

Item No: 7.3	Classification: Open	Date: 6 November 2018	Meeting Name: Planning Committee
Report title:		Addendum report 1 Late observations, consultation responses and further information	
Ward(s) or groups affected:		Old Kent Road	
From:		Director of Planning	

PURPOSE

1. To advise members of observations, consultation responses and further information received in respect of the following planning applications on the main agenda. These were received after the preparation of the report and the matters raised may not therefore have been taken in to account in reaching the recommendation stated.

RECOMMENDATION

2. That members note and consider the late observations, consultation responses and information received in respect of each item in reaching their decision.

FACTORS FOR CONSIDERATION

Item 7.3 – Application 17/AP/3757 for: Full Planning Application – 60A AND 62 HATCHAM ROAD AND 134-140 ILBERTON ROAD, LONDON SE15 1TW

Additional Consultation Responses

3. A consultation response has been received from Transport for London since the publication of the Committee Report.

Cycle parking

4. Concerns were raised regarding the proposed cycle parking in relation to the use of two-tier racks and Sheffield stands, and the number of doors to access the commercial storage and crime prevention.
5. Officer response: Officers agree that the importance of quality and accessible cycle parking is a priority this is why we ask for detailed design in condition. The placement of on street cycle parking will be considered within the S278 agreements.

Controlled Parking Zone

6. A suggestion was made that LBS would need ta controlled parking zone to ensure the development is actually car-free.
7. Officer response: We agree that the Hatcham Road area requires changes to traffic and parking management and has carried out a feasibility on this which is in the process of being assessed internally. The new residents will not be entitled to parking permits.

Disabled parking provision

8. Concerns raised regarding potential increase of disabled parking provision if need arises.

9. Officer response:
Officers are satisfied with the proposal in respect to disabled parking generally we do not encourage allocating kerbside to blue badge unless we have a specific request from a resident as blue badge can park on the highway.

Strategic Industrial Land designation

10. The issue of SIL release was raised.
11. Officer Response: The GLA and LBS have now agreed an approach to phasing the release of protected industrial land for mixed use development in the Old Kent Road Opportunity Area. The application site is agreed to be in the first phase of released sites. A letter was received from the Deputy Mayor for Planning, Regeneration and Skills, dated 17th September 2018 which confirms the “agreed means for Southwark, the GLA and TfL to deliver the scale of change and quality we want to see for Old Kent Road. This agreement is very welcome, and I believe places us in the best position to continue to make the case for BLE funding to government.” The letter goes on to identify detailed matters that still need to be addressed, but the Deputy Mayor states that he is “confident these final matters can be fully resolved over the coming months”. This letter is publicly accessible on our website. Members should however note that even with this agreement in place the draft OKR AAP and New Southwark Plan (NSP) would still need to be subject to an EiP and approval of the Secretary of State before they become the adopted development plan position. It should also be noted that there have been a number of objections to the proposed release of industrial land from third parties which would need to be considered at the EiP.

Financial contributions towards buses

12. A financial contribution of £282,940 (£3290 x 86 units) has been requested for improvements to bus services.
13. Officer response: Officers agree with TfL that an increased and improved bus services are needed to accommodate growth in the Old Kent Road Opportunity Area prior to the arrival of the Bakerloo Line Extension (BLE). LBS Officers are working with TfL to produce a phasing plan which will ensure this happens. It will require contributions from developers to pay for additional bus services. The LBS Section 106 Planning Obligations and Community Infrastructure Levy (CIL) SPD (2015) is clear and transparent in what it expects development to deliver for local people and these contributions need to be subject to the same rigour. In addition, as the collecting and enforcing authority for the Section 106 Agreement, LBS need to know that the contributions requested pass the Section 106 tests and are fair and proportionate and reasonably related to mitigating the impacts of each individual scheme. If this is not confirmed according to a clear evidence base setting out exactly what is required and what can be accommodated, any contributions may be subject to challenge. LBS officers are therefore working with TfL to set out a strategy that is deliverable and coherent and can be seen by local people and developers alike to addressing concerns about overcrowded buses.
14. A financial contribution of £658.15 per unit for bus provision totalling £56,600.90 has been offered to TfL in line with the previously approved development at 180 Hatcham Road.

Cycle hire

15. A financial contribution of £17,200 (£200 x 86 units) for cycle hire was requested.

16. Officer response: Officers have worked with the developer on this and have recommended the introduction of Brompton Lockers to provide a convenient in house cycle hire facility with at least two lockers providing EV charging. This will allow residents and workers of the site to access convenient cycle hire using a quality model of bike that can be flexible in use.

Highway infrastructure contributions

17. The following financial contributions for highways infrastructure was requested:

- Bus priority on local roads = £250 x 86 units = £2150
- Bus stands and infrastructure = £100 x 86 units = £8,600
- Healthy Streets = £4200 x 86 units = £361,200.
- Legible London = £30 x 86 units = £2,580

18. Officer response: Infrastructure requirements are covered under CIL. We are working with TfL on a surface transport delivery plan with estimates and priorities. Developers are also making contributions to public realm improvements and will be delivering improvements in the vicinity of the development within their S278 agreement.

Update to Financial Contributions table

19. The application would be supported by the following s106 obligations

Planning Obligation	Mitigation	Applicant Position
Archaeology	£11,171	Agreed
Affordable housing monitoring	£3,411	Agreed
Carbon Offset – Green Fund	£102,618	Agreed
Delivery and service bond	£8,800	Agreed
Public open space	£88,150	Agreed
Transport for London Buses	£56,600.90	Agreed
Transport for London Legible signage	£2580	Funded through CIL
Bus priority on local roads	£2150	Funded through CIL
Bus stands and infrastructure	£8,600	Funded through CIL
Transport for London Healthy Streets	£361,200	Funded through CIL
Child play space shortfall	£ 30,758.70	Agreed
Admin fee	2%	Agreed

Prematurity

20. The most up to date development plan pertinent to the Old Kent Road area is the 2016 London Plan. This identifies the Old Kent Road Opportunity Area as having significant potential for housing lead growth. The AAP has been developed in response to this adopted plan and has sought to address the emerging policy position of the draft New London Plan including the increased housing target for the opportunity area. This scheme is not considered to undermine either the strategic or local plan making process, and reflects the adopted statutory development plan position of the 2016 London plan and the direction of travel of the 2016 and 2017 draft AAPs and the 2018 draft New London Plan. It is not therefore considered too be premature.

Clarification on single aspect units

21. For clarity, the following table sets out the tenure of the 32 east or west facing single aspect units within the proposed 86 units:

Tenure	Number of single aspect units
Market	26 of 60 (43%)
Social rent	6 of 16 (37%)
Intermediate	0 of 8 (0%)

Amendments and Corrections

22. The following corrections are noted to the Officer's Report:
23. The wrong (former) site plan was attached on page 179 that illustrated the previous site boundary. As discussed in the committee report, the site plan boundary was revised following land negotiations. The correct site plan is attached Appendix 1.
24. Paragraph 1 is amend to include: "The Applicant entering into an appropriate legal agreement by no later than 29th April 2019".
25. Paragraph 8 states that 1,185sqm of B1 floorspace will be provided. This is the former figure. The correct figure is 1,179sqm of B1 floorspace is proposed.
26. Paragraph 110 incorrectly states that 58% are dual aspect. 63% of the units are dual aspect;
27. In paragraph 123, it was incorrectly stated that there was a studio unit proposed. No studio units are proposed.
28. Paragraph 140 incorrectly stated that the proposed scheme "would unacceptably impact daylight and sunlight levels." This corrected sentence is: "would not unacceptably impact daylight and sunlight levels."

Additional / Revised plans

29. Following further discussions with officers regarding servicing and the ground floor commercial floorspace, a revised ground floor plan (GA-P-L00 Rev13) has been submitted to the council that provides access to the proposed on-site service route from Unit 2 on the ground floor. This revision will improve the servicing flexibility within the ground floor layout.
30. The revised plan is attached as Appendix 2 of this addendum.
31. Further revised plan numbers are as follows due to incorrect numbers on the draft recommendation: *17.373-P-201 REV B - ROOF LANDSCAPE MASTERPLAN* and *2488_SC-SoA-P8 - Schedule of Areas/Tenure/GIA*

Additional / Revised Conditions

32. An amendment to condition 17 to include reference to practical completion is proposed to ensure the fit out of commercial workspace is delivered at the same time as residential accommodation. This condition should read as follows:

"Before any work above grade hereby approved begins on any phase of development, full particulars and details of a scheme for the fit out of the premises to an appropriate level for B1 (c) use shall be submitted to and approved by the Local Planning Authority and the development shall not be carried out otherwise than in accordance with any approval given. This should include details of the mechanical and electrical fit out of the units, showing heating and cooling provision, and the

provision of kitchen and toilet facilities. The development shall not be carried out otherwise than in accordance with any approval given, and practical completion of the B1 (c) fit out for each phase shall be at the same time, or before the practical completion of the residential component of the same phase.

Reason

In granting this permission the Local Planning Authority has had regard to the special circumstances of this case in accordance with Strategic Policy 1.2 Strategic and local preferred industrial locations of The Core Strategy 2011 and Saved Policy 3.2 Protection of Amenity of the Southwark Plan 2007 and the National Planning Policy Framework 2018.”

- 33. A new condition to limit the proposed commercial floor space to B1(c) from B1(a – c) is proposed to ensure the delivery of policy compliant workspace. It is recommended that this should read as follows:

“Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order and any associated provisions of the Town and Country Planning General Permitted Development Order (including any future amendment of enactment of those Orders), the Class B1 use hereby permitted shall only be for Class B1(c) uses.

Reason:

In granting this permission the Local Planning Authority has had regard to the special circumstances of this case in accordance with Strategic Policy 1.2 Strategic and local preferred industrial locations of The Core Strategy 2011 and Saved Policy 3.2 Protection of Amenity of the Southwark Plan 2007 and the National Planning Policy Framework 2018.”

REASON FOR URGENCY

- 34. Applications are required by statute to be considered as speedily as possible. The application has been publicised as being on the agenda for consideration at this meeting of the planning committee and applicants and objectors have been invited to attend the meeting to make their views known. Deferral would delay the processing of the applications and would inconvenience all those who attend the meeting

REASON FOR LATENESS

- 35. The new information, comments reported and corrections to the main report and recommendation have been noted and/or received since the committee agenda was printed. They all relate to an item on the agenda and members should be aware of the objections and comments made.

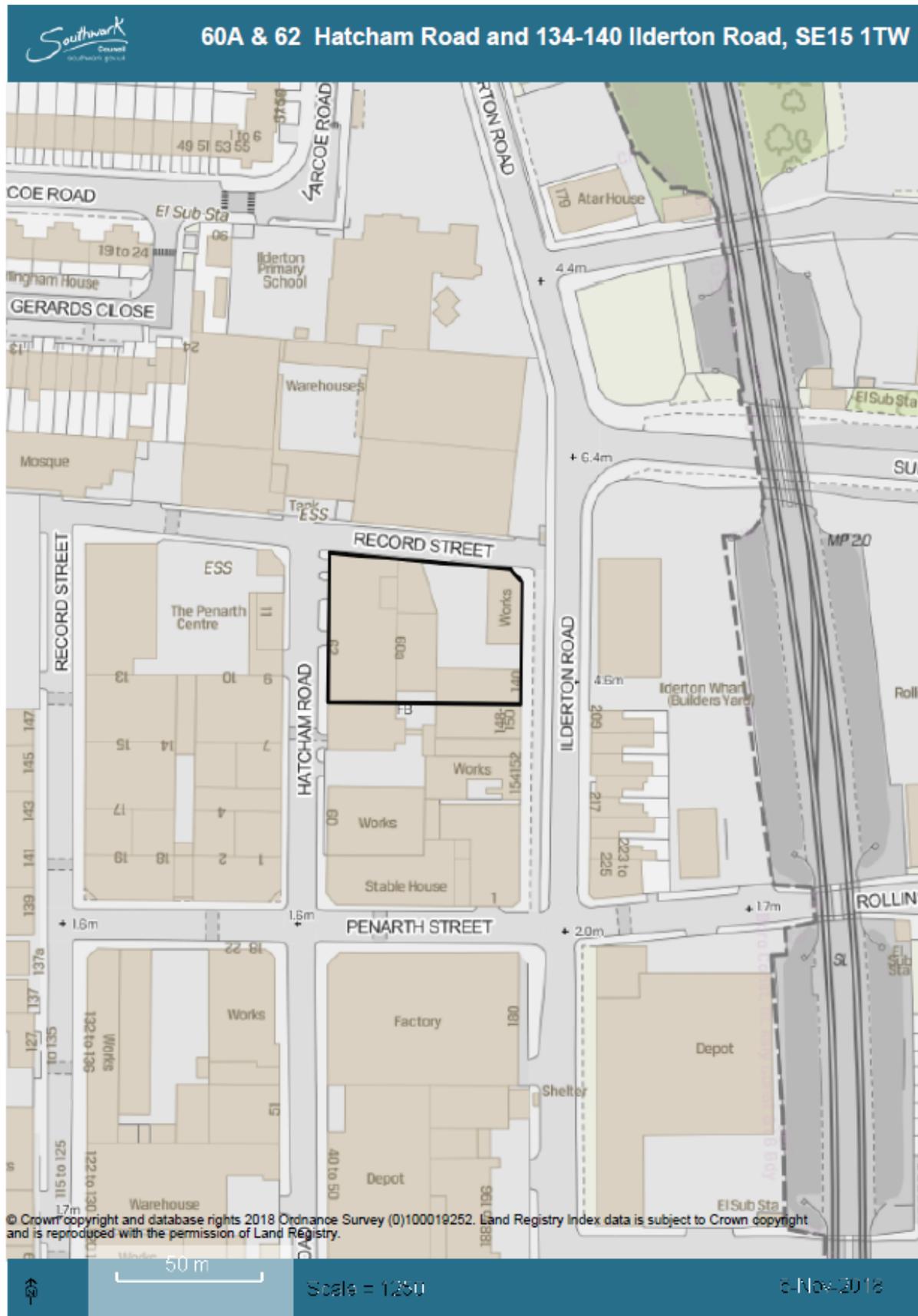
BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Individual files	Chief Executive's Department 160 Tooley Street London SE1 2QH	Planning enquiries telephone: 020 7525 5403

APPENDICES

No.	Title
Appendix 1	Correct site for 60A AND 62 HATCHAM ROAD AND 134-140 ILBERTON ROAD, LONDON SE15 1TW
Appendix 2	Revised ground floor plan (GA-P-L00 Rev 13) for 17/AP/3757

Appendix 1: Correct site for 60A AND 62 HATCHAM ROAD AND 134-140 ILBERTON ROAD, LONDON SE15 1TW



Appendix 2: Revised ground floor plan (GA-P-L00 Rev 13) for 17/AP/3757, 60A AND 62 HATCHAM ROAD AND 134-140 ILBERTON ROAD, LONDON SE15 1TW



Ground Floor
GA-P-L00

