At</th>
<th>Contact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site history file: TP/2516-L</td>
<td>Chief Executive's Department</td>
<td>Planning enquiries telephone: 020 7525 5403</td>
</tr>
<tr>
<td>Application file: 16/AP/4018</td>
<td>160 Tooley Street London</td>
<td>Planning enquiries email: <a href="mailto:planning.enquiries@southwark.gov.uk">planning.enquiries@southwark.gov.uk</a></td>
</tr>
<tr>
<td>Southwark Local Development Framework and Development Plan Documents</td>
<td>SE1 2QH</td>
<td>Case officer telephone: 020 7525 5461</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Council website: <a href="http://www.southwark.gov.uk">www.southwark.gov.uk</a></td>
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</table>

**APPENDICES**

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>Appendix 1</td>
<td>Consultation undertaken</td>
</tr>
<tr>
<td>Appendix 2</td>
<td>Consultation responses received</td>
</tr>
<tr>
<td>Appendix 3</td>
<td>Recommendation (to follow)</td>
</tr>
</tbody>
</table>
## Audit Trail

<table>
<thead>
<tr>
<th>Lead Officer</th>
<th>Simon Bevan, Director of Planning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Report Author</td>
<td>Daniel Davies, Planning Officers</td>
</tr>
<tr>
<td>Version</td>
<td>Final</td>
</tr>
<tr>
<td>Dated</td>
<td>16 March 2017</td>
</tr>
<tr>
<td>Key Decision</td>
<td>No</td>
</tr>
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</table>

### Consultation with Other Officers / Directorates / Cabinet Member

<table>
<thead>
<tr>
<th>Officer Title</th>
<th>Comments Sought</th>
<th>Comments Included</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strategic Director of Finance and Governance</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Strategic Director of Environment and Leisure</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Strategic Director of Housing and Modernisation</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Director of Regeneration</td>
<td>No</td>
<td>No</td>
</tr>
</tbody>
</table>

Date final report sent to Constitutional Team: 16 March 2017
APPENDIX 1

Consultation undertaken

Site notice date: 02/12/2016

Press notice date: 24/11/2016

Case officer site visit date: n/a

Neighbour consultation letters sent: 02/12/2016

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
Housing Regeneration Initiatives
Waste Management

Statutory and non-statutory organisations consulted:

EDF Energy
Environment Agency
Greater London Authority
Historic England
London Fire & Emergency Planning Authority
London Underground Limited
Metropolitan Police Service (Designing out Crime)
Natural England - London Region & South East Region
Network Rail (Planning)
Thames Water - Development Planning
Transport for London (referable & non-referable app notifications and pre-apps)

Neighbour and local groups consulted:

20 Lisford Street London SE15 5GR
18 Lisford Street London SE15 5GR
22 Lisford Street London SE15 5GR
268 Sumner Road London SE15 5QS
266 Sumner Road London SE15 5QS
51 Peckham High Street London SE15 5EB
270 Sumner Road London SE15 5QS
24 Lisford Street London SE15 5GR
93 Peckham High Street London SE15 5RS
66 Peckham High Street London SE15 5DP
3 Peckham High Street London SE15 5EB
Flat 6 Bryanston House SE15 5DX
Sumner House Sumner Road SE15 5QS
12 Beaton Close London SE15 5GX
7 Beaton Close London SE15 5GX
6 Beaton Close London SE15 5GX
9 Beaton Close London SE15 5GX
8 Beaton Close London SE15 5GX
2 Corbden Close London SE15 5GS
8 Corbden Close London SE15 5GS
7 Corbden Close London SE15 5GS
262 Sumner Road London SE15 5GS
9 Corbden Close London SE15 5GS
4 Corbden Close London SE15 5GS
3 Corbden Close London SE15 5GS
6 Corbden Close London SE15 5GS
Re-consultation: n/a
APPENDIX 2

Consultation responses received

Internal services
Economic Development Team
Highway Development Management

Statutory and non-statutory organisations
Environment Agency
Greater London Authority
Historic England
London Underground Limited
Natural England - London Region & South East Region
Network Rail (Planning)
Thames Water - Development Planning
Transport for London (referable & non-referable app notifications and pre-apps)

Neighbours and local groups
By Email
Flat 1 138 Gordon Road SE15 3RB
St James The Great School Peckham Road SE15 5QS
11 Ashmore Close Peckham SE155GY
141 Icknield Way Luton LU3 2BX
15 Lacon Road London SE22 9HE
24 Culmore Road London Se15 2rq
3 Credenhill House Ledbury Street SE15 1BG
6 Jocelyn Street London SE15 5QJ