

<b>Item No:</b> 5.	<b>Classification:</b> Open	<b>Date:</b> 15 June 2020	<b>Meeting Name:</b> Planning Committee
<b>Report title:</b>		<b>Addendum report</b> Late Amendment and further information	
<b>Ward(s) or groups affected:</b>		Old Kent Road	
<b>From:</b>		Director of Planning	

## PURPOSE

1. In response to members concerns in respect to play space the applicant is proposing to convert a three bed flat at podium level of 112 sqm into a communal/play space. This results to changes to the main report as follows.

## RECOMMENDATION

2. That members note and consider the late amendment and information received in reaching their decision.

## FACTORS FOR CONSIDERATION

### Item 5.1 – 19/AP/1773 for: FULL PLANNING PERMISSION - Address: 227-255 ILBERTON ROAD, LONDON, SE15 1NS

#### Revised description of development

3. Demolition of existing buildings and the erection of a part 2/3, 9 and 28 storey (up to 94.65m AOD) mixed-use development comprising of 3,581 sqm including 2,538 sqm of industrial floorspace (Use Classes B1c/B8) at ground and intermediate levels, 598 sqm of internal loading yard, 445 sqm ancillary plant and equipment; and 253 residential apartments (C3), 35.75% affordable by habitable room, and other associated infrastructure.

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.

#### Amendments to Officer Report

4. Revised plans which show an internalised communal play area within the base of the tower at the podium level where previously there had been a 3-bedroom flat (ref. A-02-03). The new space has been designed to integrate with the external communal and play areas on the podium, but have the capability of being closed on wet and windy days as required. Following the removal of this flat the following alterations to the scheme are listed below:



The existing (left diagram) and proposed (right diagram) above demonstrates the removal of the residential unit to provide an extra communal play area. Following the removal of this flat, other alterations to the scheme are listed below:

5. **Number of units** - The scheme now proposes 253 residential units, down from 254.
6. **Unit mix** - The revised unit mix now contains; 12 Studio flats (4.74%), 89 one bedroom flats (35.18%), 102 two bedroom flats (40.32%), 50 three bedroom units (19.76%). The provision of 2 bed+ units remains over 60% at 60.08% of the development
7. **Affordable Housing and tenure split** – To offset the loss of an intermediate affordable unit, unit A-03-05 (previously a 3-bed market unit) has been converted to an intermediate unit. This results in the scheme providing 35.75% affordable housing, split 27.97% social rent and 7.78% intermediate.
8. **Dual aspect ratio** – The number of dual aspect units drops from 177 units to 176 resulting in a decrease from 70% of the development to 69.5% overall
9. **Revised amenity space provision** – The following table demonstrates the proposed provision against the required provision

	<b>Requirement</b>	<b>Proposed</b>	<b>Difference</b>
<b>Private Amenity Space</b>	2,530 sqm	2,071 sqm	-459 sqm provided as communal space
<b>Communal Amenity Space</b>	50 sqm plus 459 sqm = 509sqm	509 sqm	0
<b>Children's Play Space</b>	1,110 sqm	913 sqm (including the full 851 sqm requirement for 0-11 years)	-197 sqm

	<b>Requirement</b>	<b>Proposed</b>	<b>Difference</b>
<b>Total</b>	3,690 sqm	3,493 sqm	197 sqm

10. Shortfall = **197** sqm (all of which is in the 12+ years category). This equates to a financial contribution of £29,747 (197 sqm x £151) to be spent at Bramcote Park or other parks within the OKRAAP area.
11. In addition to the above, the scheme now includes two internalised play rooms, including the 7th floor **communal** room (76 sqm) and the new communal room on the podium (128 sqm). Together, these provide 204 sqm of additional play space which, in practice, results in a 7sqm surplus of amenity space overall. Members should note that there is no change to the public open space figures within the report.
12. **Revised S106 Heads of Terms** – The removal of one residential units also requires updates to the obligatory contributions from the development. These are listed below:

Delivery and service plan bond = now £25,300

Public open space = now £229,805

Play space = now £29,747

TfL busses = now £683,100

TfL cycle = now £12,650

Construction management = now £10,120

Walking distances to areas of public open space from site.



**Item 5.2 – 19/AP/1773 for: FULL PLANNING PERMISSION - Address: 221 NEW KENT ROAD, LONDON, SE1.**

Decision notice

13. That members note the amended and updated plan numbers:

<b>Drawing</b>	<b>Original Ref.</b>	<b>Revised Ref.</b>
Area Schedule	1069 – A1001 –PL	1069 – A1001 –PL_01
Proposed Site Elevations West	1069 – A302 –PL	1069 – A302 –PL_01
Proposed Ground Floor plan	1069 – A101 –PL	1069 – A101 –PL_01
Proposed Building section 6		1069 –A205-PL
Area Plan - Mezzanine Level		1069 – A1004 PL_01

Late objections

14. Since the officer report was written one further representation has been received, objecting to the proposal. In summary, the comment received objected to the land use principle in lieu of conventional housing, the height of the building and impacts on public transport. These, have been set out in the main body of the officer report and officers consider that these have been sufficiently addressed. The site forms part of a new town centre designation in the draft AAP and the hotel use is considered a suitable use. The use of the site as a hotel would not undermine the plans housing delivery targets, including for affordable homes, which are well on the way to being delivered.

Amendments to officer report

15. For absolute clarity, it should be noted that the bus contribution sought, as stated in paragraph 113, is a maximum figure of £180,000 as the agreement with TFL is in fact that the per unit figure is capped at £2,700.
16. Further clarity has also been provided to the Trip Generation paragraph of the officer report (paragraph 103). The paragraph should read and supersede the one contained within the officer report:

*A trip generation assessment has been undertaken to the existing and proposed developments to understand the potential impacts on the highway and public transport. **Once built and fully occupied the estimated vehicular trip generation would be 42 trips per day, 22 more than the existing, of which 6-8 vehicles throughout the day for operations deliveries which are broken down as follows:***

- *For the commercial element and given the specific nature of the use proposed the development is likely to generate 1-2 vehicle movements associated with deliveries*
- *For the hotel element; 5-6 vehicles associated with deliveries and 4 taxi/private hire vehicles in the AM and 5 in the PM **peak periods.***
- *Given the extent of the retail element and offer it is unlikely to generate a significant amount of deliveries per day. The deliveries resulting for the A class uses have been accounted for within the commercial element of the scheme.*

17. Accordingly the DSP bond table be as per the table below but it should be noted that the contribution remains the same.

Use	SQM	£
Hotel	5642 (200 bedrooms)	6,666.67
Commercial	1354	270.8
Cafe	162	32.4
Total	115 (+200 bedrooms)	6,969.9
<b>Baseline</b>	<b>Motorised vehicle trips per day</b>	<b>42</b>

18. **Revised S106 Heads of Terms** – That the greenfield runoff contributions have been agreed and the table would require updating.