

<b>Item No.</b> 8.1	<b>Classification:</b> Open	<b>Date:</b> 26 February 2019	<b>Meeting Name:</b> Planning Committee
<b>Report title:</b>	<p><b>Development Management planning application:</b> Application 17/AP/4508 for: Full Planning Application</p> <p><b>Address:</b> 6-12 VERNEY ROAD, LONDON SE16 3DH</p> <p><b>Proposal:</b> Redevelopment of the site for a mixed use development comprising three buildings (Building 1: basement, ground, ground mezzanine plus 17 storeys (AOD 66.975m); Building 2: basement, ground, ground mezzanine plus 22 storeys (AOD 81.975m); Building 3: basement, ground, ground mezzanine plus 16 storeys (AOD 62.675m)) to accommodate 338 residential units, B1and B1c office use/workspace (4792.37sqm GEA), D1 community use (429 sqm GEA), associated cycle and car parking, servicing, refuse and recycling, landscaping including contribution towards the new Surrey Canal linear park, and private and communal residential amenity space and children's playspace. (This application represents a departure from strategic policy 10 'Jobs and businesses' of the Core Strategy (2011) and saved policy 1.2 'strategic and local preferred industrial locations' of the Southwark Plan (2007) by virtue of proposing to introduce residential accommodation in a preferred industrial location). REVISED DESCRIPTION.</p>		
<b>Ward(s) or groups affected:</b>	Old Kent Road		
<b>From:</b>	Director of Planning		
<b>Application Start Date</b> 06/12/2017		<b>Application Expiry Date</b> 07/03/2018	
<b>Earliest Decision Date</b> 11/02/2018			

## RECOMMENDATION

1. That the planning committee grant planning permission, subject to:
  - The recommended planning conditions;
  - The applicant entering into an appropriate legal agreement by no later than 5 July 2019
  - Referral to the Mayor of London;
2. In the event that the s106 agreement is not completed by 5 July 2019 that the Director of Planning be authorised to refuse planning permission, if appropriate, for the reasons set out in paragraph 237 of this report.

## EXECUTIVE SUMMARY

3. This major application seeks to redevelop an existing light industrial and distribution site on the southern side of Verney Road to provide a mixed-use commercial and residential development of 338 residential units, 4792.73sqm GEA (4591.77 sqm GIA) of B1 office use/workspace, 429sqm GEA (420.9sqm GIA) of D1 community use and associated disabled car parking, cycle parking, public open space including a contribution towards a new linear park, landscaping, children's playspace and servicing and refuse storage. The scheme originally contained an additional 6 residential maisonettes at ground and first floor level on the eastern most block adjacent to the William Say's factory. Following consultation and in order to address concerns from William Say's about the proximity of the access to their goods yard to new residential development and the potential for noise nuisance, these flats have been changed to B1C use. In addition the balconies to the residential flats in the building podium on this eastern elevation will be enclosed as "winter gardens". A single storey brick wall on the eastern boundary of the site will also be retained. The applicant has also changed the use of the proposed shop unit on Verney Road to B1c to align with the draft Old Kent Road AAP.
4. The scheme is located in a Strategic Preferred Industrial Location and would represent a departure from policy by virtue of proposing the introduction of residential accommodation to a Preferred Industrial Location.
5. The applicant has committed to providing 338 new residential units with 35.36% affordable housing by hab rooms that equates to 112 affordable units in total: 77 Social Rented units (69.95% by habitable room) and 35 Shared Ownership (30.05% by habitable room). There would be the potential for a significant uplift in jobs on the site through the provision of good quality, flexible commercial space that has been specifically designed for B1 Use and would include units of varying sizes.
6. The proposal would include three buildings of 18, 19 and 24 storeys in height, would be of a high quality of design and would deliver the master-planning and aspirations of the draft Old Kent Road Area Action Plan. A policy compliant mix of dwellings and wheelchair housing would be provided, together with a good standard of residential accommodation. The daylight and sunlight impacts are noted, but it is considered that there would only be limited harm caused to existing residential amenity as a consequence of the development. Sound proofing within the new development would limit the potential for noise complaints against future commercial occupiers from new residents and neighbouring residents.
7. The proposal would be car free apart from 4 accessible on-site parking spaces (with the potential for an additional 6 should there be a demand) and future occupiers would be prevented from obtaining parking permits on the surrounding streets. A s106 contribution would be required to improve local bus capacity.
8. The proposal would incorporate measures to reduce its carbon dioxide emissions and a contribution to the council's carbon off-set green fund would be secured through a s106 agreement. The proposal would be air quality neutral and conditions are recommended to ensure that ground contamination, surface water drainage, archaeology and ecology would be adequately dealt with.
9. Overall, the clear benefits of the proposal are considered to outweigh the limited harm

caused and it is recommended that planning permission be granted, subject to conditions, a s106 agreement and referral to the GLA.

## **BACKGROUND INFORMATION**

### **Site location and description**

10. The application site is roughly rectangular in shape and the combined area measures approximately 0.75 hectares. The site is of two plots comprising a mix of low-rise, predominantly brick and metal structures with gable frontages.
11. The site is bounded along its northern edge by Verney Road and with the 6 and 19 storey 'Bermondsey Works' 399 Rotherhithe New Road scheme which contains the John Keats Primary Free School and the City of London sixth college located on the northern side of Verney Road. Silverbrook Medical Centre is located adjacent to the primary school.



Figure 1. Photograph of site along Verney Road looking west, 12 Verney Road to left.



Figure 2. Photograph of site along Verney Road looking west. 6-8 Verney Road to left

12. To the west, the application site is bounded by electricity substation and the large warehouse buildings of 4 Verney Road occupied by Constantine Ltd.



Figure 3. Photograph of site along Verney Road looking east

13. The application site is bounded along its eastern edge by a high boundary wall, the access road to the industrial units at 14-16 Verney Road. The 13m wide access road separates the application site to 20-26 Verney Road, occupied by William Say and Co Ltd.



Figure 4. Photograph of William Say site.

14. To the south, the application site is bounded by the low rise industrial/commercial buildings of 14-16 Verney Road accessible from Verney Road, and 1-3 Wevco Wharf accessible from Sandgate Street.



Figure 5. Commercial properties to the south of the application site.

15. The surrounding area comprises a mixture of buildings used for industrial, commercial purposes and residential purposes.
16. The site is not located within or close to a conservation area.
17. In terms of listed buildings, the application site does not benefit from statutory listing. The Grade II Canal Grove Cottages, are located approximately 75m to the south of the application site.



Figure 6: Site plan

18. The site is not located beneath a proposed landmark viewing corridor and wider assessment area of a draft New Southwark Plan protected borough view.
19. The site falls beyond the protected vista extensions 3A. I (Kenwood viewing gazebo to St Paul's Cathedral) and 2A.I (Parliament Hill summit to St Paul's Cathedral).view protected by the London Views Management Framework, however it does not fall within the actual geometry of the view.
20. The site has a PTAL rating of 4 which is good. It is well served by buses that provide regular connections along Rotherhithe New Road and the Old Kent Road.

### Details of proposal



Figure 7. CGI view of proposed scheme (building 2 (left) and building 3 (right)) from the proposed linear park looking north towards Verney Road

21. The proposal consists of a series of three tall buildings of mixed-use development comprising:
22. Building 1: A maximum of 19 storeys (66.975m AOD) located at the western end of the site.
  - Basement: residential cycle parking area, office cycle parking area, plant rooms, residential bin store, office bin store.
  - Ground: B1 use and access to lifts and stairs
  - Ground Floor and Mezzanine floors: B1 use, toilets and lift and stair access.
  - Floors 1-2: B1 use with access to balconies, lift and stair access
  - Floors 3-17: residential use with access to balconies and terraces, lift and stair access.
23. Building 2: A building of part 8, part 24 storeys (81.975m AOD) located at the centre of the site.
  - Basement: residential cycle parking area, B1 cycle parking area, residential bin store, office bin store, lobby area, plant rooms and IT cupboard.
  - Ground: B1 reception area, office use, sub-station, access to lifts and stairs, residential entrance area, bicycle entrance and residential entrance.
  - Ground and Mezzanine floors: B1 use with access to balconies, toilets, lift and stair access
  - Floors 1-22: residential use with access to balconies and terraces, stair and lift access, brown roof part of seventh floor.

24. Building 3: A building of part 4, part 7, part 18 storeys (62.275m AOD) located at the eastern end of the site.
  - Basement: residential cycle parking area, IT cupboard, lobbies, plant rooms, 'tower residential' bin store.
  - Ground: residential entrance, recycling store, bicycle store for residential units and community use
  - Ground and Mezzanine floors: B1c use.
25. A community space is proposed in Tower 3 for residents to hire on the roof of the 8<sup>th</sup> storey, adjoining the proposed rooftop play space.
26. Two landscaped areas are proposed between the three building for servicing, disabled parking and amenity and play space, with the proposed linear park located to the southern edge.
27. The proposals involve demolition of all the existing commercial buildings and structures to allow for the mixed use buildings with employment and residential uses.
28. The elevations would feature window openings arranged in a broadly regular pattern, together with a range of projecting balconies and roof terraces. The balconies on the eastern elevations lower 5 floors would be enclosed "winter gardens".
29. The internal arrangement of accommodation would comprise
  - Commercial Class B1 and B1(c) across ground, mezzanine, and first and second (Building 3) levels only
  - Community Use D1 at ground floor only
  - Residential (C3) on upper floors
30. Details of the retail, commercial, community and residential elements follow below.



Figure 8. CGI view of proposed scheme along Verney Road

Commercial floorspace

- 31. 4,792.37 sqm GEA of employment uses would be provided at ground and mezzanine floors across the site, and first and second floors in Building 1, in flexible workspaces capable of use by small to medium sized enterprises, start up and creative type businesses within the B1 and B1(c) use classes. The split between B1 and B1(c) would be approximately 40%/60%, with the exact floor areas being identified and secured in the S106 agreement.

Table 1. Commercial floorspace provision

	Existing	Proposed (total)	Difference
Total	4185sqm GEA	4792.37 GEA	+607.37sqm

Residential accommodation

- 32. The development will provide 338 new residential units consisting of apartments and maisonettes. This equates to 226 private units and 112 affordable units. The affordable units would be split between 80 units for social rent and 36 units intermediate/shared ownership.
- 33. The proposed affordable housing offer equates to a total of 366 habitable rooms or 35.36% of the 1,035 habitable rooms.

34. The 366 affordable habitable rooms would be split with 256 habitable rooms (69.95%) for social rent and 110 habitable rooms (30.05%) for Intermediate tenure.
35. Additional supporting information was submitted during the course of the application in relation to affordable workspace and viability information was also submitted to support the delivery of this quantum of affordable housing.



Figure 9: CGI view of the development from Rotherhithe New Road. Building 1 and 2 are visible.

36. Private and communal amenity space would be provided in the form of projecting private balconies, communal amenity space and children's play space.

#### D1 class community space

37. A 429sqm (GEA) D1 class community space is proposed for the ground floor of Building 3 fronting the public realm between Buildings 2 and 3 and proposed new linear park.

#### Public realm and servicing

38. The proposal would be car free apart from four accessible disabled parking spaces which would be introduced onsite close to Verney Road. Two spaces would be located and accessible from the servicing route between Buildings 1 and 2, and two further spaces would be located and accessible from the servicing route between

Buildings 2 and 3.

39. Major enhancements to the public realm are proposed in the form of two new publically accessible routes between the proposed buildings and the delivery of a section of the proposed linear park on the southern edge of the site.
40. The scheme remains broadly consistent with the master-planning and massing identified within the Further Preferred Option of the Old Kent Road Area Action Plan (AAP). The AAP acknowledges the potential for height at this location.
41. A second stage of statutory consultation was undertaken on the revised scheme on 4.2.19.

### **Planning history**

#### 6-8 Verney Road

42. 15/AP/0551  
Erection of a single storey extension to printing workshop unit.  
Granted 7 July 1995

#### 12 Verney Road

43. 97/AP/0770  
Change of use of building to use as an MOT Station.  
Granted 10 June 1997

08/AP/0411

Demolition of existing single storey pre-fabricated concrete office building and construction of a new three storey office building.  
Granted 20 October 2010

#### 6-12 Verney Road

44. 17/AP/3760  
EIA Screening Opinion in respect of the proposed development at 6-12 Verney Road. The proposals are for the construction of three buildings (of up to 16, 17 and 22 storeys, plus basement level beneath two of the buildings). The development would provide a total of 334 residential units, with circa 3,898 sqm of office space, 1,241 sqm of community use and 422 sqm of retail space. The development would also include hard and soft landscaping works, car parking and cycle parking in the basement.

The proposed development was not considered to constitute EIA Development.  
19/10/2017.

### **Pre-application**

45. Formal and informal pre-application discussions took place in relation to the current scheme now under consideration, the details of which are held electronically by the Local Planning Authority. The main matters discussed focused on the layout of the site, employment uses, affordable housing, building heights and massing, and servicing.

## Planning history of adjoining sites

### Ruby Triangle

46. 18/AP/0897  
*Full planning permission is sought for demolition of existing buildings and structures on the site, and redevelopment consisting of three buildings at maximum heights of 17 storeys (including mezzanine) (+64.735m AOD), 48 Storeys (+170.830m AOD) and 40 storeys (including mezzanine) (+144.750m AOD), plus single storey basement under part of the site. Development would provide 1,152 residential dwellings (Class C3), retail, business and communal spaces (Classes A1, A2, A3, A4, B1(a),(b),(c) and D1), public sports hall and gym (Class D2), public and private open space, formation of new accesses and alterations to existing accesses, energy centre, associated car and cycle parking and other associated works. (REVISED DESCRIPTION)*
47. This application represents a departure from strategic policy 10 'Jobs and Businesses' of the Core Strategy (2011) and Saved Policy 1.2 'Strategic and Local Preferred Industrial Locations' of the Southwark Plan (2007) by virtue of proposing to introduce residential accommodation in a preferred industrial location.
48. The Ruby Triangle scheme was approved by planning committee in autumn 2018, subject to referral to the Mayor of London and completion of the S106 agreement (this has yet to be completed). It comprises buildings ranging from 17 to 48 storeys is located 110m to the south of the application site. CGI image below:



Figure 10. CGI of recently approved Ruby Triangle scheme to the south of the 6-12 Verney Road application site.

## KEY ISSUES FOR CONSIDERATION

## **Summary of main issues**

49. The main issues to be considered in respect of this application are:
- Principle in terms of land use, including consideration of emerging policy for the Old Kent Road Opportunity Area;
  - Environmental impact assessment;
  - Density;
  - Tenure mix;
  - Dwelling mix;
  - Wheelchair dwellings;
  - Quality of residential accommodation;
  - Outdoor amenity space, children's playspace and public open space;
  - Impact on the amenity of neighbouring residential occupiers and the surrounding area;
  - Design quality;
  - Heritage and views
  - Quality of commercial floorspace;
  - Trees, landscaping and biodiversity;
  - Transport and highway matters, including cycle and refuse storage;
  - Environmental matters;
  - Energy and sustainability;
  - Development viability;
  - Planning obligations and Community Infrastructure Levy;
  - Consultation responses: Members of the public;
  - Consultation responses: Internal and external consultees.

## **Planning policy designations**

### Adopted

50.
  - Old Kent Road Preferred Industrial Location – Strategic;
  - Old Kent Road Action Area;
  - Urban density zone;
  - Air quality management area.

### Emerging New Southwark Plan designations

51.
  - North Southwark and Roman Roads Archaeological Priority Area;
  - Old Kent Road Major Town Centre;
  - Old Kent Road Opportunity Area/Area Action Plan

### National Planning Policy Framework (the Framework)

52. National planning policy is set out in the revised National Planning Policy Framework ('the NPPF'), published on 24 July 2018. The NPPF focuses on a presumption in favour of sustainable development, of which there are three strands; economic, social and environmental. The core planning principles include, amongst others, the requirement to 'drive and support development'.
53. Paragraph 48 of the revised NPPF states that weight can be afforded to relevant

policies in emerging plans depending on the stage of preparation of the plan. The council is preparing the New Southwark Plan (NSP) and OKR AAP which are emerging policy documents. The new London Plan is also in draft form. The weight that can be afforded to these emerging documents is discussed in greater detail in paragraphs 63 - 78 of this report.

Section 1 - Building a strong, competitive economy  
Section 4 - Promoting sustainable transport  
Section 6 - Delivering a wide choice of high quality homes  
Section 7 - Requiring good design  
Section 8 - Promoting healthy communities  
Section 10 - Meeting the challenge of climate change, flooding and coastal change  
Section 11 - Conserving and enhancing the natural environment  
Section 12 - Conserving and enhancing the historic environment

National Planning Policy Guidance (2018, as updated)

#### The London Plan 2016

54. The London Plan is the regional planning framework and was adopted in 2016:

Policy 2.17 Strategic Industrial locations  
Policy 3.3 Increasing housing supply  
Policy 3.5 Quality and design of housing developments  
Policy 3.6 Children and young people's play and informal recreation facilities  
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 4.3 Mixed use development and offices  
Policy 4.4 Managing industrial land and premises  
Policy 5.7 Renewable energy  
Policy 5.8 Innovative energy technologies  
Policy 5.11 Green roofs and development site environs  
Policy 5.12 Flood risk management  
Policy 5.13 Sustainable drainage  
Policy 5.21 Contaminated land  
Policy 6.9 Cycling  
Policy 6.10 Walking  
Policy 6.13 Parking  
Policy 7.2 An inclusive environment  
Policy 7.3 Designing out crime  
Policy 7.4 Local character  
Policy 7.6 Architecture  
Policy 7.7 Location and Design of Tall and Large Buildings  
Policy 7.8 Heritage assets and archaeology  
Policy 7.21 Trees and woodlands  
Policy 8.2 Planning obligations  
Policy 8.3 Community infrastructure levy

55. The London Plan 2016 identifies the Old Kent Road as an Opportunity Area with “significant potential for residential – led development along the Old Kent Road corridor” and identified an indicative employment capacity of 1,000 and a minimum of 2,500 new homes. Opportunity areas are described in the London Plan 2016 as London’s major reservoirs of brownfield land with significant capacity to accommodate new housing, commercial and other development linked to existing or potential improvements to public transport accessibility.
56. Policy 2.13 in the London Plan 2016 sets out the strategic policy for the development and intensification of opportunity areas. Annex 1 includes an indicative capacity for Old Kent Road of 2,500 homes and 1,000 jobs and supports the development of a planning framework to realise the area’s full growth potential. It goes on to state that the employment and minimum homes figures should be explored further and refined in a planning framework for the area and through a review of the Strategic Industrial Location and capacity to accommodate a phased rationalisation of its functions in the opportunity area or a provision elsewhere.

#### Core Strategy 2011

57. Strategic policy 1 - Sustainable development  
Strategic policy 2 - Sustainable transport  
Strategic policy 5 - Providing new homes  
Strategic policy 6 - Homes for people on different incomes  
Strategic policy 7 - Family homes  
Strategic policy 10 - Jobs and businesses  
Strategic policy 11 - Open spaces and wildlife  
Strategic policy 12 - Design and conservation  
Strategic policy 13 - High environmental standards  
Strategic policy 14 - Implementation and delivery

#### Southwark Plan (2007) - Saved policies

58. The adopted local plan for Southwark includes the saved policies from the 2007 Southwark Plan in addition to the 2011 Core Strategy including its strategic policies.
59. 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.
  - 1.1 - Access to employment opportunities
  - 1.2 - Strategic and local preferred industrial locations
  - 1.5 - Small businesses
  - 2.5 - Planning obligations
  - 3.2 - Protection of amenity
  - 3.3 - Sustainability assessment
  - 3.4 - Energy efficiency

- 3.6 - Air quality
- 3.7 - Waste reduction
- 3.9 - Water
- 3.11 - Efficient use of land
- 3.12 - Quality in design
- 3.13 - Urban design
- 3.14 - Designing out crime
- 3.19 – Archaeology
- 3.15 – Conserving the historic environment
- 3.17 – Listed buildings
- 3.18 – Setting of conservation areas, listed buildings and World Heritage sites
- 3.19 – Archaeology
- 3.20 – Tall Buildings
- 3.28 - Biodiversity
- 4.2 - Quality of residential accommodation
- 4.3 - Mix of dwellings
- 4.4 - Affordable housing
- 4.5 - Wheelchair affordable housing
- 5.2 - Transport impacts
- 5.3 - Walking and cycling
- 5.6 - Car parking
- 5.7 - Parking standards for disabled people and the mobility impaired

#### Supplementary Planning Documents

- 60. Sustainable design and construction SPD (2009)
- Sustainability assessments SPD (2009)
- Sustainable Transport SPD (2010)
- Affordable housing SPD (2008 - Adopted and 2011 - Draft)
- Residential Design Standards SPD (2011 and 2015)
- Section 106 Planning Obligations and Community Infrastructure Levy (2015)
- Development Viability SPD (2016)

#### Greater London Authority Supplementary Guidance

- 61. Housing SPG (2016)
- London View Management Framework (2012)
- London's World Heritage Sites SPG (2012)
- Providing for Children and Young People's Play and Informal Recreation (2008)
- Use of planning obligations in the funding of Crossrail (2010)
- Affordable Housing and Viability SPG (2017)

#### **Emerging Policy**

##### Draft New London Plan

- 62. The draft New London Plan was published on 30 November 2017 and the first and only stage of consultation closed on 2nd March 2018. Clarifications and corrections to the draft plan were issued by the GLA in August 2018 and no further comment was invited to those clarifications and corrections. The Examination in Public of the draft plan began in January 2019 and is expected to continue until March 2019, with the inspectors report likely to be produced at the end of 2019. Given the stage of

preparation it can only be attributed limited weight. The draft New London Plan identified the Old Kent Road as having a minimum capacity for housing of 12,000 and a jobs target of 5,000.

#### Old Kent Road Area Action Plan (OKR AAP)

63. The council is preparing an Area Action Plan/Opportunity Area Planning Framework for Old Kent Road (AAP/OAPF) which proposes significant transformation of the Old Kent Road area over the next 20 years, including the extension of the Bakerloo Line with new stations along the Old Kent Road towards New Cross and Lewisham. Consultation has been underway for 3 years, with a first draft published in 2016. A further preferred option of the Old Kent Road AAP (Regulation 18) was published in December 2017 and concluded consultation on 21st March 2018. As the document is still in draft form, it can only be attributed very limited weight.
64. Whilst acknowledging this very limited weight, members are advised that the draft OKR AAP places the application site within the proposed Action Area Core, and within proposal site OKR 13 which covers the area between the Rotherhithe New Road, Old Kent Road and Verney Road. Requirements for this allocation site include replacement of existing employment floor space, provision of circa 3600 homes and car-free development. Page 108 of the draft AAP states:

*“This area will be transformed into a mixed new neighbourhood with a diverse range of uses. While its character will change, it will continue to provide lots of jobs within a range of business spaces, including standalone industrial buildings, large warehouses that are integrated into mixed use buildings, small and medium sized industrial spaces and offices. New parks, a secondary school, indoor sports hall, a possible health hub, access to shops and other facilities on Old Kent Road and a short walk to a tube station will make the area a great place to live and work.*

*The scale of development will have a central London character. Like much of London, there will be contrasts between big and small, old and new which can help create a rich and varied character. The buildings and landscape that will stay, such as the Canal Grove cottages, their surrounding trees and cobbled road, the Royal London Buildings and the gasometer will help shape the area’s changing identity.”*



Figure 11: Site location within Old Kent Road Opportunity Area



Figure 12: Indicative masterplan for proposals site OKR 13 within the Further Preferred Option of Old Kent Road Area Action Plan (OKR AAP). Application site highlighted in yellow.

## New Southwark Plan

### Prematurity

65. For the last 5 years the council has been preparing the New Southwark Plan (NSP) which will replace the saved policies of the 2007 Southwark Plan and the 2011 Core Strategy. The council concluded consultation on the Proposed Submission version (Regulation 19) on 27 February 2018. It is anticipated that the plan will be adopted in 2019 following an Examination in Public (EIP). Similarly with the OKR AAP, as the NSP is not yet adopted policy, it can only be attributed limited weight.
66. Legal Advice received in relation to this issue highlights the following from the National Planning Policy Guidance "arguments that an application is premature are unlikely to justify a refusal of planning permission other than where it is clear that the adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, taking the policies in the Framework and any other material considerations into account. Such circumstances are likely, but not exclusively, to be limited to situations where both:
  - (a) the development proposed is so substantial, or its cumulative effect would be so significant, that to grant permission would undermine the plan-making process by predetermining decisions about the scale, location or phasing of new development that are central to an emerging Local Plan or neighbourhood planning; and
  - (b) the emerging plan is at an advanced stage but is not yet formally part of the development plan for the area.
67. 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 led growth. The AAP has been developed in response to this adopted plan and has also sought to address the emerging policy position of the draft New London Plan including the increased housing target for the opportunity area and the need to ensure that the New London Plan aspirations for industrial land and employment are addressed. 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 draft New Southwark Plan and the 2016 and 2017 draft AAPs and the 2018 draft New London Plan. It is not therefore considered too be premature.
68. The site is located in the Preferred Industrial Location-Strategic (SPIL) which is an industrial location of strategic importance as identified in the Core Strategy and the London Plan. Introducing housing here would therefore represent a departure from the adopted Southwark and London Plan. The proposal proposes an increase of 607.37sqm of commercial floorspace above the existing commercial floorspace. This is consistent with strategic policy 10 of the Core Strategy and saved policy 1.2 of the Southwark Plan. Saved policy 5 is also relevant which encourages provision and replacement of small business units.
69. Strategic policy 10 of the Core Strategy states that the SPIL will be protected for industrial and warehousing uses. The Core Strategy does, however, recognise that structural changes in the economy are resulting in a declining need for industrial land in London. The Core Strategy also recognises that diversifying the range of job opportunities in the industrial locations into new sectors would benefit local people.

Further, it sets out the future direction of Old Kent Road as a growth and regeneration action area, subject to a future area action plan (AAP).

70. Saved Southwark Plan policy 1.2 states that the only developments that will be permitted in SPILs are B class uses and other sui generis uses which are inappropriate in residential areas.

### **New Southwark Plan Policy**

71. Policy SP4 (paragraph 5) of the NSP states that the borough will “ensure we retain the industrial premises London needs”. Policy P26 (paragraph 1.1) states that developments should “retain or increase the amount of employment floorspace (GIA) on-site (B class use or sui generis employment generating uses)”; and at paragraph 2: “in exceptional circumstances, the loss of employment floorspace may be accepted in the Central Activities Zone, town centres, opportunity areas and where specified in site allocations where the retention or uplift in employment floorspace is not feasible. In this instance the amount of employment floorspace on the site is being increased in line with this draft policy.
72. London Plan policy 2.17 seeks to promote, manage and where appropriate, protect the Strategic Industrial Land as London’s main reservoir of industrial and related capacity, which includes general and light industrial uses. It states that developments on Strategic Industrial Land should be refused unless they provide for broad industrial type activities, are part of a strategically co-ordinated process of SIL consolidation through an opportunity area planning framework, meet the needs of small to medium sized enterprises or provide for small scale ‘walk to’ services for industrial occupiers such as workplace crèches or cafes.
73. The London Plan designates the Old Kent Road as an opportunity area, with an indicative capacity of 1,000 new jobs and a minimum of 2,500 new homes, which has been increased to a minimum of 12,000 in the emerging London Plan. It identifies the potential for residential-led development along the Old Kent Road corridor, with homes and jobs targets to be explored and further refined through the preparation of a planning framework and a review of the Old Kent Road Strategic Industrial Location.

### The Old Kent Road Area Action Plan (OKR AAP)

74. In response to the adopted and emerging London Plans the draft OKR AAP sets targets of a total of 20,000 new homes and 10,000 new jobs as well as new infrastructure, including parks and schools. It proposes the release of a substantial part of the Preferred Industrial Location designation to allow for the creation of mixed use neighbourhoods, so that new and existing businesses are designed to co-exist with new homes.
75. The OKR AAP places the site within the proposed Action Area Core, and within proposal site OKR 13 which covers the area between the Old Kent Road and Verney Road.
76. Emerging policy AAP6 of the OKR AAP states that development must retain or increase the amount of B Class floorspace on site, accommodate existing businesses on site or in the wider Old Kent Road Opportunity Area or provide relocation options for businesses that would be displaced by redevelopment and result in an increase in

the number of jobs provided. It also requires the workspace to be managed by a specialist provider and for an element of affordable workspace to be provided.

77. Paragraph 216 of the NPPF states that weight can be afforded to relevant policies in emerging plans depending on the stage of preparation of the plan. The New Southwark Plan and Old Kent Road Area Action Plan have been subject to extensive consultation however they have yet to be subject to independent examination and therefore the documents have limited weight. They do, however, provide an indication of the direction of travel for planning policy in the opportunity area.
78. In determining whether the principle of the proposed development would be acceptable in land use terms, specifically the introduction of housing in the SPIL, Members need to consider whether the wider regeneration benefits of the scheme would outweigh any harm caused, and whether those benefits would therefore justify a departure from the adopted planning policy.
79. Officers consider that the key benefits arising from the proposal would be as follows.

#### Increase of employment floorspace

80. The proposed scheme would deliver a 4792.37sqm of employment floorspace within an efficient site layout that optimises the use of land across the site. This equates to an increase of 607.37sqm over the existing provision of 4185sqm.
81. The employment uses would be provided at ground and mezzanine floor within all three buildings, plus second and third floors in Building 1, in the form of workspaces that would provide high-quality, modern and flexible space for occupation by small-to-medium sized enterprises, start-up and/or creative businesses. The layout would be flexible to create a variety of unit sizes or could be leased by single occupiers.
82. The proposed commercial units fall within the B1 and B1(c) use classes. To meet the policy requirements and to improve the likelihood of industrial occupiers leasing the units, it is recommended that following conditions are included:
  - Restriction of the proposed B1 and B1(c) to specific areas of the commercial floorspace. All commercial floorspace will be conditioned.
  - The minimum spec of B1(c) internal fit out for the proposed B1(c) commercial units would be secured through condition and a clause in the Section 106 Agreement.
83. The floor to ceiling heights of the commercial space is a minimum of 4.1m at ground floor and a minimum 3.5m at first floor level.

#### Job creation

84. Presently there is minimal employment numbers on the site as the majority is now vacant and the majority of the previous employees have moved to other sites within the Old Kent Road area (see paras 86-88). The previous uses on site employed 35 people, while the three units at 12 Verney Road are used for storage and currently employ 4-5 employees.

85. The scheme proposes 4792.37sqm of Class B floorspace on site with 60% of the new floorspace as B1(c) with the other 40% being flexible space that could be B1(c) or B1 uses. The 40% of flexible B1 space could change within the B1 use class depending on changing demand over time. On this basis, it is estimated that the B1(c) floorspace will generate approximately 62 jobs, while the flexible B1 floorspace if delivered as B1(a) could generate up to approximately 164 jobs.
86. It is estimated that the proposed retail use could create up to a further 9 additional jobs and while the community use (Class D1) could generate approximately 10 additional jobs.
87. Consequently, the scheme has the potential to generate a significant uplift in employment provision on site with up to about 245 people to be employed across the commercial aspects of the scheme. The new workspaces would meet the needs of the SME and emerging creative sectors. This is a positive aspect of the proposal.
88. In addition to the direct operational employment, the retail, leisure and other expenditure of the residents of the proposed 340 units will support additional jobs in shops, restaurants and other services within the Old Kent Road area.
89. This development would be expected to deliver 83 sustained jobs to unemployed Southwark residents, 83 short courses, and take on 21 construction industry apprentices during the construction phase, or meet the Employment and Training Contribution. The maximum Employment and Training Contribution is £400,850 (£356,900 against sustained jobs, £12,450 against short courses, and £31,500 against construction industry apprenticeships).

#### Business relocation and retention

90. The existing use of the application site is primarily industrial and storage uses.

#### 6-8 Verney Road

91. This part of the site was previous leased by Fontain (formerly known as SPM Lithographics), a printworks company, who have relocated to a site in the local area at Galleywall Road, SE16 3PB.

#### 12 Verney Road

92. Souvenir, a theatre prop manufacturer has mostly relocated to a site close by at 46-72 Verney Road, SE16 3DH. The company do retain a short lease on three units that are used mainly for storage of props so they do carry out limited work on site, with approximately 4-5 employees.

#### Affordable workspace

93. The applicant has agreed to provide affordable workspace of xxxxsqm within the scheme comprising 10% of the commercial floorspace at rents of circa £12 to £15 per sq ft per year over a minimum 15 year period. The rents would be subject to inflation over this time. The level of rent would make the space affordable to creative industries and businesses and ensure businesses that require low rents have the opportunity to lease space within the area. This is considered a positive aspect of the scheme.

#### Specialist workspace provider

94. The employment space has been designed to be flexible so that it could accommodate a range of different unit sizes and shared workspaces. The applicant has committed to secure a specialist workspace provider, the details of which are to be set out in a Commercial Units Management Plan (CUMP). The specialist workspace provider will also be tasked with marketing and managing the affordable workspace. The CUMP will be secured through a section 106 planning obligation.

#### Local community uses

95. On balance, the introduction of the D1 use to the site is considered acceptable as IT could provide facilities and services to the new and existing residents and the local area such as a doctors or dentists practice. The quantum of the proposed floorspace is considered would not impact the functioning of the proposed commercial floorspace or primary focus of commercial re-provision as promoted in the draft Old Kent Road AAP.

#### Provision of housing, including affordable housing

96. The scheme would provide 338 new residential units, including policy compliant affordable housing comprising social rented and intermediate units in terms of habitable rooms. There is a pressing need for housing in the borough. Policy 3.3 of the London Plan supports the provision of a range of housing and sets the borough a target of 27,362 new homes between 2015-2025. This is reinforced through Strategic Policy 5 of the Core Strategy which requires development to meet the housing needs of people who want to live in Southwark and London by providing high quality new homes in attractive areas, particularly growth areas. It would also be in accordance with emerging policy for the Old Kent Road Opportunity Area and the expectation of significant new housing provision.
97. The draft New London Plan was further amended in August 2018 and in particular changes were made to policy H5 Delivering Affordable Housing and policy H6 Threshold Levels. Policy H5 4a states that "industrial land appropriate for residential use in accordance with Policy E delivering at least 50 per cent affordable housing where the scheme would result in a net loss of industrial capacity." Whilst paragraph 4.5.4C goes onto to state that "The Mayor expects that residential proposals on industrial land should deliver at least 50 per cent affordable housing where the scheme would result in a net loss of industrial capacity."
98. Policy H6 "Threshold approach to applications" identifies the threshold at which a viability assessment wouldn't be required for development on industrial land as being 50% "where the scheme would result in a net loss of industrial capacity".
99. Paragraph 4.6.6 then sets out that "Given the difference in values between industrial and residential development, all residential development proposals that would result in a net loss of industrial capacity on Strategic Industrial Locations, Local Significant Industrial Sites or Non Designated Industrial Sites are expected to provide at least 50 per cent affordable housing. If this is not possible, detailed viability evidence will be needed to justify a lower level of affordable housing." This last sentence is important as otherwise these policies would be contrary to National Planning Policy guidance in

respect of the tests of viability and wouldn't be sound.

100. In this instance there is no net loss of industrial capacity, and there is therefore no requirement to provide 50% affordable housing (albeit even if there was some loss that would be subject to viability testing as set out in paragraph 4.6.6). The scheme's viability has in any case been independently assessed as required by Southwark's plan policies and the 35% offer is considered to be the maximum that can be provided. Furthermore in drafting the OKRAAP LBS have evidence based a localised affordable threshold. It is noted that paragraph 4.6.13 of the draft NLP which referenced this approach has been deleted. Nonetheless it remains current guidance in the Mayors Housing SPG.

#### Impact of the proposed residential use

101. It is recognised that the introduction of residential units could restrict and prejudice the operation of existing businesses in the area. Given the existing mix of residential and commercial uses carried out within the area, it is not felt that these existing businesses would be prejudiced and they could continue to operate and co-exist with the introduction of further residential uses provided schemes are well designed for this mix.
102. In addition the developer will provide, through a S278 agreement, a proposed on street servicing bay and off street servicing provision that should ensure that this site has adequate servicing provision to facilitate a wide range of commercial users in the future without harming residential amenity or prejudicing those commercial uses. This is a key requirement of the draft Area Action Plan and their provision is welcomed. Conditions are recommended in relation to noise and sound insulation within the building and in relation to servicing hours.
103. It is noted that residential accommodation within a mixed use context is already located within the immediate area. To the north of the site, residential units are located within the upper floors of the mixed use Bermondsey Works scheme at 399 Rotherhithe New Road. The approved Ruby Triangle scheme (subject to legal agreement) would deliver 1,152 homes to the south of the site.

#### Conclusion on land use

104. To conclude in relation to land uses, the proposed development would be contrary to strategic policy 10 of the Core Strategy owing to the introduction of residential use into the SPIL so would represent a departure from the adopted development plan.
105. This must therefore be weighed against the benefits of the scheme which include:
- the provision of 338 homes, of which 35.36% or 112 units would be affordable;
  - the provision of 4792.37sqm of B1 and B1(c) an increase of 607.37sqm over existing;
  - the provision of good quality, flexible commercial space that has been designed to include units of varying scale and floor to ceiling heights, with off and on street servicing for the commercial and residential space;
  - Community space
  - job creation;
  - delivery of xxsqm of affordable workspace;

- Optimised use of the site.
106. The design and proposed land use of the proposed commercial units and the flexibility they will offer is entirely consistent with those required in the draft AAP for this subarea strategic and local policy objectives to provide workshops for small to medium sized enterprises, especially those in the cultural and creative industries.
107. Whilst only limited weight can be attached to the NSP and OKR AAP at present, they have been subject of extensive consultation and the emerging policies would support the proposal. Given the changing character of the area and the careful design of the scheme, it is not felt that the introduction of housing would prejudice the operation of existing businesses in the area. In light of this officers consider that the principle of the proposed development in land use terms should be supported.

### **Environmental impact assessment**

108. The applicant submitted a screening request to determine whether an Environmental Impact Assessment (EIA) is required in respect of the proposed development due to the size and scale of the proposed scheme. The proposed development would not constitute EIA development and accordingly does not need to be supported by an Environmental Statement.

### **Affordable housing**

109. Strategic Policy 6 of the Core Strategy 'Homes for People on Different Incomes' requires at least 35% of the residential units to be affordable. For developments of 15 or more units affordable housing is calculated as a percentage of the habitable rooms and further information on this can be found in the Council's draft Affordable Housing SPD (2011). All of the affordable units should be provided on site and a mix of housing types and sizes is required. In accordance with Saved Policy 4.5 of the Southwark Plan, for every affordable housing unit which complies with the wheelchair design standards one less affordable habitable room will be required.
110. Saved Policy 4.4 of the Southwark Plan requires a tenure split of 70% social rented to 30% intermediate housing. This is reiterated in the draft Old Kent Road Area Action Plan.
111. In total, 1035 habitable rooms would be provided in the development. The development would provide a total of 366 affordable habitable rooms which would equate to an overall provision of 35.36%. The level of provision is therefore acceptable and policy compliant. Viability information has been submitted which supports the delivery of the quantum of affordable housing proposed.
112. The 366 affordable habitable rooms would broadly meet the 70/30 affordable tenure policy requirement for a policy compliant scheme with 256 social rent habitable rooms equating to 69.95%, and 110 Intermediate habitable rooms equating 30.05%. The 0.05% variation equates to 0.2 of a habitable room.

TOTAL HABITABLE ROOMS				
SOCIAL RENTED	256	<b>35.36%</b>	69.95%	70%
INTERMEDIATE	110		30.05%	30%
MARKET	669	<b>64.64%</b>		

**TOTAL 1035**

113. In light of this the proposed offer would:

Table 1: Affordable housing

Units	Social rent	Intermediate (shared ownership)	Total affordable units
<b>1 bed</b>	20	14	34
<b>2 bed</b>	38	14	52
<b>3 bed</b>	19	7	25
<b>Total</b>	<b>77</b>	<b>35</b>	<b>112</b>

114. Overall, the proposal would provide a total of 112 affordable units in a mix of unit sizes within the building, which is a positive aspect of the scheme. A Section 106 agreement is recommended to secure the delivery of these units, including a clause preventing more than 50% of the private units from being occupied until the affordable units have been completed.

115. For clarity, the locations of the 112 affordable units that are proposed within the scheme are set out below:

Table 2. Unit locations and totals

Core within the scheme	Number of Private units	Number of Social Rent units	Number of Intermediate units	Total	Number of wheelchair units
<b>Building 1 (Core 1) (West tower)</b>	31	7	35	73	10
<b>Building 2 (Core 3) (Central tower)</b>	0	54	0	54	6

<b>Building 2 (Core 4) (Central tower)</b>	109	0	0	109	5
<b>Building 3 (Core 5) (East tower)</b>	0	16	0	16	8
<b>Building 3 (Core 6) (East tower)</b>	86	0	0	86	7
<b>Total</b>	<b>226</b>	<b>77</b>	<b>35</b>	<b>338</b>	<b>36</b>

(Note: Core 2 in Building 1 (west tower) is for commercial use)

### Density

116. Policy 3.4 (Optimising Housing Potential) of the London Plan 2016 states that development should optimise housing output for different types of location within the relevant density range. It also requires local context, design principles and public transport capacity to be taken into account. Strategic Policy 5 (Providing New Homes) of the Core Strategy 2011 sets out the density ranges that residential and mixed use developments are expected to meet. As the application site is located within the Urban Zone, the proposed development would be expected to fall within a density range of 200 to 700 habitable rooms per hectare. This policy also clearly states, however, that within opportunity areas and action area cores, the maximum densities may be exceeded when developments are of an exemplary standard of design. Criteria for exceptional design are set out in section 2.2 of the Residential Design Standards SPD (2015).
117. The site occupies an area of 0.75 hectares. The residential component of the proposed development would comprise 1062 habitable rooms and the commercial component would deliver the equivalent of 140 habitable rooms. This results in a total density of 1584 habitable rooms per hectare.
118. This is clearly significantly higher than the upper limit set by Strategic Policy 5 for the Urban Density Zone of 700 hab rooms per hectare, so it is necessary to assess the proposal against the exception made for Opportunity Areas. There is a pressing need to optimise the use of land in London, particularly in Opportunity Areas. The proposal would result in a good standard of accommodation, with many of the 'exemplary' requirements of the Southwark Residential Design Standards SPD met. This is summarised in the table below:

Table 3. Exemplary residential design standards

Exemplary residential design criteria from Southwark Residential Design Standards SPD	Commentary
Provide for bulk storage	The storage area for all apartments complies with or exceeds the minimum requirements.
Exceed minimum privacy distances	The proposed development exceeds on average 18m on Verney Road on western side and 25m on the eastern side opposite 1 Bermondsey works. There is 31m distance between Building 01 tower and Building 02 and over 30m distance between Building 02 tower and Building 03.
Good sunlight and daylight standards	<p>Daylight &amp; Sunlight report has been submitted by Point 2 surveyors. Point 2 have been heavily involved throughout the design process, providing iterative daylight, sunlight and overshadowing advice to assist the project team with the evolution of the Proposed Development.</p> <p>In terms of the average daylight factor, 90.7% of the rooms within the scheme obtain an ADF level higher than the British Standard requirements. The majority of rooms that do not meet the average daylight factor level are bedrooms, and the vast majority of these are part of flats where the lounge/dining area is in itself fully compliant, meaning in an overall sense a well-lit flat. There are very few lounge areas falling below the ADF level, however, these have been designed in such a way as to have good levels of daylighting distribution meaning that these too will appear well lit. Internal levels of daylight are shown overall to be good.</p>
Exceed minimum ceiling heights of 2.3 metres	Proposed minimum clear ceiling height (from finish floor to underside of ceiling) for all the residential units including affordable housing is 2650mm.
Exceed amenity space standards (both private and communal)	<p>Private amenity Space: All residential units, regardless of whether flat or duplex units, have been provided with at least one large balcony and many with two balconies. Private external amenity significantly exceeds the minimum policy requirement of 3380sqm with 5689.32sqm of private amenity space being proposed.</p> <p>Communal amenity space: The communal amenity space and Children's play space exceeds the Southwark and GLA standards.</p>
Secure by Design certification	Designing for community safety is a central part of the aspirations for the site. The design team have ensured that all significant components of the design, planning and layout of the scheme have been

	considered together at an early stage, so that potential conflicts between security and other major objectives can be resolved. Currently the project have been registered with metropolitan police secure by design officers and a full certification will be granted at practical completion.
No more than 5% studio flats	The proposal will have no more than 5% of studio, There are total 15 studio proposed of 338 total residential units (4.4%)
Maximise the potential of the site	The site falls within the core area of the Old Kent Road Opportunity Area that has significant capacity to accommodate new housing and jobs. Proposals should seek to optimise residential and non-residential development in opportunity areas. The proposed redevelopment of the site with high quality buildings, a reinstated streetscape with active frontages at ground floor level and open space will transform this part of the Opportunity Area in accordance with the principles of the vision for the area and maximise the site potential.
Include a minimum 10% of units that are suitable for wheelchair users	36 wheelchair units (10.6%) would be delivered. Wheelchair fit-out would be provided in the social, intermediate and private tenures across a range of units. The number of wheelchair dwellings meets the policy requirements and the spread across the three tenures is considered acceptable. The units would be required to be fully fitted for first occupation.
Excellent accessibility within buildings	The scheme has been designed to ensure provisions have been made for inclusive design in the general arrangement of the buildings in terms of car parking, approaches, entrances, and common circulation areas, and generally addresses the internal layouts and other accommodation.
Exceptional environmental performance	The scheme would exceed the 35% on site carbon reduction target and will have a BREEAM excellent rating.
Minimised noise nuisance between flats through vertical stacking of similar room types	Generally living rooms are stacked above living rooms and bedrooms above bedrooms.
Make a positive contribution to local context, character and communities	<p>The scheme would create a mixed use community with public accessible facilities at ground level providing approximately 50% of the site area as public open space, including a contribution to the linear park. It would create animated street frontages with along Verney Road and promote site permeability.</p> <p>In terms of use it would create flexible commercial spaces, to meet the demands of the occupier market as the area evolves with the arrival of the Bakerloo extension.</p>

	In terms of built form it would create a series of buildings that enhance the skyline in accordance with the principles set out in the AAP.
Include a predominance of dual aspect units	72.78% of the residential units are dual aspect units (246 of 338 units in total). None of the single aspect residential units are north facing.
Have natural light and ventilation in all kitchens and bathrooms	All of the kitchens have natural light and ventilation. The bathrooms are mechanically ventilated but this is not unusual in a high density residential scheme.
At least 60% of units contain two or more bedrooms	The proposed scheme has 202 Residential units with two or more bedrooms this equates to 59.76% of total provision. This marginal shortfall is considered acceptable.
Significantly exceed the minimum floor space standards	All the residential units meets the minimum floor space requirement as per the Residential Design Standards. 312 units out of 338 units exceed the minimum standards.
Minimise corridor lengths by having additional cores	The majority of the cores of 8 or less flats accessed from them, the exception to this is core 3 in building 2. This has 12 flats accessed off the core. However 4 of the flats accessed from this core are "scissor flat" maisonettes and so benefit from dual aspect and this results in the intervening floors only having 4 flats accessed from the core.

119. For the reasons detailed in the above table, the higher density proposed would not compromise the quality of accommodation and the impacts of the development would be acceptable. It is therefore considered that the exceedance of the density threshold is justified in this instance.

### Housing mix

120. Strategic Policy 7 of the Core Strategy 'Family homes' requires developments of 10 or more units to provide at least 60% 2+ bedroom units and 20% 3+ bedroom units. No more than 5% studio units can be provided and these can only be for private housing. At least 10% of the units should be suitable for wheelchair users.

Table 4: Unit mix

	Total number units (number)	Total Units (%)
<b>Studios</b>	15	4.4%
<b>1 bed</b>	121	36%
<b>2 bed</b>	132	39.05%
<b>3 bed</b>	70	20.7%

<b>Total units</b>	338	100%
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121. 59.76% of units would have two or more bedrooms; this is considered acceptable as it is only marginally short of the 60% target. 20% of the units would have three or more bedrooms, which is policy compliant. 15 studios are proposed which is a compliant number.
122. In summary the housing mix would be in accordance the relevant policy.

#### Amenity and play space

123. All new residential development must provide an adequate amount of useable outdoor amenity space. The Residential Design Standards SPD sets out the required amenity space standards which can take the form of private gardens and balconies, shared terraces and roof gardens. Policy 3.6 of the London Plan requires new developments to make provision for play areas based on the expected child population of the development. Children's play areas should be provided at a rate of 10sqm per child bed space (covering a range of age groups). The emerging OKR AAP requires 5sqm of public open space per dwelling as per AAP 10.
124. The following amount of amenity space would need to be provided:
- For units containing 3 or more bedrooms, 10sqm of private amenity space as required by the SPD;
  - For units containing 2 bedrooms or less, ideally 10sqm of private amenity space, with the balance added to the communal space;
  - 50sqm communal amenity space per development as required by the SPD;
  - 10sqm of children's play space for every child space in the development as required by the London Plan;
  - 5sqm of public open space per dwelling as required by the OKR AAP. If it is not feasible to deliver the open space on site, a financial contribution will be required.

#### Private amenity space

125. In this case, a total of 3380sqm of private amenity space would need to be provided between the 388 units. In this instance 5689.32sqm of private amenity space is proposed, with all flats having been provided with private amenity space in the form of balconies and terraces, with many flats benefiting from two balcony spaces. This is a very positive aspect of the scheme, resulting in the generous provision of private amenity space.

#### Communal amenity space

126. A total of 50sqm communal amenity space is required to be provided within the scheme. A total of 49.19sqm of communal amenity is proposed that will be conditioned for detailed design. The proposed private amenity space (5689.32sqm) combined with the proposed communal amenity space (49.19sqm) would deliver a total amenity space of 5738.51sqm. This would significantly exceed the total requirement (3380sqm) of amenity space and despite the small shortfall in communal space is therefore acceptable. Details are set out below:

Table 5: Communal Amenity Space

<b>Communal Amenity Space</b>	<b>Location</b>	<b>Size</b>
Communal Space 2	Roof space of Building 03	49.19sqm

127. The detailed design and layout of each of these spaces in conjunction with the overall child play space will be secured by condition.

Children's play space

128. Based on the draft New Southwark Plan child play space yield, the development would be required to provide 1144.8sqm of children's play space on site. This will be completely provided on site in the following locations:

- Ground floor amenity space: 836.35sqm.
- Community Sports room / play area on Level 01 of Building 3: 150sqm
- Children's Play area on the roof of Building 2: 321.35sqm
- The total space proposed = 1307.7sqm

129. An excess of 162.9sqm is provided over and above the required child space.

130. The playable area within the landscape scheme will provide imaginative, innovative, and stimulating play spaces for 0-5 year olds, 5-11 year olds and 12+ year olds in an integrated landscape within the green corridor and main public spaces within the site. In addition to formal play spaces, play decks, varied surfacing, changes of level and natural play opportunities will provide a challenging environment for the younger age group. Table tennis tables and a climbing wall as well as social spaces will be provided for the older age group. The integrated nature of the playable areas will encourage children to interact with nature. Spill out space from the buildings is also included where adjacent to the community facilities.

Table 6: Amenity and child play space schedule

<b>Type of space</b>	<b>Area</b>
Total private amenity space proposed	5689.32sqm
Total private and communal amenity space + child play space required by policy	3380sqm + 50sqm + 1144.8sqm = 4574.8sqm
Total private and communal and amenity space + child space proposed	7,046.19sqm
Excess	2471.4sqm

131. Further design details of the proposed play space within the scheme will be secured

by condition.

#### Public open space

132. Policy AAP10 of the emerging OKR AAP requires the provision of 5sqm of public open space per dwelling which equates to 1,690sqm for the scheme. 836.35sqm of play space is proposed in the Linear Park to the southern edge of the application site and in addition 2,700sqm of public realm space is proposed within the site, a total of 3,536.35sqm which meets the requirements of this policy.

#### Noise

133. The site is located within the SPIL, and the proposed residential units would adjoin existing commercial units to the east, south and west, although these sites may come forward with similar mixed use schemes. An environmental noise assessment has therefore been undertaken to assess whether the site would be suitable for residential development. This monitored locations around the site for a 7 day period taking noise readings at 15 minute intervals. This included a monitoring position outside the main access gate into the adjacent William Say's service yard. The report has been reviewed by the Council's Environmental Protection Team (EPT) and a condition to secure appropriate internal noise levels is recommended, which should minimise the likelihood of noise complaints against the existing adjoining industrial occupiers. This should be capable of being achieved with acoustic glazing. Notwithstanding this, following further discussions with William Say's, the applicant and officers, the scheme has now been revised removing the ground and first floor residential adjacent to William Say's on the eastern boundary of the site, retaining an existing boundary wall at ground floor level and enclosing the residential balconies on the upper 5 floors of this elevation.

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

134. Strategic Policy 13 of the Core Strategy 'High Environmental Standards' seeks to ensure that development sets high standards for reducing air, land, noise and light pollution and avoiding amenity and environmental problems that affect how we enjoy the environment in which we live and work. Saved Policy 3.2 of the Southwark Plan states that permission will not be granted for developments where a loss of amenity, including disturbance from noise, would be caused. The adopted Residential Design Standards SPD expands on policy and sets out guidance for protecting amenity in relation to privacy, daylight and sunlight.

#### Daylight and Sunlight impact to existing residential units

135. A daylight and sunlight impact assessment was submitted with the planning application to assess the impact on nearby existing residential properties. The following properties were identified as sensitive receptors for daylight and sunlight assessment and have been assessed:
- Bermondsey Works, 399 Rotherhithe New Road
  - 4-9 Canal Grove (not 3-8 as stated in the report)
  - 35-40 Ryder Drive
136. In summary, the proposed development will have a noticeable change in daylight and

a limited impact on sunlight to some of the residential units on the southern elevation of the Bermondsey Works development at 399 Rotherhithe New Road. It was noted that some windows within the elevation were self obstructed by projecting floor slabs and walled terraces and these would be impacted and experience lower levels of retained VSC. The BRE guidance recognises this issue of self obstruction. The overall effect on sunlight is considered to be limited, with the overwhelming majority of rooms continuing to receive sunlight levels in excess of the BRE guideline recommendations. 186 of the 263 habitable rooms tested receiving daylight to over 80% of the working plane. This represents an excellent level of daylight distribution. The presence of the proposed buildings would eliminate a relatively large proportion of the available sky, however, significant levels of daylight would continue to penetrate around and between the proposed buildings to all the relevant neighbours.

137. In relation to the impact to John Keats Primary School playground, the sunlight availability to the playground areas at ground level was assessed. Lower levels of sunlight in March were noted as a result of the development, but very good levels of sunlight availability were apparent across the summer months. This is considered acceptable. The change experienced to daylight in classroom windows would be noticeable as a result of the existing low-rise context changing with the introduction of taller buildings located to the south. The assessment noted that relative change in terms of their daylight amenity exceeds the typical parameters in the BRE. However this is considered acceptable as the majority of windows would continue to achieve good daylight levels. The proposed development has been designed to allow permeability through the site in order to allow light to pass between the towers in order to limit any daylight and sunlight effects while still optimising the sites housing and jobs potential. In terms of sunlight, 23 of the 26 rooms tested (88%) will exceed the BRE annual sunlight targets, with the remaining rooms receiving good levels of sunlight.
138. It was noted that there would be some reductions in daylight and sunlight to the residential properties along Ryder Drive and Canal Grove. However, retained daylight levels for the majority of windows are good and meet BRE guidance. Of the remaining windows the daylight is considered acceptable and will retain in excess of 15% VSC. Each of the southerly orientated habitable rooms tested within 36-40 Ryder Drive will satisfy the BRE guidelines sunlight recommendations. At 35 Ryder Drive, 2 of the 5 rooms tested will achieve the recommended annual sunlight target of 25% APSH, with the remaining 3 rooms achieving 18-19% APSH, which is still a good level of sunlight. 4-9 Canal Grove would see a total of 12 of 15 habitable windows satisfy the BRE assessment criteria, either by retaining at least 27% absolute VSC, or by retaining 0.8 times their existing VSC levels.
139. The sunlight availability to the proposed new public open amenity spaces within the scheme will be very good and meet the typical BRE recommendations.
140. The figure below illustrates the location of these existing residential properties:

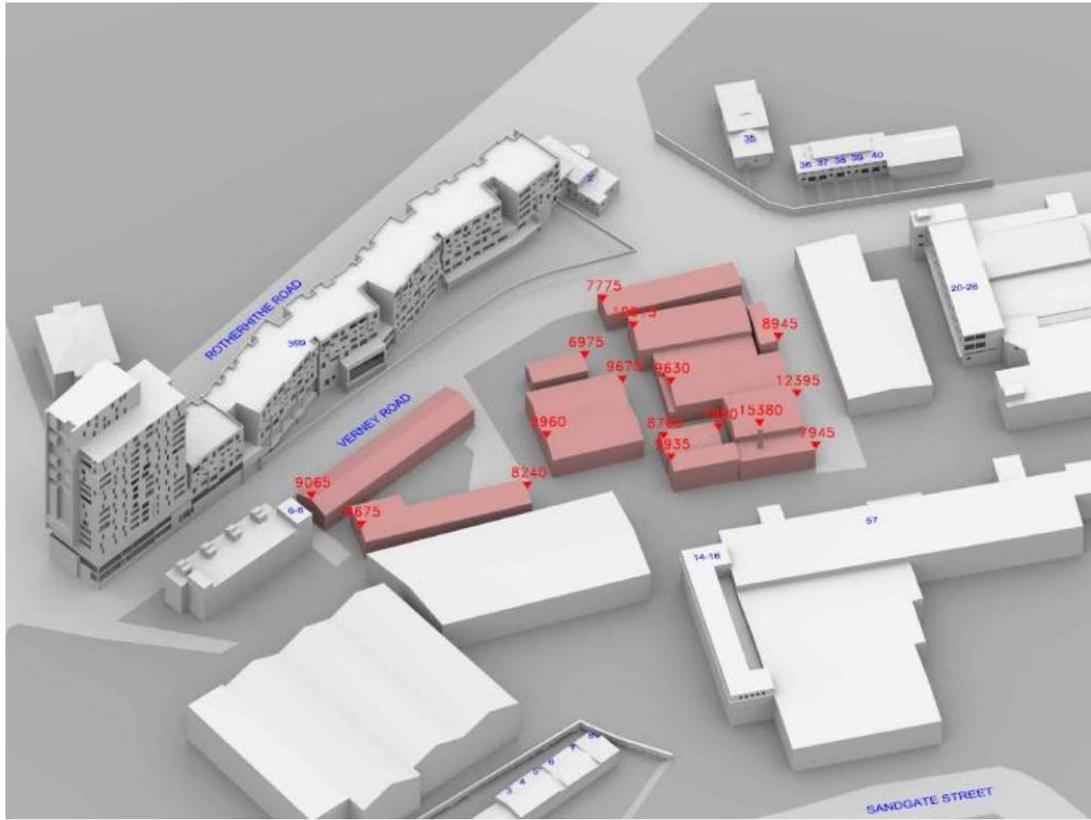


Figure 13: Neighbouring residential properties assessed

Conclusion on daylight and sunlight impacts to existing residential units

141. A detailed daylight sunlight assessment has been undertaken in relation to neighbouring residential properties in accordance with the BRE guidelines on daylight and sunlight.
142. It should be noted that the existing site massing is modest, and therefore some noticeable proportional reductions will be inevitable with any scheme that optimises the full potential of the site.
143. While reductions in amenity to many of the properties assessed fully comply with the default BRE criteria, there will be noticeable impacts to some properties as set out above. However, in each case these are limited and considered to be reasonable. The presence of the proposed towers does eliminate a relatively large proportion of the available sky, when compared to the extant condition however, significant levels of daylight would penetrate around the buildings.
144. Objections in respect of loss of sun were also received from residents in Sherwood Gardens to the north of the site. Whilst the scheme would be visible from Sherwood Gardens it is not considered that it would have any significant effect in terms of loss of sunlight due to its distance from the development.

### Overlooking

145. In order to prevent harmful overlooking, the Residential Design Standards SPD 2011 requires developments to achieve a distance of 12m at the front of the building and any elevation that fronts a highway and a minimum of 21m at the rear. These distances are all met in terms of the impact of the proposal on adjacent buildings.
146. In relation to adjoining sites the proposed development exceeds on average 18m on Verney Road on the western side and 25m on the eastern side opposite 1 Bermondsey works. These degrees of separation when considered with the orientation of the flats are considered to avoid any harmful overlooking.

### Outlook

147. It is considered that the proposed development will provide an improved outlook for nearby residential properties as the scheme would enhance the street townscape with a high quality well designed mixed use building. New public realm and wider footways would enhance the existing poor quality of public realm. Active frontages that encourage increased footfall and use of the site are proposed. The impact of the proposal on long views and panoramas from 399 Rotherhithe New Road is not a material planning consideration.

### Air quality

148. The site is located in an Air Quality Management Area and an Air Quality Assessment has been submitted, which considers the air quality impacts arising from the construction and use of the development.
149. The council's environmental protection team (EPT) has reviewed the submission and advised that they will require the emissions during the construction phase to be controlled by measures contained within a Construction Management Plan. Such a plan should provide details of continuous monitoring for dust and noise. It is recommended that this plan be requested by condition.
150. The proposed development will meet building and transport emission benchmarks in terms of air quality neutrality. As such, no mitigation measures are required to reduce these emissions.

### Conclusion on quality of residential accommodation

151. The proposed development would provide well lit and well ventilated homes that meet the space requirements of the Residential Design Standards. Sufficient private, shared communal and children's play space has been provided meeting the minimum requirements. The quality of accommodation is therefore considered to justify the high density of the scheme. Section 106 payments have been secured for public open space which can go towards the delivery of new open space offsite since it is not possible to provide all of this on site.

### **Design**

152. Strategic Policy 12 of the Southwark Core Strategy (2011) states that all development in the borough will be expected to "achieve the highest possible standards of design

for buildings and public spaces to help create attractive and distinctive places which are safe, easy to get around and a pleasure to be in". Saved Policy 3.13 of the Southwark Plan asserts that the principles of good urban design must be taken into account in all developments which includes height, scale and massing of buildings, consideration of the local context, its character and townscape as well as the local views and resultant streetscape.

153. The emerging policy in the AAP sets out a vision for the Old Kent Road that would see substantial change in the area over the next twenty years, whilst seeking design that responds well to its existing character and sense of place. There are no conservation areas or listed buildings in the vicinity of the application site. The draft AAP does however identify buildings of townscape merit and architectural or historic interest around the site. None would be harmed by these proposals.

#### Height, Scale and Massing

154. The height of the buildings proposed at up to 24 storeys marks a step change in the scale of development in the wider area, although not dissimilar in scale to the 18 storeys Bermondsey Works scheme on the opposite side of Verney Road. The height, scale and massing proposed is in line with the emerging policy set out in the draft AAP. In all there would be three tall buildings Building 1 at ground, ground mezzanine plus 17 storeys (AOD 66.975m); Building 2: basement, ground, ground mezzanine plus 22 storeys (AOD 81.975m) and Building 3: basement, ground, ground mezzanine plus 16 storeys (AOD 62.675m) With the tallest building, Building 2 being at the centre of the site where the proposed building reaches 24 storeys in total.
155. Policy 7.7 of the 2016 London Plan, 'Location and Design of Tall and Large Buildings', states that tall buildings should be limited to sites in the Central Activity Zone, opportunity areas, areas of intensification or town centres that have good access to public transport. Furthermore, London Plan Policy 2.13 requires development in Opportunity Areas to optimise residential and non residential output densities, meet or exceed minimum housing and employment guidelines and support wider regeneration objectives. Annexe 1 of the 2016 London Plan sets out the specific requirements for the Old Kent Road Opportunity Area, identifying it as having significant potential for residential- led redevelopment. As such, it is considered that the Old Kent Road Opportunity Area is, in principle, an acceptable location for tall buildings which optimise housing delivery and regeneration benefits.
156. This massing proposal would result in three well articulated towers in a composition that respond positively to the shape of the site, its existing context including the neighbouring tall building at the Bermondsey works site, and potential future development adjacent to the site, as illustrated in the master-planning of the draft OKR AAP. The latter identifies the site as being suitable for Tier 2 tall buildings, that is building of up to 25 storeys in height. The onsite public space provides a visual separation between the towers, ensuring that they relate well to each other in the townscape and that the flats within the towers benefit from good light and outlook.
157. Overall the character of the area character of the area would be enhanced and it is considered that the proposals would make a positive contribution to the skyline and relate well to their surroundings, particularly at street level, with active commercial frontages. The contribution that the scheme would make to local regeneration would be significant in terms of new homes and more jobs within a mixed use development.

158. In terms of microclimate impacts, the results of the wind assessment for the proposed development indicated that some adverse effects were anticipated. As such, mitigation treatments are proposed for certain locations to achieve the desired wind speed criteria for pedestrian comfort. These include tree planting and balustrades to building elevations these will ensure that outdoor areas within and around the proposed development meet their respective comfort and safety criteria.

#### Design Quality

159. The proposal is well designed with three individual buildings each adopting a consistent tower format that is grounded to the linear park to the south of the site. Building 1 to the west of the site is a stand alone tower white Buildings 2 and 3 have lower rise street frontages to Verney Road. New north / south pedestrian routes run across the site to provide excellent permeability. Each building has a residential use above a distinctive commercial base with large 8m high industrial style glazed windows to provide views into the commercial activity within. Highly articulated façades are proposed with distinct projecting pre-cast concrete balconies, glazed window panels, and distinct residential entrances. The balcony design gives a richly textured appearance to the buildings. The proposals would compliment the setting of Bermondsey works scheme having a good scale relationship with it in views from Old Kent Road and along Verney Road. The scheme strikes a balance between the solid and glazed elements of the facades to provide good sunlight to and views from the residential units whilst meeting the sustainability criteria in terms of insulation and CO2 savings.
160. The proposed elevational style for the residential units above the commercial brick base has a horizontal emphasis with a series of stacked balconies that alternate on every other storey. The balconies on the lower 5 floors of the eastern elevation (Block 3) would be enclosed winter gardens to enhance acoustic insulation. Each elevation successfully responds to its existing and emerging context and offers variety through the changing orientation and the placing of the three towers on the site.
161. The proposal establishes a positive relationship with 399 Rotherhithe New Road building in terms of both its height and mass and its materiality. The brick masonry finish of the elevations is complimented by the balconies which are formed in textured pre cast concrete which in combination with the articulated horizontal emphasis gives the building a distinct character and should distinguish it in views. The top of the buildings are characterised with by larger areas of glazing set in masonry frames that create a distinct top to both the tower and lower podium height building.
162. These materials, along with the details described above are considered an appropriate response to the existing character of the area and the emerging architectural language proposed in the draft OKR AAP. Detailed drawings and material samples will be required by condition in order to ensure that this quality of design is delivered.

#### **Public realm and open space**

##### Verney Road

163. The footways to Verney Road would be widened to create a comfortable setting for the proposal and improve the walking environment.

### Public realm between the buildings

164. A key aspiration of the OKR AAP is to deliver a series of public spaces and routes that improve the quality and quantum of public realm and access through the area, especially in locations which are currently impermeable.
165. The proposed public realm for this scheme is consistent with this aspiration, by providing a series of new public north/south routes between the proposed buildings linking Verney Road to the proposed new linear park along the southern part of the site once it is delivered. The proposed public realm would be landscaped with soft and hard landscaping that would be secured by condition. The landscaping will be designed to ensure that it provides access for servicing vehicles for the B1a-c uses, and so has a balance between utility and the need to provide an attractive space for residents.

### Surrey Canal Linear Park

166. The southern section of the site to the south of the proposed buildings is currently the proposed location and route for the new Surrey Canal Linear Park that is set out in the draft OKR AAP. The application site would provide this land for the linear park.
167. Further work to define the scope and layout of the park is underway, with further revisions to the park likely to come forward in the next draft of the AAP.

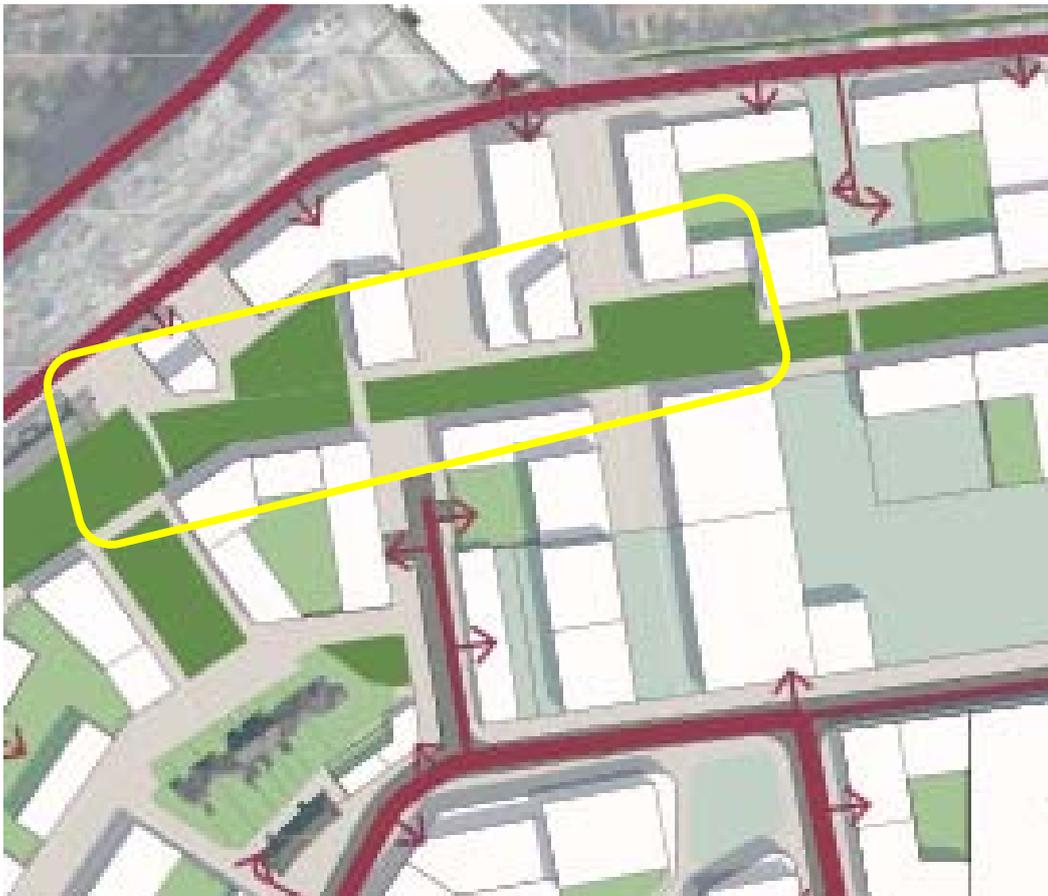


Figure 14: Indicative layout of the linear park at the application site

#### Design Review Panel

168. The Design Review Panel's role in planning process is advisory. They reviewed the scheme in September 2017 and provided detailed comments in their report. It should be noted that the scheme has been revised in response to the panel's suggestions and through further discussions with officers.

#### Architecture

169. Overall the Panel felt that the architectural concept of the scheme was clear and coherent. The use of projecting balconies to give a texture and rhythm to the facades works well, but some concerns were raised about the size, usability and quality of narrow balconies with full height flanking panels.
170. The Panel felt that the proposals are ambitious and relied upon careful consideration of detail and high quality of realisation. As such, the Panel recommended that details, samples and mock-ups are provided with the application to secure the quality required to deliver the proposals as illustrated.
171. The scheme was subsequently revised prior to submission with detailed drawings of the balconies being submitted by the applicant to secure design quality with conditions as suggested by the Panel.

#### Streetscape and plot layout

172. The proposed layout of the blocks to create routes through the site to the proposed linear park was supported by the Panel, but it was felt that the central block intruded on linear park creating a pinch point that disrupted the flow of this important new public space. The Panel supported the concept of streetscape buildings along the main Verney Road frontage with taller buildings set back and adjacent to the Surrey Canal route. It was suggested that Building 1 should not exceed the height of the Bermondsey Works and should not be the tallest tower proposed on the site. The Panel felt that the clear concept outlined by the architects should be carried through by extending the linear block streetscape typology along the entire length of the Verney Road frontage.
173. Subsequently the scheme was revised so that the tallest building was located in the centre of the site as suggested by the Panel and the layout was updated with the two most westerly buildings having lower linear blocks fronting Verney Road. The middle most block no longer intrudes into the linear park space and so would not interrupt the flow of the park.



Figure 15: Linear blocks fronting Verney Road. Building 2 and 3

#### Open space

174. The Panel felt that the other open spaces on the site lacked clarity and were overly hard landscaped. The substantive landscaping has been revised, with a greener softer landscape on the southern linear park boundary, and harder landscaping adjacent the commercial units. The final detailed soft and hard landscaping design will be secured by condition to ensure the right balance is achieved within the landscaping to support both the residential and commercial uses.

#### Residential design

175. The Panel felt the residential layouts generally worked well, and welcomed the efforts made to eliminate single aspect north facing apartments. However, there were some concerns that some layouts had hallways that were too narrow. The internal acute angle within the central building was also highlighted.
176. On the whole, the proposal would deliver good residential layout and living conditions for new residents. The acute internal angle of the central building (Building 2) is noted. As a consequence the outlook from the 6 flats in this corner is limited. However given the majority of the flats are dual aspect and most have good outlooks this is on balance considered acceptable.

#### Conclusion on design

177. The building would be of an appropriate height and scale and would help to deliver the aspirations of the draft Old Kent Road AAP. The design, is coherent and well considered and should deliver residential and commercial accommodation of a high quality. Conditions are recommended in relation to detailed design and material samples, to ensure the quality committed to in the application is delivered on

implementation of the scheme.

## Heritage

### Conservation Areas and listed buildings

178. The application site is not located within a Conservation Area or and there are no conservation areas in the immediate vicinity of the site.
179. In terms of nearby listed buildings that may be impacted as a result of the scheme, the Grade II Canal Grove Cottages, are located approximately 75m to the south of the application site. The large 3 storey storage buildings at 1-3 Wevco Wharf and 4 Verney Road are located between the application site and the listed cottages. These buildings form a barrier with blank facades fronting towards the cottages.

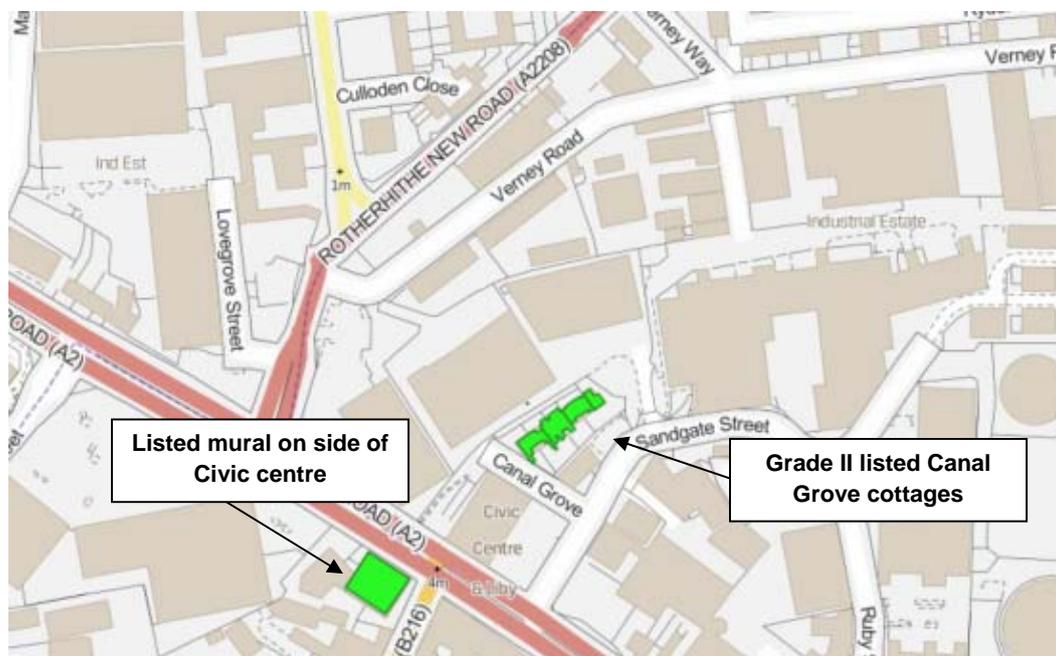


Figure 16: Relationship between the Grade II listed Canal Grove Cottages and the application site.

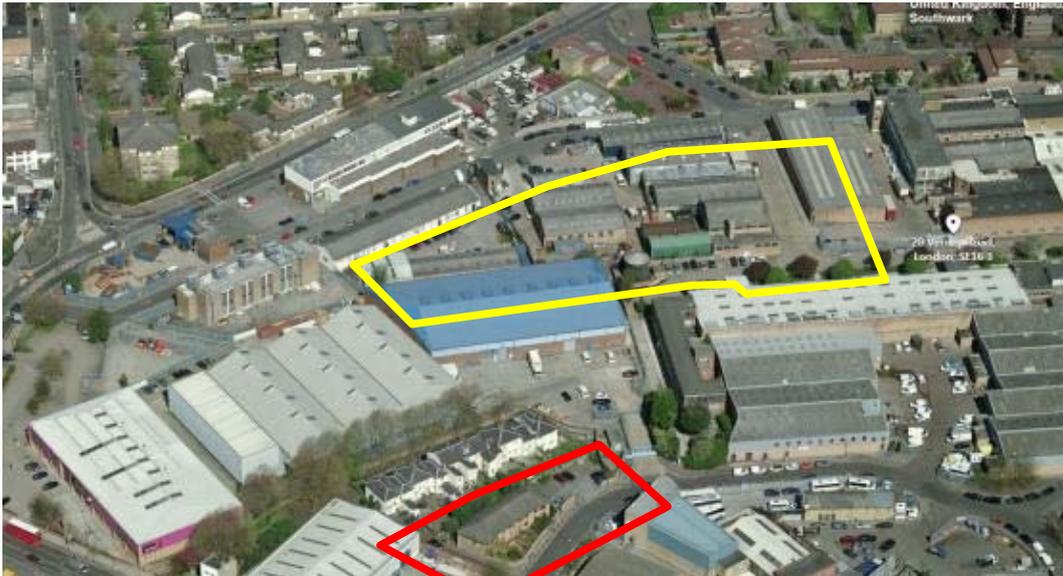


Figure 17: Relationship between the Grade II listed Canal Grove Cottages and the application site.

180. Paragraph 190 of the NPPF requires Local Planning Authorities to identify the architectural or historic significance of a designated heritage asset and to record the effect of any proposal on that architectural or historic significance. The NPPF requires Local Planning Authorities to place great weight on the conservation of heritage assets.
181. Any harm should require clear and convincing justification and can arise from the loss of historic fabric or features of significance as well as impact on the setting of a heritage asset. In accordance with paragraph 194 of the NPPF, both 'substantial' or 'less than substantial', any harm should be avoided and should be exceptional in the case of Grade II listed buildings and wholly exceptional in the case assets of highest significance.
182. Paragraphs 195 and 196 of the NPPF also require Local Planning Authorities to weigh any that harm against the public benefits of the development proposed, including securing the optimal viable use of the heritage asset.
183. The loss of the buildings currently onsite is acceptable as the buildings are not considered heritage assets, designated or undesignated.
184. Historic England did not wish to make any significant comments on the development proposal.
185. The applicant submitted a Townscape, Visual and Heritage Assessment that considered a number of key views towards the scheme from the wider area and their impact on townscape views and heritage assets including listed buildings and conservation areas. The proposals would be visible along Peckham Park Road from the pavement adjacent to Leyton Square. They would enhance the townscape view and would not harm the setting of the protected London Square.
186. The proposals would be partially visible looking north along Asylum Road adjacent to the Grade 2 listed Caroline Gardens and Caroline Gardens conservation area.

However in this view they would be largely obscured by trees in the foreground and existing buildings along Old Kent Road in the mid ground. They would have little impact on townscape in this view and would not harm the setting or special interest of the listed building and would preserve the special architectural and historic interest of the conservation area.

187. In views south along Rolls Road the scheme would appear to the left of the Grade 2 listed Phoenix primary school. It would make a positive contribution to the townscape view and would not be considered to harm the setting or special interest of the listed school given its distance from the school and relative scale on the skyline in relation to the school in this view.
188. The Grade 2 listed Canal Grove Cottages existing setting comprises a variety of types of development, primarily modern and post-war warehouse units. The existing warehouse units to the north provide a poor quality setting for the Canal Grove Cottages.
189. The proposed development would be visible above the warehouse buildings when viewed north from Sandgate Street with the TPOd trees in the mid ground and listed cottages in the foreground. The development is considered to be of an appropriate mid-height scale so as not to appear dominant or harmful either to the setting or the special interest listed buildings.

## **Views**

### Draft Borough views

190. The site does not fall within the scope of a draft New Southwark Plan borough view.

### London View Management Framework views

191. The proposal schemes consists of three buildings that are considered tall buildings, It is not considered that this proposal would result in any harm to designated London wide protected views as the proposal does not fall within a background assessment area. However, the GLA noted that the site does fall within the Protected Vista extensions 3A. 1 (Kenwood viewing gazebo to St Paul's Cathedral) and 2A.1 (Parliament Hill summit to St Paul's Cathedral).
192. The proposed development would be visible to a limited degree from Assessment Points 2A.1 and 3A.1, the development would be visually separated from the dome of St Paul's Cathedral by much more prominent intervening buildings, or obscured by those buildings – notably the Shard and Guy's tower. The height of the development is not considered to be notably greater than other development. Its distance from St Paul's – approximately 4 kilometres - and architectural expression will significantly reduce its visual effect. The prominence, clarity and significance of St Paul's is fully preserved by the proposed development.



Figure 18. View of development from Parliament Hill - Protected Vista 2A.1. Wireline in yellow.

## **Trees and biodiversity**

### Trees

193. Saved policy 3.13 of the Southwark Plan requires high quality and appropriately designed streetscape and landscape proposals. The final landscaping scheme will be secured by condition, but a significant uplift in trees are proposed by the applicant for the public realm between the buildings. The proposed development would result in removal of the only tree within the site. This relatively poor condition C category Sycamore whose loss would be more than mitigated for by new landscaping.
194. A condition is recommended requiring details of the proposed tree planting in the public realm to be submitted to and approved by the Local Planning Authority. Whether tree planting will in fact be feasible as part of the future highways works in this location will be dependent on the Section 278 works, which are agreed and entered into between the applicant and the Highways department.

### Landscaping

195. The landscaping of the public realm and communal amenity spaces with planting and trees is only shown indicatively in the proposed Landscaping drawings. As such, a condition requiring hard and soft landscaping plans to be submitted to and approved by the Local Planning Authority at a later time is recommended.

### Biodiversity

196. The habitats to be lost as a result of the proposed development (buildings and hardstanding) are of negligible ecological importance and no specific mitigation is required. Significant new landscaping is proposed to be secured by condition, alongside a Japanese Knotweed condition and Sparrow box condition.

## **Transport and highway matters, including cycle and refuse storage**

197. Saved Policy 5.2 of the Southwark Plan seeks to ensure that developments do not result in adverse highway conditions. Saved Policy 5.3 requires the needs of pedestrians and cyclists to be considered. Saved Policy 5.6 establishes maximum parking standards. The site has a PTAL (public transport accessibility level) of 4 (Good), and there is a relatively good bus service available in the immediate area. The council's Transport Planning and Highways teams have been consulted. Their responses have informed the following paragraphs of this Committee Report.

### Walking

198. The proposal has considered pedestrian and cycle connectivity, as well as permeability across the site and in relation to the emerging developments at nearby sites. The proposal includes multiple convenient pedestrian access points into the development. In addition the area will benefit from the introduction of the linear park which will enhance pedestrian permeability in the area. Although the development has been assessed on the existing facilities.
199. The nearest bus stops are located between 250m and 450m to the north-west of the site on Trafalgar Avenue (B215) and the Old Kent Road (A2). These services and their proximity to the site will encourage residents to adopt sustainable modes of travel.

### Cycling and cycle parking

200. This site is located within 200m of Quietway 2 which provides good quality cycle environment linking Lewisham to Waterloo. This area will benefit from the introduction of the linear park which will enhance cycle permeability in the area. Although the development has been assessed on the existing facilities.
201. 16 Brompton cycle lockers are proposed in the basement of Building 2 and will be accessible to all living and working on the site. These will be secured through the Section 106 Agreement and will offer residents access to cycling without requiring them to own a bike.
202. The proposal includes eight cycle stores at basement level for residential and commercial use with convenient access to lifts to the ground floor. The indicative details of these stores show that 586 long stay and 34 short stay residential spaces (which is compliant with the London Plan standards) could be provided in a stacked format. A further 126 long stay and 18 short stay cycle spaces would be provided for the exclusive use of the commercial staff. The Council's Transport Team considers that there may be scope for a more flexible storage format, to allow for the storage of bulkier items as well as prams and, as such, the detailed design of the storage is to be reserved by condition.
203. Two staff and five visitor cycle parking spaces are proposed to serve the retail use, while two long stay and two short stay cycle parking spaces are proposed to serve the community use in building 3.

### Car parking

204. The proposal is to be car free with the exception of on-site provision for four disabled bays. This is considered an acceptable amount in this instance, as the onsite servicing will allow for convenient drop off and pickup to residential entrances. There is space to provide up to 6 extra spaces but if they are not necessary then it will be retained as amenity space.
205. Through a clause in the Section 106 Agreement, all new residents will be exempted from parking permit eligibility.
206. Future residents will be granted 3-year membership of a car club, which will be secured through the Section 106 Agreement.

#### Trip generation

207. Sufficient information has been provided to demonstrate the development is unlikely to have an effect on the local highway network beyond that of the existing industrial use. The trip generation of the proposed development has been estimated with reference to data from the TRICS database for the residential and commercial land uses assessed using 'worst case' scenario. This analysis demonstrated that circa 36 two-way vehicle trips per day would result from the proposed development.

#### Servicing and DSP bond

208. Two servicing areas will be provided within the site, which can accommodate delivery vehicles up to 8m in length and refuse/recycling collection vehicles up to 10 m in length. The proposed On-Site Servicing Turning Circle is adequate for a Refuse Vehicle and therefore suitable for most service vehicle requirements for this development. It is proposed to provide an on-street loading bay on Verney Road to accommodate any larger delivery vehicles. The exact location of this bay will be agreed within the S278 agreement.
209. The Council's Transport Planning Team considers that the proposed bays would adequately accommodate the needs of this development such that there would be no detrimental highway impact. Notwithstanding this, as a precautionary measure to ensure that on-street and on-site servicing and deliveries do not negatively impact on the highway network, the applicant has agreed to enter into a Delivery Service Plan Bond (DSP Bond) against their baseline figures for daily servicing and delivery trips. This approach has been adopted on all other sites of a similar scale across the Old Kent AAP area. These bonds are calculated on the basis of £100 per residential unit, plus £100 per 500 square metres or part thereof of non-residential floorspace. In accordance with Regulation 122 of the Community Infrastructure Levy Regulations 2010, this is not intended as a financial penalty, but as a means of mitigating any harmful impacts from the proposed development and ensuring a better quality of life for current and future residents. As such, it is considered to meet the CIL Regulations 122 test, in that it would be:
  - (i) necessary to make the development acceptable in planning terms;
  - (ii) directly related to the development, and;
  - (iii) fairly and reasonably related in scale and kind to the development.
210. The DSP Bond is entered into with the council against the applicant's own baseline of daily trips for the servicing and delivery of the development. It is based on the daily

vehicular activity of the site (both commercial and residential), quarterly for a period of 2 years. The monitoring period commences once the development reaches 75% occupancy. If the site meets or betters its own baseline target, the monies will be returned within 6 months of the end of the monitoring period. If the site fails to meet its own baseline, the bonded sum will be reinvested by the council in sustainable transport projects in the ward of the development. The council will retain £1,600 for assessing the quarterly monitoring.

211. For the proposed development, the DSP Bond sum breaks down as follows:

Type of floorspace and chargeable rate	Quantity	Sum
Residential (£100 per unit)	338	33,800
Non-residential floorspace (£100 per 500 square metres or part thereof)	4792	£900
Total (of which £1600 is non-refundable)		£34,700

212. This mechanism, to be secured through Section 106 Agreement, would ensure the servicing activity associated with the development can be monitored and any impact to the highway network can mitigated in the unlikely event that such impact arises.

Figure 19 Servicing route between the application site and 20 Verney Road



Construction management

213. In order to ensure that increases in traffic, noise and dust associated with the construction phase of the development are minimised, a Construction Management Plan is requested by condition.

Waste storage and collection arrangements

214. Refuse stores associated with the residential and commercial component of the development are to be provided at basement level close to the residential cores. These stores would have access to lifts-doors and will enable kerbside collection on Verney Road. All stores would be of an adequate size to accommodate the

anticipated volumes of residual waste and recycling that the residential and commercial components would generate. As the stores have been located close to the residential stores, they would be managed to ensure bins are collected directly from the stores and wheeled to the vehicles on Verney Road. The arrangements are, therefore, considered acceptable.

## **Environmental matters**

### Land contamination

215. The application was accompanied by a preliminary Land Contamination Risk Assessment, which the Council's Environmental Protection Team has assessed and deemed acceptable. A condition is to be imposed requiring a Phase 2 investigation to be conducted and the results submitted to the Council for approval, with further remediation measures to apply if contamination is found to be present.

### Flood risk, flood resilience and sustainable urban drainage

216. The site is located within Flood Zone 3 and will benefit from the current River Thames flood defences. The defences are in good condition, with a formal plan in place for long term maintenance, and provide protection up to the 1 in 1000 year (0.1% AEP) tidal flood event. The risk of fluvial/tidal flooding to the development will therefore be restricted to a breach of the defences so can be considered to be low. As basement areas are proposed and a Basement Impact Assessment and a detailed drainage strategy will be required prior to construction and secured by condition. Prior to occupation of the site, a Flood Warning and Emergency Evacuation Plan is also required to be submitted to Southwark's Emergency Planning department for their approval and this will also be secured by condition.

### Archaeology

217. The site is located within the 'Bermondsey Lake' Archaeological Priority Zone (APZ), which is designed to protect the palaeoecological environment and prehistoric archaeology recovered from the shoreline and relict fills of the large Late Glacial Bermondsey Lake and the associated riverine geology and topography.
218. The applicant has submitted a desk based assessment (DBA) that shows that if archaeological remains do survive on this site, it is likely that they will only survive in localised pockets across the site. As such standard archaeological conditions are proposed.

## **Energy and sustainability**

### Carbon emissions and renewable technologies

219. Policy 5.2 of the London Plan requires major developments to provide an assessment of their energy demands and to demonstrate that they have taken steps to apply the Mayor's energy hierarchy. Policies 5.5 and 5.6 require consideration of decentralised energy networks and policy 5.7 requires the use of on-site renewable technologies, where feasible. The residential aspect of the proposal would be expected to achieve zero carbon, and the commercial aspect a 40% reduction against Part L of the Building Regulations. An Energy Statement and Sustainability Assessment based on

the Mayor's hierarchy have been submitted.

220. This energy strategy proposes a series of energy efficient measures through the adoption of the Mayor of London's energy hierarchy to adhere to policy requirements and compliance with Building Regulations Part L 2013. The submitted energy assessment has identified the carbon footprint of the development after each stage of the energy hierarchy in line with the GLA guidance on preparing energy statements, the Southwark Core Strategy (2011) and the Southwark Sustainable Design and Construction SPD.
221. Following the energy hierarchy, the first stage (Be Lean) of the design focused on enhanced passive design measures, and incorporated active design measures to reduce energy consumption and CO2 emissions. The following summarises the demand reduction measures included within this scheme:
- Enhanced fabric efficiency of the building envelope
  - Air tightness better than Part L 2013 standards
  - High efficiency lighting systems
  - Highly efficient plant and systems
222. The second stage of the energy hierarchy (Be Clean) has sought to include an efficient energy centre which includes a CHP system with thermal storage and back up boilers.
223. The third stage of the energy hierarchy (Be Green) included a feasibility analysis of low to zero carbon technologies applicable for the site. It was found that the adoption of photovoltaic panels and air source heat pumps would be most appropriate for the site. Other low to zero carbon technologies were discounted due to them posing as competition to the site heat network and limited ground and roof space.
224. After implementation of the energy hierarchy, the residential areas exceeds a 35% reduction against Part L 2013 Building Regulations, but does not meet the zero carbon target. The commercial areas achieve a 30.4% reduction against Part L 2013 Building Regulations, the short fall between the GLA's London Plan target of 35% will be off set via a carbon offset payment in line with the GLA's guidance.
225. Overall the site produces a carbon reduction over Part L 2013 Building Regulations of 35.9% through on site measures. To achieve the zero-carbon target for the residential component, an offset payment to cover 8,246 Tonnes over 30 years will be £494,755. The Non-Domestic areas have a short fall of 154.8 tonnes of carbon over 30 years this results in a carbon offset payment of £9,291. The total amount to be secured by S106 agreement is £504,046.

#### BREEAM

226. Strategic policy 13 of the Core Strategy requires the commercial units to achieve BREEAM 'excellent'. A BREEAM Pre-assessment report has been undertaken which demonstrates that an "excellent" standard can be achieved which meets the policy requirement and is therefore acceptable. A condition to secure this is therefore recommended.

#### Air Quality

227. The submitted Air Quality Assessment considers the impacts that the proposed development would have both during construction and post-completion. The proposed development has been shown to be air quality neutral with regard to buildings. During the construction works, a range of best practice mitigation measures will be implemented to reduce dust emissions and the overall effect will be 'not significant', as confirmed by the council's EPT officer.

### **Development viability**

228. This application was accompanied by a viability report on submission. Following discussions, the application was amended to confirm that the proposed affordable rented units would be 'social rent' tenure and that the affordable housing offer was 35.36% with a 69.95%/30.05% social rent/intermediate split to be secured through s106. The applicant has committed to achieving 36% affordable housing by habitable room for three reasons:

- The applicant is taking a view that the proposed development will outperform present day market assumptions;
- The applicant is intending to be the end operator of the proposed workspaces which will provide long-term income to off-set some of the viability issues; and
- The applicant is looking to develop a number of sites within Southwark and the Old Kent Road area, with this scheme being an initial flagship project, and so is willing to accept a reduced level of profit to ensure its success as an exemplar scheme.

### **Community engagement**

229. A two-day public exhibition was held by the applicant on Thursday 13 July 2017 and Saturday 15 July 2017. 549 local residents and businesses were directly invited to attend the exhibitions including advertisements put in the Southwark News. 17 people attended the exhibition to give their views on the proposals.
230. The applicant has also met with local businesses to understand local demand and type and of commercial fit out, including potential workspace providers for the commercial space.
231. Notwithstanding that there are no statutory requirements in relation to Community Involvement, this is considered to be an adequate effort to engage with those affected by the proposals. As part of its statutory requirements, The Local Planning Authority, sent letters to all residents, displayed site notices in the vicinity, and issued a press notice publicising the planning application. Adequate efforts have, therefore, been made to ensure the community has been given the opportunity to participate in the planning process. The responses received are summarised later in this report.

### **Planning obligations and Community Infrastructure Levy**

#### Mayoral and Southwark CIL

232. 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.

233. The Mayoral and Southwark Community Infrastructure Levies are to be confirmed in the addendum to this report as the ground floor of the scheme has recently been revised to provide an uplift in commercial floorspace. The figures will be pre-relief and subject to indexation. The draft liability notice will be attached to the Decision Notice.

#### Section 106

234. Saved Policy 2.5 'Planning Obligations' advises that planning obligations should be secured to overcome the negative impacts of a generally acceptable proposal. Saved Policy 2.5 is reinforced by the Section 106 Planning Obligations and Community Infrastructure Levy (CIL) SPD, which sets out in detail the type of development that qualifies for planning obligations.
235. In accordance with Southwark's Section 106 Planning Obligations and Community Infrastructure Levy (CIL) SPD, the following contributions have been agreed with the applicant, in order to mitigate the impacts of the development:

<b>Planning obligation</b>	<b>Mitigation</b>	<b>Applicant's position</b>
<b>Local Economy and Workspace</b>		
LOCAL ECONOMY: CONSTRUCTION PHASE JOB/ CONTRIBUTIONS	The maximum Employment and Training Contribution is £400,850 (£356,900 against sustained jobs, £12,450 against short courses, and £31,500 against construction industry apprenticeships).	To be agreed
LOCAL ECONOMY: CONSTRUCTION PHASE EMPLOYMENT, SKILLS AND BUSINESS SUPPORT PLAN	The Plan would be expected to detail: <ul style="list-style-type: none"> <li>• Methodology of training, skills, support etc.</li> <li>• Targets for construction skills and employment outputs</li> <li>• Methodology for delivering apprenticeships</li> <li>• Local supply chain activity methodology</li> </ul>	Agreed
AFFORDABLE WORKSPACE	10% of the total commercial floorspace is to be for affordable workspace at a rate of £12 per square foot over a 15-year period.	Agreed
COMMERCIAL UNITS MANAGEMENT PLAN	Strategy to be submitted to and approved by the Council setting out: <ul style="list-style-type: none"> <li>• how a Specialist Workspace Provider will be appointed;</li> <li>• the methodology for supporting SMEs;</li> <li>• the marketing strategy, and;</li> <li>• the strategy for managing the units.</li> </ul>	Agreed
<b>Housing, Viability and Amenity Space</b>		
AFFORDABLE (SOCIAL RENT AND	Provision and retention in perpetuity (except where viability is reviewed) of 112 affordable	Agreed

INTERMEDIATE) HOUSING PROVISION	<p>units on the site, comprising the following mix:</p> <ul style="list-style-type: none"> <li>• 77units to be social rent tenure</li> <li>• 35 units to be intermediate shared ownership tenure units.</li> </ul> <p>The payment of <b>£45033</b> towards the costs of an Affordable Housing monitoring.</p>	
VIABILITY	<p>Viability Review Update to be submitted should the agreed affordable housing offer not be complied with.</p> <p>Standard paragraphs pertaining to validation of the Viability Review Update and its subsequent review: (receipt of Review Update within 10 days; provision of additional info within 10 days; Review to be carried out by external agents on behalf of the council, with costs to be met by the developer; confirmation to be given by Council within 3 months; referral to specialist if Update not accepted etc.)</p> <p>Provisions in respect of the payment of the Deferred Affordable Housing Payment, the expiry of the Viability Review Update, and the Viability Actual Value Review.</p> <p>Restriction on occupation of 50% if a Viability Review Update is required.</p>	Agreed
WHEELCHAIR HOUSING PROVISION	<p>Provision of 36 housing units as wheelchair housing units.</p> <p>Suitable marketing of the Housing Units designated as Wheelchair Accessible Units for the duration of the Marketing Period for Wheelchair Accessible Dwellings where applicable.</p> <p>No disposal of any of the Intermediate Housing Units designated as a Wheelchair Accessible Unit to those not in need of wheelchair housing until marketing exercise at end of marketing period.</p>	Agreed
OUTDOOR AMENITY SPACE	<p>Not to occupy the development or any part of it until the communal amenity space has been completed to satisfaction of Council.</p> <p>To maintain the communal amenity space and provide residents with free access to it throughout the year for the duration of the development.</p>	Agreed
<b>Transport and Highways</b>		
HIGHWAY WORKS	<p>Prior to implementation, the Developer is to submit for approval the s278 specification and estimated costs.</p> <p>Prior to commencement of highway works, the Developer is to enter into a Highway</p>	Agreed

	<p>Agreement for the purposes authorising the works etc.</p> <p>The works, as listed below, are to be completed in accordance with the Highway agreement:</p> <ul style="list-style-type: none"> <li>• Repave the footway including new kerbing fronting the development using materials in accordance with Southwark's Streetscape Design Manual.</li> <li>• Construct an inset bay using materials in accordance with Southwark's Streetscape Design Manual.</li> <li>• Provide access arrangements for refuse collection such as a dropped kerb construction to SSDM standards.</li> </ul>	
DELIVERY SERVICE PLAN BOND	<p>For a period of two years from 75% occupancy the daily vehicular activity of the site (for both the commercial and residential elements of the development) are to be monitored and returns made on a quarterly basis. If the site meets or betters its own baseline target the bond will be returned within 6 months of the end of the monitoring period. If the site fails to meet its own baseline the bonded sum will be made available for the council to utilise for sustainable transport projects in the ward of the development.</p> <p>The Delivery Service Plan Bond will be <b>£34,700</b>, which breaks down as follows:</p> <ul style="list-style-type: none"> <li>• Resi units (£100/unit): £33800</li> <li>• Non-resi floorspace (£100 per each 500 square metres or part thereof): £900</li> </ul> <p>The Bond is to be paid to the Council prior to occupation of any part of the development.</p> <p>The council will retain £1,600 of the £34,700 Bond for assessing the quarterly monitoring.</p>	Agreed
CYCLE CLUB SCHEME	<p>Membership of a dockless cycle hire scheme licenced by the highway authority or 'Brompton lockers' hire scheme for 10% of total units, for a period of 3 years from the date of first occupation will be available for free to all residents.</p>	To be agreed
CAR CLUB SCHEME	<p>Membership of a Car Club Operator scheme (to be one of the Council's approved car club partners) for a period of 3 years from the date of first occupation will be available to all eligible residents.</p>	To be agreed

PARKING PERMIT RESTRICTION	All future residents, with the exception of blue badge holders, are to be exempted from parking permit eligibility in local Controlled Parking Zones.	To be agreed
<b>Energy, Sustainability and the Environment</b>		
FUTUREPROOFING FOR CONNECTION TO DISTRICT CHP	Prior to occupation, a CHP Energy Strategy must be approved setting out how the development will be designed and built so that it will be capable of connecting to the District CHP in the future.	Agreed
CARBON OFFSET FUND	Payment on or before implementation of <b>£504,046</b> (indexed) based on the shortfall tonnes of carbon per year over a 30 year period, which breaks down as follows: <ul style="list-style-type: none"> <li>• Resi element: £494,755.</li> <li>• Non-domestic element: £9,291</li> </ul> Development as built is to achieve a 35.9% carbon reduction for the residential element and 30.4% carbon reduction for the non-residential element.	Agreed
ARCHAEOLOGY	Payment of <b>£11,171</b> (indexed) to cover the costs of archaeology monitoring/supervising.	Agreed
<b>Transport for London</b>		
CYCLE HIRE SCHEME CONTRIBUTION	<b>£220,000</b>	Not agreed
BUS CONTRIBUTION	<b>£875,000</b>	Further negotiation required
HEALTHY STREETS	<b>£340,000</b>	Funded through CIL
LEGIBLE LONDON SIGNS X 2	<b>£12,000</b>	Funded through CIL
Administration fee	Payment to cover the costs of monitoring these necessary planning obligations calculated as 2% of total sum.	Agreed
<b>Indicative total</b>	<b>£1,859,629</b>	

236. In addition to the financial contributions set out above, the following other provisions would be secured:

- Linear Park Management Plan and access arrangements
- Ancillary flexible community space management and access arrangements
- Affordable housing provisions
- Wheelchair housing provisions
- Appointment of workspace co-ordinator
- Affordable workspace – 10% of floorspace – Location to be agreed
- Definition of and retention of class B1c light industrial.

237. These obligations are necessary to make the development acceptable in planning terms, mitigating for its adverse impacts. In the event that a satisfactory legal agreement has not been entered into by 5 July 2019 it is recommended that the director of planning refuses planning permission, if appropriate, for the following reason:

*“In the absence of a signed S106 legal agreement there is no mechanism in place to secure adequate provision of affordable housing and mitigation against the adverse impacts of the development through contributions and it would therefore be contrary to 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 (2016) and the Southwark Section 106 Planning Obligations and Community Infrastructure Levy SPD (2015).”*

### **Consultation responses: members of the public**

238. Nine representations were received in respect of this planning application, of which nine were in objection and none in support. Objections were received from residents and a neighbouring business occupier. In summary, the main issues raised by these representations are as follows:

- The buildings are too tall and would be overbearing and out of character with the local area;
- The cumulative impact of this and other schemes harms the character of local area;
- It would increase demand on existing infrastructure and facilities;
- There would be harmful loss of daylight and sunlight, particularly to principal habitable rooms and harmful overshadowing of neighbouring properties from this and other schemes;
- Incorrectly identified housing numbers in the submitted daylight/sunlight analysis, and windows concerned are in the front and not rear elevation;
- Rights to light would be infringed;
- Loss of privacy from overlooking;
- It would increase light pollution;
- It would increase noise pollution;
- It would increase traffic;
- There would be a loss of industrial land;
- Will there be sufficient public transport and car parking to cope with the development?
- Will the current water and drainage system be sufficient to cope with demand?
- Will this block light to Bermondsey Works?
- Potential harm to the structural stability of neighbouring buildings as a consequence of construction;
- Potential impact on the operation of William Sayes factory, from vibration and impact on machines, dust, surface water levels as a result of construction. Also the potential impact of noise complaints new residential neighbours on the service yard operations of William Sayes;
- Failure to provide details of a construction and demolition management plan;
- The scheme preceded the December 2017 draft of the AAP and is not in conformity with it and fails to illustrate its impact on the masterplan proposals;
- The plans exaggerate the amount of open space within between the blocks, some of the blocks appear very close to neighbouring commercial occupiers;
- The scheme fails to contribute to the linear park aspiration and an analysis of the impact of the scheme on the park has not been undertaken;
- The offer to contribute to the cost of the linear park is vague.

239. Officer response: where material planning considerations these concerns are all addressed in full in the main body of this report.
240. In relation to the character of the area and the impact of tall buildings, the proposals comply with the adopted London Plan (2016) and with the draft Old Kent Road Area Action plan (December 2017). An assessment has been made of the impact of the scheme on the local townscape and heritage assets and officers are of the view that these would not be harmed.
241. In relation to daylight, sunlight and overshadowing, this has been assessed against Building Research Establishment (BRE) guidelines and whilst there would be some impact on neighbouring properties, the level of daylight and sunlight that would be retained is considered to be acceptable. The numbering of the Canal Grove Cottages is incorrect, and the “front” elevations are incorrectly described as “rear” elevations in the Daylight/Sunlight report, but nonetheless all of the homes in Canal Grove were tested and the impacts considered acceptable when measured against BRE criteria. Objections to loss of sunlight were also received from the residents of Sherwood Gardens. Whilst these properties were not tested in the Daylight/Sunlight report, given their distance from the development it is not considered that there would be any significant impact on sunlight to those homes. Rights to Light are a civil rather than planning matter.
242. In terms of construction management and associated impacts a full construction management plan will be secured by condition. This will include a requirement to monitor for movement in neighbouring buildings. In terms of impact on William Sayes a full noise survey was undertaken by the applicant, and the scheme has been further revised to minimise the potential for noise complaints from new residential occupiers. The provision of adequate water infrastructure will be required by condition and this will include details in respect of groundwater management.
243. As set out in the main report the proposals are considered to be generally conforming with the draft Old Kent Road AAP, and would make a contribution to the delivery of the linear park, both in terms of enhancing permeability to the park and also be providing land that will form part of the park. The Council is setting up a park management company and the developer will be obliged to join that joint management company and will be required to landscape their part of the park, ensure it fits with the design of its neighbours and contribute to its subsequent maintenance. The Council is commissioning a comprehensive micro climate study that will provide analysis of sunlight and impacts on the proposed new parks. Other supporting infrastructure is also planned for in the AAP including the provision of a new secondary school in Sandgate Street and a new health hub on Verney Road.
244. In respect of public transport a phasing plan has been agreed with GLA/TfL for development in Old Kent Road that limits the first phase of development to 9,500 homes, prior to the delivery of the Bakerloo line extension, with contributions being made by developers to improving bus services in the interim. The scheme is designed to be car free, other than disabled car parking in order to reduce reliance on cars and reduce traffic congestion and pollution in the area.

**Consultation responses: internal and external consultees**

245. Set out below are the responses received from external consultees in respect of this

planning application. The views of internal consultees are summarised within the main body of this Committee Report. Appendix 1 provides further details.

#### London Fire and Emergency Planning Authority

246. Note that adequate access for fire fighting appliances required by Part B5 of the current building regulations and adequate water supplies for fire fighting purposes should be provided.
247. Officer response: Officers are confident that this has been achieved in the proposed design as set out in this report. Nonetheless, a condition is recommended requiring this to be undertaken prior to commencement of development.

#### Environment Agency

248. No objection subject to conditions in respect of remediation strategy should contamination be found and sustainable drainage and piling systems.

#### Historic England

249. Historic England maintain that given the number of tall building proposals coming forward in the area developments of this scale should be supported by an adopted tall buildings strategy. Due to the large scale of the neighbouring Bermondsey Works development and the compromised setting of the listed buildings in the immediate vicinity Historic England did not wish to make any significant comments on this development.
250. Officer response: The draft AAP contains a tall building strategy. Officers do not consider that the setting of the listed buildings would be harmed.

#### London Underground

251. No comment.

#### Thames Water

252. Thames Water was unable to determine the waste water needs of the scheme with the information submitted and notes that the existing water supply infrastructure capacity is insufficient to meet the additional demands of the proposed development and therefore recommends conditions that the development should not commence until a drainage strategy and a water supply infrastructure study has been submitted to and approved by the local planning authority. Thames Water also note that no reference was made by the applicant to the Integrated Water Management Study (IWMS) that the council are preparing and the opportunities to use the linear park to manage water run off.
253. Officer response: Appropriate conditions will be applied and officers will use these to help deliver sustainable urban drainage as part of the development of the Old Kent Road IWMS. Since these comments were received in March 2018, Thames Water has been working with the Council to further develop the IWMS and address water

infrastructure enhancement.

### Transport for London

254. TfL raised concerns about the areas transport capacity and the phasing of development.
255. Officer Response: Since the Stage 1 report was issued in March 2018 the GLA/TfL and the council have agreed to a phasing strategy for the delivery of development in the Old Kent Road AAP area. This site is identified as being in the first of a two phased development, the first phase being completed before the completion of the Bakerloo line extension.
256. TfL raised concerns about the quantity of cycle parking provision and a financial contribution for cycle hire was requested.
257. Officer Response: Officers have worked with the developer on this and have recommended either Dockless cycle hire for 3 years or Brompton lockers (10% of units) 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. As confirmed in the main body of the report cycle parking provision is compliant with London Plan policy.
258. Financial contributions for highways infrastructure was requested for Healthy Streets and Legible London signage.
259. 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.
260. Detailed Construction Traffic Management Plan (CTMP) and Delivery and Servicing Management Plans are required by condition
261. Officer response: Agreed.
262. TfL raised concerns about the provision of disabled car parking.
263. Officer response: As set out in the main report 4 spaces will be provided with space for an extra 6 additional spaces should there be demand for them.
264. A financial contribution of £1,095,000 has been requested for improvements to bus services.
265. 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 bus capacity.

#### Natural England

266. No comments to make on this proposal.

#### Metropolitan Police

267. No comments received.

#### GLA

268. The GLA's Stage 1 response was issued in March 2018. At that time GLA objected to the mix of uses on this site as being contrary to policy E7 of the draft New London Plan and that should a mixed use be considered acceptable on the site the applicants must incorporate a minimum of 4,200sqm of industrial floorspace to address the requirements of draft London plan policy E7. They also noted that the 36% affordable housing offer did not meet the 50% threshold for the fast track route and would require a viability assessment and investigate the use of grant to increase the offer further. GLA noted that they had significant concerns with the residential layout and felt the energy strategy didn't fully accord with London Plan policy S12.

269. Officers response: Since the issue of the Stage 1 report GLA and LBS have agreed in principle to this site being suitable for mixed use and for the site to be release from its SIL designation. This will all be subject to examination at a public inquiry before it becomes formally adopted policy. The proposal contains 4792sqm of B1a-c space of which approximately 60% will be just for B1c light industrial. The viability of the scheme has been tested and the affordable housing offer is the maximum that can be provided. The applicant has applied the GLA energy hierarchy as set out in the main body of this report and will be making a carbon off set contribution.

#### Public health team

270. Welcome the attention that the Applicant has given to the sustainable travel element of the development, the adequate provision of affordable housing and the ample cycle storage facilities will be provided. These measures are strongly supported.

#### **Community impact statement / equalities assessment**

271. The Public Sector Equality Duty (PSED) contained in Section 149 (1) of the Equality Act 2010 imposes a duty on public authorities to have, in the exercise of their functions, due regard to three "needs" which are central to the aims of the Act:

a) The need to eliminate discrimination, harassment, victimisation and any other

conduct prohibited by the Act

- b) The need to advance equality of opportunity between persons sharing a relevant protected characteristic and persons who do not share it. This involves having due regard to the need to:
- Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic
  - Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it
  - Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low
- c) The need to foster good relations between persons who share a relevant protected characteristic and those who do not share it. This involves having due regard, in particular, to the need to tackle prejudice and promote understanding.
272. The protected characteristics are: race, age, gender reassignment, pregnancy and maternity, disability, sexual orientation, religion or belief, sex, marriage and civil partnership.
273. The council must not act in a way which is incompatible with rights contained within the European Convention of Human Rights.
274. the council has given due regard to the above needs and rights where relevant or engaged throughout the course of determining this application. It is not considered that this proposal would give rise to any equalities issues in respect of persons sharing the relevant characteristics set out above.

**275. Human rights implications**

276. 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.
277. This application has the legitimate aim of providing a mixed use (Classes B1 and C3) redevelopment of an existing commercial (Class B1) building. 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.

**Conclusion**

278. The proposed development would deliver new high-quality and flexible B1 and B1(c) floorspace representing uplift on the existing quantum, in so doing increasing the number of jobs for local people, and would include an affordable element. Although the proposal would also introduce residential floorspace within the SPIL, thereby representing a departure from the adopted development plan, the draft New Southwark Plan and Old Kent Road Area Action Plan provide an indication of the direction of travel for planning policy in this location, including an intention to release

this site from its SPIL designation. This emerging policy content also set out a vision for developing mixed-use neighbourhoods and delivering significant levels of new housing.

279. The proposal would deliver 338 new units that would meet the exemplary residential design standards adopted by the council. The provision of affordable housing, measured at 35.36% of habitable rooms would be policy compliant and is a positive aspect of the proposals. 112 new affordable homes are proposed.
280. The proposals are not considered to harm to the significance or setting of the, listed Canal Grove cottages.
281. A detailed daylight and sunlight assessment has been undertaken in relation to neighbouring residential properties and John Keats Primary School in accordance with the BRE guidelines on daylight and sunlight. As the existing site massing is low-rise, there would be some noticeable proportional reductions to daylight and sunlight that as a consequence of the scheme optimising the full potential of the site. While reductions in amenity to many of the properties assessed comply with the default BRE criteria, there will be impacts to some properties. However, in each case these are considered to be limited and to not unacceptably harm the amenity of neighbouring residents and are therefore considered acceptable. Conditions are also recommended to ensure the future occupiers of the proposed residential units are protected against undue noise disturbance from the nearby existing and proposed commercial premises, to ensure that the continued successful functioning of these businesses will be safeguarded.
282. The height and massing of the proposed buildings would optimise the use of the site, respond successfully to the existing character and surrounding context, and the architectural language, broadly follows the design guidance in the draft Area Action Plan would result in an attractive and distinctive building.
283. The trip generation, servicing and refuse arrangements are all acceptable, while detailed cycle storage design and construction management impacts will be resolved at the conditions stage.
284. Other conditions are imposed in respect of matters such as archaeology, ecology, water infrastructure and energy. Additionally, mitigation will be sought through a Section 106 Agreement, the terms of which have been agreed with the developer, and upon the successful resolution of which planning permission will be dependent.
285. In line with the requirements of the NPPF, the Council has applied the presumption in favour of sustainable development. The proposed development would accord with sustainable principles and would make efficient use of the land to deliver a high quality development that is in accordance with the Council's aspirations for the area. It is therefore recommended that Members grant permission, subject to conditions as set out in the attached draft decision notice and the applicant entering into a Section 106 agreement.

## BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Site history file: TP/2354-9 Application file: 17/AP/4508 Southwark Local Development Framework and Development Plan Documents	Place and Wellbeing Department 160 Tooley Street London SE1 2QH	Planning enquiries telephone: 020 7525 5403 Planning enquiries email: planning.enquiries@southwark.gov.uk Case officer telephone: 020 7525 5604 Council website: www.southwark.gov.uk

## APPENDICES

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

## AUDIT TRAIL

<b>Lead Officer</b>	Simon Bevan, Director of Planning	
<b>Report Author</b>	Tom Buttrick, Team Leader Old Kent Road	
<b>Version</b>	Final	
<b>Dated</b>	15 February 2019	
<b>Key Decision</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments sought</b>	<b>Comments included</b>
Strategic Director of Finance and Governance	No	No
Strategic Director, Environment and Social Regeneration	No	No
Strategic Director of Housing and Modernisation	No	No
Director of Regeneration	No	No
<b>Date final report sent to Constitutional Team</b>	15 February 2019	

## APPENDIX 1

### Consultation undertaken

**Site notice date:** 12/01/2018

**Press notice date:** 18/01/2018

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

**Neighbour consultation letters sent:** 12/01/2018

#### 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  
Parks & Open Spaces  
Public Health Team  
Waste Management

#### Statutory and non-statutory organisations consulted:

Civil Aviation Authority  
Council for British Archaeology  
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:

Effingham House Arundel Street WC2  
6 Ivy Court Argyle Way SE16 3JE  
7 Ivy Court Argyle Way SE16 3JE  
4 Ivy Court Argyle Way SE16 3JE  
12 Weybridge Court Argyle Way SE16 3JF  
2 Ivy Court Argyle Way SE16 3JE

12 Canal Grove London SE15 1LB  
13 Canal Grove London SE15 1LB  
10 Canal Grove London SE15 1LB  
8 Canal Grove London SE15 1LB  
9 Canal Grove London SE15 1LB  
Unit 10 57 Sandgate Street SE15 1LE

3 Ivy Court Argyle Way SE16 3JE  
12 Ivy Court Argyle Way SE16 3JE  
1 Argyle Way London SE16 3JG  
2 Argyle Way London SE16 3JG  
11 Ivy Court Argyle Way SE16 3JE  
8 Ivy Court Argyle Way SE16 3JE  
9 Ivy Court Argyle Way SE16 3JE  
10 Ivy Court Argyle Way SE16 3JE  
2 Weybridge Court Argyle Way SE16 3JF  
3 Weybridge Court Argyle Way SE16 3JF  
4 Weybridge Court Argyle Way SE16 3JF  
1 Weybridge Court Argyle Way SE16 3JF  
10 Birchmere Lodge 31 Sherwood Gardens SE16 3JB  
11 Birchmere Lodge 31 Sherwood Gardens SE16 3JB  
12 Birchmere Lodge 31 Sherwood Gardens SE16 3JB  
9 Weybridge Court Argyle Way SE16 3JF  
10 Weybridge Court Argyle Way SE16 3JF  
11 Weybridge Court Argyle Way SE16 3JF  
8 Weybridge Court Argyle Way SE16 3JF  
5 Weybridge Court Argyle Way SE16 3JF  
6 Weybridge Court Argyle Way SE16 3JF  
7 Weybridge Court Argyle Way SE16 3JF  
1 Fallow Court Argyle Way SE16 3JQ  
8 Fern Walk London SE16 3JD  
9 Fern Walk London SE16 3JD  
10 Fern Walk London SE16 3JD  
7 Fern Walk London SE16 3JD  
4 Fern Walk London SE16 3JD  
5 Fern Walk London SE16 3JD  
6 Fern Walk London SE16 3JD  
2 Winter Lodge 1 Fern Walk SE16 3JD  
3 Winter Lodge 1 Fern Walk SE16 3JD  
4 Winter Lodge 1 Fern Walk SE16 3JD  
1 Winter Lodge 1 Fern Walk SE16 3JD  
11 Fern Walk London SE16 3JD  
12 Fern Walk London SE16 3JD  
13 Fern Walk London SE16 3JD  
6 Fallow Court Argyle Way SE16 3JQ  
7 Fallow Court Argyle Way SE16 3JQ  
8 Fallow Court Argyle Way SE16 3JQ  
5 Fallow Court Argyle Way SE16 3JQ  
2 Fallow Court Argyle Way SE16 3JQ  
3 Fallow Court Argyle Way SE16 3JQ  
4 Fallow Court Argyle Way SE16 3JQ  
Avicenna Health Centre 2 Verney Way SE16 3HA  
2 Fern Walk London SE16 3JD  
3 Fern Walk London SE16 3JD  
12 Fallow Court Argyle Way SE16 3JQ  
9 Fallow Court Argyle Way SE16 3JQ  
10 Fallow Court Argyle Way SE16 3JQ  
11 Fallow Court Argyle Way SE16 3JQ  
9 Birchmere Lodge 31 Sherwood Gardens SE16 3JB  
43 Ryder Drive London SE16 3BB  
7 Sherwood Gardens London SE16 3JA  
  
8 Sherwood Gardens London SE16 3JA  
  
42 Ryder Drive London SE16 3BB  
39 Ryder Drive London SE16 3BB  
40 Ryder Drive London SE16 3BB  
41 Ryder Drive London SE16 3BB  
13 Sherwood Gardens London SE16 3JA  
14 Sherwood Gardens London SE16 3JA  
15 Sherwood Gardens London SE16 3JA  
12 Sherwood Gardens London SE16 3JA  
9 Sherwood Gardens London SE16 3JA  
10 Sherwood Gardens London SE16 3JA  
11 Sherwood Gardens London SE16 3JA  
29 Sherwood Gardens London SE16 3JA  
30 Sherwood Gardens London SE16 3JA  
The Links Community Centre 353 Rotherhithe New Road SE16 3HF  
28 Sherwood Gardens London SE16 3JA

1 Canal Grove London SE15 1LB  
591 Old Kent Road London SE15 1LA  
Unit 1 57 Sandgate Street SE15 1LE  
17 Canal Grove London SE15 1LB  
14 Canal Grove London SE15 1LB  
15 Canal Grove London SE15 1LB  
16 Canal Grove London SE15 1LB  
23 Bloom House 389 Rotherhithe New Road SE16 3FN  
24 Bloom House 389 Rotherhithe New Road SE16 3FN  
Unit 1 Bermondsey Trading Estate SE16 3LL  
22 Bloom House 389 Rotherhithe New Road SE16 3FN  
19 Bloom House 389 Rotherhithe New Road SE16 3FN  
20 Bloom House 389 Rotherhithe New Road SE16 3FN  
21 Bloom House 389 Rotherhithe New Road SE16 3FN  
5 Canal Grove London SE15 1LB  
6 Canal Grove London SE15 1LB  
7 Canal Grove London SE15 1LB  
4 Canal Grove London SE15 1LB  
Unit 2 Bermondsey Trading Estate SE16 3LL  
2 Canal Grove London SE15 1LB  
3 Canal Grove London SE15 1LB  
Unit 9 57 Sandgate Street SE15 1LE  
9 Sunningdale Close London SE16 3BU  
10 Sunningdale Close London SE16 3BU  
11 Sunningdale Close London SE16 3BU  
8 Sunningdale Close London SE16 3BU  
5 Sunningdale Close London SE16 3BU  
6 Sunningdale Close London SE16 3BU  
7 Sunningdale Close London SE16 3BU  
16 Sunningdale Close London SE16 3BU  
17 Sunningdale Close London SE16 3BU  
18 Sunningdale Close London SE16 3BU  
15 Sunningdale Close London SE16 3BU  
12 Sunningdale Close London SE16 3BU  
13 Sunningdale Close London SE16 3BU  
14 Sunningdale Close London SE16 3BU  
4 Verney Road London SE16 3DH  
355 Rotherhithe New Road London SE16 3HF  
Unit 5 To 6 57 Sandgate Street SE15 1LE  
Unit 4 57 Sandgate Street SE15 1LE  
Unit 11 57 Sandgate Street SE15 1LE  
589 Old Kent Road London SE15 1LA  
2 Sunningdale Close London SE16 3BU  
3 Sunningdale Close London SE16 3BU  
4 Sunningdale Close London SE16 3BU  
1 Sunningdale Close London SE16 3BU  
20-26 Verney Road London SE16 3DY  
14-16 Verney Road London SE16 3DZ  
10 Verney Road London SE16 3DH  
18 Bloom House 389 Rotherhithe New Road SE16 3FN  
Offices 14-16 Verney Road SE16 3DZ  
Unit 4 Sandgate Trading Estate SE15 1LE  
Action House 53 Sandgate Street SE15 1LE  
The Potters House Christian Centre Of South London  
399 Rotherhithe New Road SE16 3HG  
Thamesmead Business Services Ltd 14-16 Verney  
Road SE16 3DZ  
Warehouse 1 14-16 Verney Road SE16 3DZ  
Warehouse 2 14-16 Verney Road SE16 3DZ  
Unit 4 12 Verney Road SE16 3DR  
Units 1 To 3 Wevco Wharf SE15 1LE  
Unit 2 To 3 57 Sandgate Street SE15 1LE  
8 Bloom House 389 Rotherhithe New Road SE16 3FN  
9 Bloom House 389 Rotherhithe New Road SE16 3FN  
10 Bloom House 389 Rotherhithe New Road SE16 3FN  
7 Bloom House 389 Rotherhithe New Road SE16 3FN  
4 Bloom House 389 Rotherhithe New Road SE16 3FN  
5 Bloom House 389 Rotherhithe New Road SE16 3FN  
6 Bloom House 389 Rotherhithe New Road SE16 3FN  
15 Bloom House 389 Rotherhithe New Road SE16 3FN  
16 Bloom House 389 Rotherhithe New Road SE16 3FN  
17 Bloom House 389 Rotherhithe New Road SE16 3FN

25 Sherwood Gardens London SE16 3JA  
26 Sherwood Gardens London SE16 3JA  
27 Sherwood Gardens London SE16 3JA  
36 Ryder Drive London SE16 3BB  
37 Ryder Drive London SE16 3BB  
38 Ryder Drive London SE16 3BB  
35 Ryder Drive London SE16 3BB  
32 Ryder Drive London SE16 3BB  
33 Ryder Drive London SE16 3BB  
34 Ryder Drive London SE16 3BB  
16 Sherwood Gardens London SE16 3JA  
11 Jasmin Lodge 19 Sherwood Gardens SE16 3JA  
12 Jasmin Lodge 19 Sherwood Gardens SE16 3JA  
1 Birchmere Lodge 31 Sherwood Gardens SE16 3JB

10 Jasmin Lodge 19 Sherwood Gardens SE16 3JA  
7 Jasmin Lodge 19 Sherwood Gardens SE16 3JA  
8 Jasmin Lodge 19 Sherwood Gardens SE16 3JA  
9 Jasmin Lodge 19 Sherwood Gardens SE16 3JA  
6 Birchmere Lodge 31 Sherwood Gardens SE16 3JB  
7 Birchmere Lodge 31 Sherwood Gardens SE16 3JB  
8 Birchmere Lodge 31 Sherwood Gardens SE16 3JB  
5 Birchmere Lodge 31 Sherwood Gardens SE16 3JB  
2 Birchmere Lodge 31 Sherwood Gardens SE16 3JB  
3 Birchmere Lodge 31 Sherwood Gardens SE16 3JB  
4 Birchmere Lodge 31 Sherwood Gardens SE16 3JB  
3 Sherwood Gardens London SE16 3JA  
4 Sherwood Gardens London SE16 3JA  
5 Sherwood Gardens London SE16 3JA  
2 Sherwood Gardens London SE16 3JA  
17 Sherwood Gardens London SE16 3JA  
18 Sherwood Gardens London SE16 3JA  
1 Sherwood Gardens London SE16 3JA  
4 Jasmin Lodge 19 Sherwood Gardens SE16 3JA  
5 Jasmin Lodge 19 Sherwood Gardens SE16 3JA  
6 Jasmin Lodge 19 Sherwood Gardens SE16 3JA  
3 Jasmin Lodge 19 Sherwood Gardens SE16 3JA  
6 Sherwood Gardens London SE16 3JA  
1 Jasmin Lodge 19 Sherwood Gardens SE16 3JA  
2 Jasmin Lodge 19 Sherwood Gardens SE16 3JA  
5 Winter Lodge 1 Fern Walk SE16 3JD  
62 Sherwood Gardens London SE16 3JB  
63 Sherwood Gardens London SE16 3JB  
Flat 1 Florence House SE16 3HF  
61 Sherwood Gardens London SE16 3JB  
58 Sherwood Gardens London SE16 3JB  
59 Sherwood Gardens London SE16 3JB  
60 Sherwood Gardens London SE16 3JB  
Flat 6 Florence House SE16 3HF  
Flat 7 Florence House SE16 3HF  
Flat 8 Florence House SE16 3HF  
Flat 5 Florence House SE16 3HF  
Flat 2 Florence House SE16 3HF  
Flat 3 Florence House SE16 3HF  
Flat 4 Florence House SE16 3HF  
48 Sherwood Gardens London SE16 3JB  
49 Sherwood Gardens London SE16 3JB  
50 Sherwood Gardens London SE16 3JB  
47 Sherwood Gardens London SE16 3JB  
44 Sherwood Gardens London SE16 3JB  
45 Sherwood Gardens London SE16 3JB  
46 Sherwood Gardens London SE16 3JB  
55 Sherwood Gardens London SE16 3JB  
56 Sherwood Gardens London SE16 3JB  
57 Sherwood Gardens London SE16 3JB  
54 Sherwood Gardens London SE16 3JB  
51 Sherwood Gardens London SE16 3JB  
52 Sherwood Gardens London SE16 3JB  
53 Sherwood Gardens London SE16 3JB  
Flat 9 Florence House SE16 3HF  
9-11 Verney Road London SE16 3DH  
1 Ivy Court Argyle Way SE16 3JE

14 Bloom House 389 Rotherhithe New Road SE16 3FN  
11 Bloom House 389 Rotherhithe New Road SE16 3FN  
12 Bloom House 389 Rotherhithe New Road SE16 3FN  
13 Bloom House 389 Rotherhithe New Road SE16 3FN  
4 Bumble House 387 Rotherhithe New Road SE16 3FN  
5 Bumble House 387 Rotherhithe New Road SE16 3FN  
6 Bumble House 387 Rotherhithe New Road SE16 3FN  
3 Bumble House 387 Rotherhithe New Road SE16 3FN  
1 Bumble House 387 Rotherhithe New Road SE16 3FN  
2 Bumble House 387 Rotherhithe New Road SE16 3FN  
1 Bloom House 389 Rotherhithe New Road SE16 3FN  
2 Bloom House 389 Rotherhithe New Road SE16 3FN  
3 Bloom House 389 Rotherhithe New Road SE16 3FN  
10 Bumble House 387 Rotherhithe New Road SE16 3FN  
7 Bumble House 387 Rotherhithe New Road SE16 3FN  
8 Bumble House 387 Rotherhithe New Road SE16 3FN  
9 Bumble House 387 Rotherhithe New Road SE16 3FN  
19 Sunningdale Close London SE16 3BU  
9 Edenbridge Close London SE16 3DS  
10 Edenbridge Close London SE16 3DS  
11 Edenbridge Close London SE16 3DS  
8 Edenbridge Close London SE16 3DS  
5 Edenbridge Close London SE16 3DS  
6 Edenbridge Close London SE16 3DS  
7 Edenbridge Close London SE16 3DS  
16 Edenbridge Close London SE16 3DS  
17 Edenbridge Close London SE16 3DS  
Flat 1 Woburn Court SE16 3DT  
15 Edenbridge Close London SE16 3DS  
12 Edenbridge Close London SE16 3DS  
13 Edenbridge Close London SE16 3DS  
14 Edenbridge Close London SE16 3DS  
15 Birkdale Close London SE16 3DN  
16 Birkdale Close London SE16 3DN  
17 Birkdale Close London SE16 3DN  
14 Birkdale Close London SE16 3DN  
11 Birkdale Close London SE16 3DN  
12 Birkdale Close London SE16 3DN  
13 Birkdale Close London SE16 3DN  
2 Edenbridge Close London SE16 3DS  
3 Edenbridge Close London SE16 3DS  
4 Edenbridge Close London SE16 3DS  
1 Edenbridge Close London SE16 3DS  
18 Birkdale Close London SE16 3DN  
19 Birkdale Close London SE16 3DN  
20 Birkdale Close London SE16 3DN  
Flat 2 Woburn Court SE16 3DT  
26 Ryder Drive London SE16 3BB  
27 Ryder Drive London SE16 3BB  
28 Ryder Drive London SE16 3BB  
25 Ryder Drive London SE16 3BB  
22 Ryder Drive London SE16 3BB  
23 Ryder Drive London SE16 3BB  
24 Ryder Drive London SE16 3BB  
21 Sherwood Gardens London SE16 3JA  
22 Sherwood Gardens London SE16 3JA  
23 Sherwood Gardens London SE16 3JA  
20 Sherwood Gardens London SE16 3JA  
29 Ryder Drive London SE16 3BB  
30 Ryder Drive London SE16 3BB  
31 Ryder Drive London SE16 3BB  
Flat 7 Woburn Court SE16 3DT  
Flat 8 Woburn Court SE16 3DT  
Flat 8 Tralee Court SE16 3DT  
Flat 6 Woburn Court SE16 3DT  
Flat 3 Woburn Court SE16 3DT  
Flat 4 Woburn Court SE16 3DT  
Flat 5 Woburn Court SE16 3DT  
Flat 5 Tralee Court SE16 3DT  
Flat 6 Tralee Court SE16 3DT  
Flat 7 Tralee Court SE16 3DT

Flat 10 Florence House SE16 3HF  
Flat 11 Florence House SE16 3HF  
Flat 12 Florence House SE16 3HF  
Unit 7 12 Verney Road SE16 3DH  
Unit 8 12 Verney Road SE16 3DH  
Unit 9 12 Verney Road SE16 3DH  
Unit 6 12 Verney Road SE16 3DH  
Unit 1 12 Verney Road SE16 3DH  
Unit 3 12 Verney Road SE16 3DH  
Unit 5 12 Verney Road SE16 3DH  
43 Sherwood Gardens London SE16 3JB  
12 Culloden Close London SE16 3JH  
13 Culloden Close London SE16 3JH  
14 Culloden Close London SE16 3JH  
11 Culloden Close London SE16 3JH  
8 Culloden Close London SE16 3JH  
9 Culloden Close London SE16 3JH  
10 Culloden Close London SE16 3JH  
Flat 3 Archers Lodge SE16 3JH  
Flat 4 Archers Lodge SE16 3JH  
Flat 5 Archers Lodge SE16 3JH  
Flat 2 Archers Lodge SE16 3JH  
15 Culloden Close London SE16 3JH  
16 Culloden Close London SE16 3JH  
Flat 1 Archers Lodge SE16 3JH  
10 Winter Lodge 1 Fern Walk SE16 3JD  
11 Winter Lodge 1 Fern Walk SE16 3JD  
12 Winter Lodge 1 Fern Walk SE16 3JD  
9 Winter Lodge 1 Fern Walk SE16 3JD  
6 Winter Lodge 1 Fern Walk SE16 3JD  
7 Winter Lodge 1 Fern Walk SE16 3JD  
8 Winter Lodge 1 Fern Walk SE16 3JD  
5 Culloden Close London SE16 3JH  
6 Culloden Close London SE16 3JH  
7 Culloden Close London SE16 3JH  
4 Culloden Close London SE16 3JH  
1 Culloden Close London SE16 3JH  
2 Culloden Close London SE16 3JH  
3 Culloden Close London SE16 3JH  
Flat 6 Archers Lodge SE16 3JH  
33 Sherwood Gardens London SE16 3JB  
34 Sherwood Gardens London SE16 3JB  
35 Sherwood Gardens London SE16 3JB  
32 Sherwood Gardens London SE16 3JB  
Flat 21 Archers Lodge SE16 3JH  
Flat 22 Archers Lodge SE16 3JH  
Flat 23 Archers Lodge SE16 3JH  
40 Sherwood Gardens London SE16 3JB  
41 Sherwood Gardens London SE16 3JB  
42 Sherwood Gardens London SE16 3JB  
39 Sherwood Gardens London SE16 3JB  
36 Sherwood Gardens London SE16 3JB  
37 Sherwood Gardens London SE16 3JB  
38 Sherwood Gardens London SE16 3JB  
Flat 11 Archers Lodge SE16 3JH  
Flat 12 Archers Lodge SE16 3JH  
Flat 13 Archers Lodge SE16 3JH  
Flat 10 Archers Lodge SE16 3JH  
Flat 7 Archers Lodge SE16 3JH  
Flat 8 Archers Lodge SE16 3JH  
Flat 9 Archers Lodge SE16 3JH  
Flat 18 Archers Lodge SE16 3JH  
Flat 19 Archers Lodge SE16 3JH  
Flat 20 Archers Lodge SE16 3JH  
Flat 17 Archers Lodge SE16 3JH  
Flat 14 Archers Lodge SE16 3JH  
Flat 15 Archers Lodge SE16 3JH  
Flat 16 Archers Lodge SE16 3JH  
24 Sherwood Gardens London SE16 3JA  
11 Canal Grove London SE15 1LB

Flat 4 Tralee Court SE16 3DT  
Flat 1 Tralee Court SE16 3DT  
Flat 2 Tralee Court SE16 3DT  
Flat 3 Tralee Court SE16 3DT  
10 Birkdale Close London SE16 3DN  
14 Ryder Drive London SE16 3BB  
15 Ryder Drive London SE16 3BB  
16 Ryder Drive London SE16 3BB  
13 Ryder Drive London SE16 3BB  
15 Gleneagles Close London SE16 3BX  
16 Gleneagles Close London SE16 3BX  
17 Gleneagles Close London SE16 3BX  
21 Ryder Drive London SE16 3BB  
Unit 2 12 Verney Road SE16 3DH  
6-8 Verney Road London SE16 3DH  
20 Ryder Drive London SE16 3BB  
17 Ryder Drive London SE16 3BB  
18 Ryder Drive London SE16 3BB  
19 Ryder Drive London SE16 3BB  
5 Gleneagles Close London SE16 3BX  
6 Gleneagles Close London SE16 3BX  
7 Gleneagles Close London SE16 3BX  
4 Gleneagles Close London SE16 3BX  
1 Gleneagles Close London SE16 3BX  
2 Gleneagles Close London SE16 3BX  
3 Gleneagles Close London SE16 3BX  
12 Gleneagles Close London SE16 3BX  
13 Gleneagles Close London SE16 3BX  
14 Gleneagles Close London SE16 3BX  
11 Gleneagles Close London SE16 3BX  
8 Gleneagles Close London SE16 3BX  
9 Gleneagles Close London SE16 3BX  
10 Gleneagles Close London SE16 3BX  
1-3 Verney Road London SE16 3DH  
19 Galway Close London SE16 3DR  
1 Birkdale Close London SE16 3DN  
2 Birkdale Close London SE16 3DN  
18 Galway Close London SE16 3DR  
15 Galway Close London SE16 3DR  
16 Galway Close London SE16 3DR  
17 Galway Close London SE16 3DR  
7 Birkdale Close London SE16 3DN  
8 Birkdale Close London SE16 3DN  
9 Birkdale Close London SE16 3DN  
6 Birkdale Close London SE16 3DN  
3 Birkdale Close London SE16 3DN  
4 Birkdale Close London SE16 3DN  
5 Birkdale Close London SE16 3DN  
5 Galway Close London SE16 3DR  
6 Galway Close London SE16 3DR  
7 Galway Close London SE16 3DR  
4 Galway Close London SE16 3DR  
1 Galway Close London SE16 3DR  
2 Galway Close London SE16 3DR  
3 Galway Close London SE16 3DR  
12 Galway Close London SE16 3DR  
13 Galway Close London SE16 3DR  
14 Galway Close London SE16 3DR  
11 Galway Close London SE16 3DR  
8 Galway Close London SE16 3DR  
9 Galway Close London SE16 3DR  
10 Galway Close London SE16 3DR  
Constantine Land Limited River Court GU7 1EZ  
Constantine Limited 20-26 Sandgate Street SE15 1L  
Signal Field New Road PL29 3SB  
389 Rotherhithe New Road London SE16 3FN  
56 Sherwood Gardens London SE16 3JB  
Unit 4 Barnwell Manor Estate Barnwell PE8 5LP  
54 Sherwood Gardens London SE16 3JB  
Bloom House 389 Rotherhithe New Road, SE16 3FN

**Re-consultation: 29/01/2018**

## **APPENDIX 2**

### **Consultation responses received**

#### **Internal services**

Economic Development Team  
Public Health Team

#### **Statutory and non-statutory organisations**

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