

Item No. 1	Classification: Open	Date: 20.05.2004	MEETING NAME Overview and Scrutiny Committee
Report title:		Information report: The committee members who considered the Imperial Gardens and Fairview New Homes planning applications.	
Ward(s) or groups affected:		All	
From:		Scrutiny Team	

Purpose

1. At the special Overview and Scrutiny Committee meeting on 20 May 2004, officers were asked to determine which elected Members served on the Sub-Committee who considered the Imperial Gardens and Fairview New Homes planning applications. This information is provided below.

Imperial Gardens (Arches 341, 342, 343, and 299 Camberwell New Road)

2. The Planning Committee considered an application for Arches 341, 342, 343, and 299 Camberwell New Road, SE5, on 22 July 2002. Councillors serving on the Committee were:
 - David Hubber (Chair)
 - Paul Kyriacou (Vice-Chair)
 - David Bradbury
 - Aubyn Graham
 - Jonathon Hunt
 - Dermot McInerney
 - Graham Neale
3. Councillors Mark Pursey and Sarah Welfare gave apologies for the meeting. Councillors Mike Barnard, Mark Glover, Jeffrey Hook, Kim Humphreys, Daniel McCarthy, Andy Simmons and Michelle Pearce were all present in their capacity as Ward Members.

Fairview New Homes (296/297 Camberwell New Road, SE5)

4. The Development Control Committee considered the application for 296/297 Camberwell New Road, SE5, on 24 October 2001. Councillors serving on the Committee were:
 - Dermot McInerney (Chair)
 - Neil Watson (Vice-Chair)
 - Dora Dixon-Fyle
 - Tony Ritchie

5. Councillors Aubyn Graham and Jeffrey Hook gave apologies for the meeting. Councillors David Bradbury, Richard Thomas and Michelle Pearce were all present in their capacity as Ward Members.

Further information

6. The relevant extracts from the minutes of the planning meetings have been provided below for the Committee's information.

Imperial Gardens, 22 July 2002

- 10.15** **ARCHES 341, 342, 343, & NO. 299 CAMBERWELL NEW ROAD, SE5** (See pages 513 – 517)

PROPOSAL: *Continued use for public entertainment use comprising night club/restaurant and public exhibition hall.*

The Committee heard the officer's presentation on this application and Members asked questions of officers.

Representations were heard from the applicant.

RESOLVED: That planning permission be granted.

Fairview Homes, 24 October 2001

- 7.11** **296 – 297 CAMBERWELL NEW ROAD, (FORMER FIAT CAR SHOWROOM), SE5** (see pages 692 – 715)

PROPOSAL: *Erection of a part 5/part 4 storey, residential building comprising 59 flats, with vehicular access from Medlar Street to include 34 on-site parking spaces.*

The Committee noted that the applicant was present at the meeting but did not wish to speak. Members asked questions of the applicant.

- RESOLVED:**
1. That Committee agreed not to refuse planning permission.
 2. That the Development & Building Control Manager be authorised to grant planning permission subject to a legal agreement should the Secretary of State for the Environment Transport and the Regions decide not to call in the application for his own determination, it being referral to him as it is a departure from the Unitary Development Plan.
 3. That the permission be subject to a legal agreement to secure affordable housing provision.

- 4 That the Committee wishes officers to investigate the possibility that residents do not become eligible for parking permits within the Controlled Parking Zone (CPZ).

7. The reports that were supplied with the committee meeting agendas for 22 July 2002 and 24 October 2001 have been attached as Appendixes 1 and 2 respectively.

Audit Trail

Lead Officer	<i>Shelley Burke, Head of Overview and Scrutiny</i>	
Report Author	<i>Carina Kane, Scrutiny Project Manager</i>	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / EXECUTIVE MEMBER		
Officer Title	Comments Sought	Comments included
Borough Solicitor & Secretary	No	N/A
Chief Finance Officer	No	N/A
Executive Member	No	N/A
Date final report sent to Constitutional Support Services		N/A

Background Documents

Background Papers	Held At	Contact
<i>Planning Committee Agendas and Minutes</i>	<i>Constitutional Team Southwark Town Hall</i>	<i>Beverley Olamijulo 0207 525 7222</i>
<i>Overview and Scrutiny Committee Agendas and Minutes</i>	<i>Scrutiny Team, Southwark Town Hall</i>	<i>Stephanie Dunstan 0207 525 7231</i>

Item No 10/15	Classification OPEN	Committee PLANNING COMMITTEE	Date 22.7.02
From DEVELOPMENT & BUILDING CONTROL MANAGER	Title of Report DEVELOPMENT CONTROL Full application		
Proposal Continued use for public entertainment use comprising night-club/restaurant and public exhibition hall.	Address Arches 341,342,343, & no. 299 Camberwell New Road, SE5 Camberwell Green Ward		

1. PURPOSE

- 1.1 To consider the application. The application requires Sub-Committee consideration due to the number of representations received.

2. RECOMMENDATION

- 2.1 To grant planning permission.

3. BACKGROUND

- 3.1 The application relates to three linked arches under the railway viaduct and the adjacent single storey property known as 299 Camberwell New Road. The site is located to the north of Camberwell New Road, to the south of Medlar Street and opposite the junction with Camberwell Station Road. The site abuts the former Walworth Bus Garage to the east. The general area is of mixed uses with the immediately adjoining sites being commercial in nature. There are some residential properties in the vicinity, namely on the south side of Camberwell New Road and to Camberwell Station Road and in Medlar Street. There is a current planning application for the mixed redevelopment of the former bus garage adjoining the premises to the east; the application includes a supermarket, flats, cinemas and a health club.

- 3.2 A one year temporary permission was granted in 1996 for the change of use of the premises to public entertainment use comprising use as night club/restaurant and public exhibition hall. This permission was granted for the period of one year. Prior to this in 1992, permission was granted for use of the premises as a social club and disco; it does not appear that this permission was implemented. Prior to this a temporary permission for a social club was granted in 1982.

- 3.3 This application is for the continued use of the premises as a night-club and restaurant. The application relates to three arches which are inter-linked, and which house a bar/restaurant area to the first arch, club area to the second and dance/bar area to the third. The premises are accessed via a narrow porch known as 299 Camberwell New Road to the east of the railway viaduct. The arches have a mezzanine level which contain ancillary office space. The premises has its main entrance off Camberwell New Road through no. 299 which leads to a double door porch way before you enter the club/bar area. A secondary access via an alley way onto Medlar Street exists.

- 3.4 The applicant has advised that the premises has no mechanical ventilation, and has however provided the Council with sound insulation details. The club is open every Thursday, Friday and Saturday from 10.00 p.m. to 6.00 am and other nights till 12.00. Off street parking is provided within the car park next door (the parking area of the former bus garage). The main entrance onto Camberwell New Road has three sets of doors to restrict noise emission from the club area.

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4. FACTORS FOR CONSIDERATION

4.1 Planning Policy

Southwark Unitary Development Plan [UDPI]:

Policy E.3.1 Protection of Amenity: would not cause any significant loss of amenity to adjacent occupiers.

Policy C.4.2 New Leisure and Recreation Facilities: would retain an established leisure facility in the area.

Policy B.1.1 Protection of Employment Areas and Identified Sites: The proposal would provide some employment, although this would not fall within class B use.

Policy T.1.2 Location of Development in Relation to Transport Network: would not result in a significant impact on traffic generation and parking.

4.2 Consultations

Press Notice: N/A Site Notice: 11/05/1999

Consultees:

316/322,303,298-314,296/297,303-309, Sacred Heart School, Walworth Bus Garage, St Mary's Greek Orthodox Church, Station Public House, 298 - 314 (A,B,C) Camberwell New Road, Arches 344-350 Camberwell New Road, Coachline taxis, 1, 3, flt 3, Pimlico Printers, 5-33(A,B,C) Camberwell Station Road, Arches 336-340 Medlar Street, B & H Fabrics Medlar Street, 1-15 Medlar Street, Railtrack Plc, Hyde Housing Association.

Replies from:

Spacia Design: As freeholders of the property, we are opposed to the continuation of use at the premises. The tenants only have valid tenancies for arches 342, 343 and not 341.

29b Camberwell Station Road: object on grounds of disturbance.

21a Camberwell Station Road: object on grounds of disturbance.

Sacred Heart Secondary School: object on grounds that nightclub is inappropriate in vicinity of the school and churches.

29a Camberwell Station Road: object on traffic grounds.

308c Camberwell New Road: considers that the night-club is tolerably well run, but objects on grounds of appearance, litter and noise disturbance from departing guests.

1 Upper flat Camberwell Station Road: notes that club has tried to rectify some problems associated with the use, but concerned at parking generated and noise when doors are open. 9B

Camberwell Station Road: Camberwell is busy enough. At the moment there is a night club not far from where live. There is lot of noise, lot of traffic and fights. I do not think it is a good idea to course more for residents.

9B Camberwell Station Road: object on grounds of disturbance.

29b Camberwell Station Road: object on grounds of disturbance.

Noise Team: The noise team have no objection to the continued use of the premises as a night-club. However a condition should be added so that all emergency doors are added to a cut out device so that when the doors are opened, the sound system is cut out.

Traffic Group: Camberwell New Road is a red route. The group has not received any complaints regarding this use form the local residents.

4.3 Planning Considerations

4.3.1 The relevant issues relate to whether the continued use of the premises is acceptable in terms of the impact on adjacent properties and the traffic and parking generation associated with such uses.

4.3.2 A full noise assessment was submitted with the original application. This advised that the music was inaudible outside various locations in the vicinity, from one premises were music was barely audible it was advised that this was the result form the break out noise form the entrance. It was advised that

this would be remedied once a the front entrance was completed. This has now been carried out. In addition, a sound limiter has been installed to all music areas. As such it is not considered that the premises would result in a loss of amenity as a result of noise disturbance from the premises. In addition, given the busy location of the premises and distance to residential properties, it is not considered that the proposed development would result in a significant amount of general disturbance of comings and goings from he premises.

- 4.3.3 A traffic study was also submitted by the applicant. The premises has a parking area to the front which holds some 35 vehicles. The club has also secured additional parking in the region of 50 parking spaces on Thursday, Friday and Saturday nights. In addition, given the type of use, it is considered that many people may use public transport facilities to reach the premises. As such it is not considered that the proposed use would result in the generation of additional on street parking to the detriment of the adjacent residential properties. The hours of the night-club use are such that any traffic generation from the premises would not be detrimental to the traffic movements in and around the area.
- 4.3.4 Other relevant considerations are the fact that the premises is located within a designated employment area. The planning history of the premises shows that the arches were marketed for light industrial and storage but remained vacant single the 1980s. This is considered to be largely due to the poor access and servicing of the premises in particular poor vehicular access. Given that the established use of the premises would appear to be for assembly and leisure uses, it would be difficult to insist upon a class B use. In addition, it is considered that this type of use would generate some employment.
- 4.3.5 For the reasons set out above, the continued use of the premises for night-club purposes is recommended for approval.

5. EQUAL OPPORTUNITY IMPLICATIONS

- 5.1 The premises are accessible to people with mobility difficulties.

6. LOCAL AGENDA 21 [Sustainable Development] IMPLICATIONS

- 6.1 The proposed development would result in the effective reuse of the arches.

LEAD OFFICER: Andrew Cook Development & Building Control Manager
 REPORT AUTHOR: Emmanuel Allanah Senior Planning Officer 0171525 5434
 CASE FILE: TP/2507-295
 Papers held at: Council Offices, Chiltern, Portland Street, London SE17 2ES (tel no 0171 525 5404)

TP(Permit)

517



SOUTHWARK COUNCIL

Town and Country Planning Act 1990
PLANNING PERMISSION

To: The World Entertainment Ltd
c/o Chrysos & Company
47 Camberwell Church Street
London, SE5

LBS Reg. No: 9900605
Case No: TP/2507-295/EA

Planning Permission was GRANTED for the following development:

Continued use for public entertainment comprising use as nightclub/restaurant and public/exhibition hall

At: ARCHES 341, 342, 343 - 299 CAMBERWELL NEW ROAD, SE5

In accordance with application received on 13/04/1999

and Applicant's Drawing Nos. 3142/1, 01, 02, 03, 3 & sets
of reports

Subject to the following conditions:

1. All amplified music systems shall be fitted with a sound limiter, the details of which and maximum authorised noise level shall be submitted to the Council for its approval within 3 months of the date of this permission.
2. All emergency exit doors shall be connected to a cut-out device, so that when these doors are opened the sound system is cut out. The technical details of the cut-out device shall be submitted to the Council within 3 months of the date of this permission; the device shall not be other than in accordance with the details as have been approved by the Council.

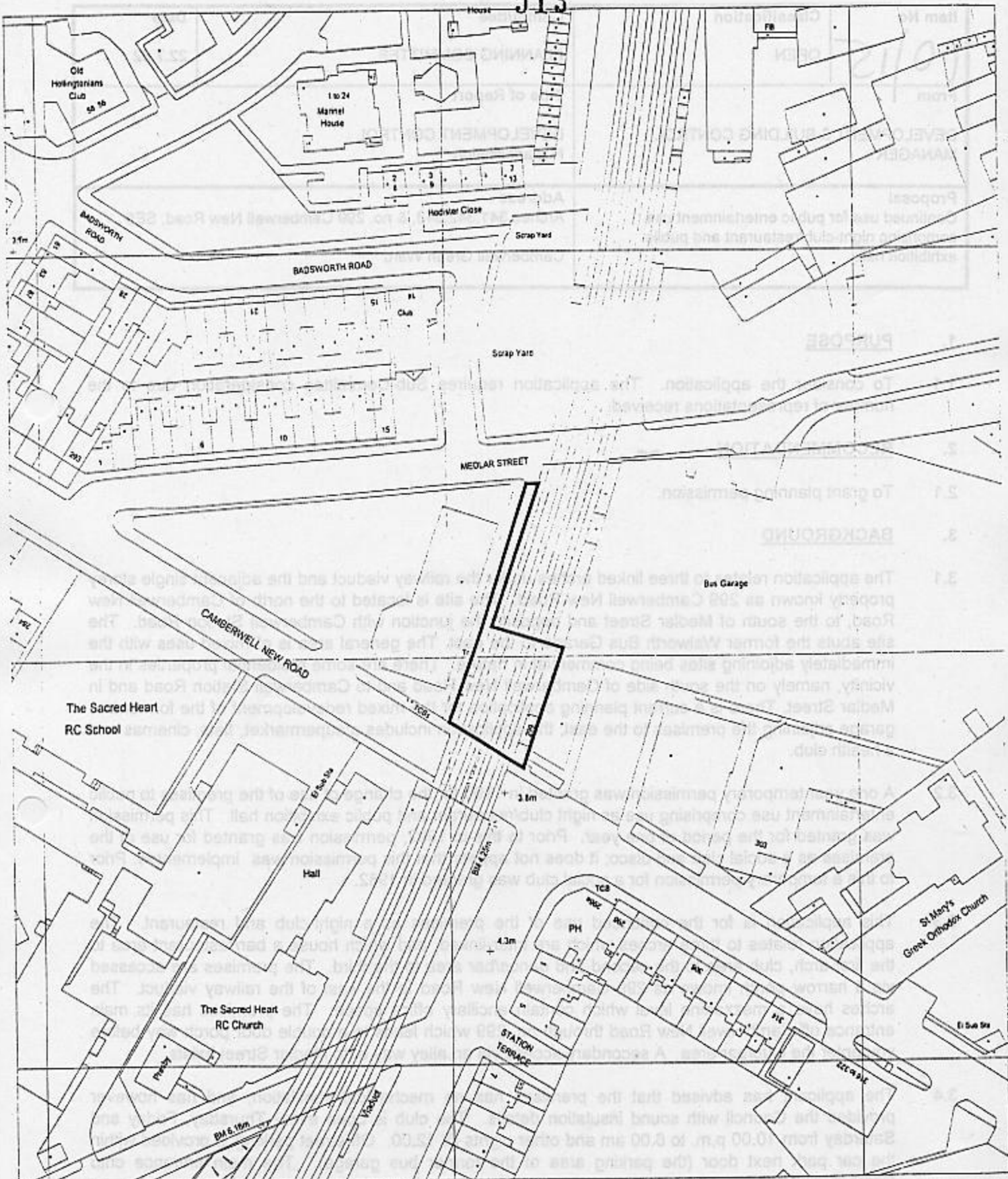
Reasons for the imposition of the conditions:

1. In order that the noise levels produced by the premises are kept to reasonable levels in the interests of the amenities of local residents, in accordance with policy E.3.1 'Protection of Amenity' of the Southwark Unitary Development Plan.
2. In order that neighbouring occupiers are not exposed to excessive noise levels at unsocial hours in accordance with policy E.3.1 'Protection of Amenity' of the adopted Southwark Unitary Development Plan.

Informatives:

1. Refuse storage accommodation must conform to BS 5906 and be formally approved by the Council. Please apply to the Director of Regeneration and Environment, Chiltern, Portland Street, London SE17 2ES. (tel: 0171 525 5000).
2. You are reminded that Advertisement Consent under the Control of Advertisement Regulations will be required for the display of any signage.

PLANNING & REGENERATION



Address
ARCHES 341, 342, 343 AND 299 CAMBERWELL NEW ROAD

Date
27th March 2000

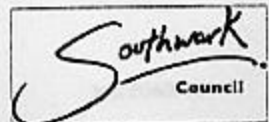
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SOUTHWARK COUNCIL, Cuthbert
 Portland Street, London SE17 2ES.



Item No 7/10	Classification OPEN	Committee DEVELOPMENT CONTROL COMMITTEE	Date 24.10.2001
From DEVELOPMENT & BUILDING CONTROL MANAGER		Title of Report DEVELOPMENT CONTROL (Two full planning applications in duplicate)	
Proposal Erection of a part 5/part 4 storey, residential building comprising 59 flats, with vehicular access from Medlar Street to include 34 on-site parking spaces.		Address 296/297 Camberwell New Road (former Fiat car showroom), SE5 [St Giles Ward]	

1. PURPOSE

- 1.1 To consider the planning application. The application requires committee consideration because the proposal is contrary to policy B.1.1 of the Unitary Development Plan.

2. RECOMMENDATION

- 2.1 Agree not to refuse planning permission.
- 2.2 That the Development & Building Control Manager be authorised to grant planning permission subject to a legal agreement should the Secretary of State for the Environment Transport and the Regions decide not to call in the application for his own determination, it being referral to him as it is a departure from the Unitary Development Plan.
- 2.3 That the permission be subject to a legal agreement is to secure the affordable housing provision.

3. BACKGROUND

- 3.1 The site is a triangular piece of land bounded by Camberwell New Road and Medlar Street and adjacent to a railway viaduct. The site is the former Fiat car showroom which ceased trading and vacated the site in December 2000.
- 3.2 The surrounding area comprises houses with front and rear gardens, with the exception of the Sacred Heart RC school on the opposite side of Camberwell New Road. There are 3 storey terraces with small front gardens facing Medlar Street, and 3 storey terraces also with small front gardens along Camberwell New Road to the west. The terraces along Camberwell New Road are early 19th century Victorian houses; nos. 254-282 evens on the south side are Grade II listed. All the buildings to the west and south are in the Camberwell New Road Conservation Area. A railway viaduct bounds the site to the east, with industrial and commercial properties beyond the railway towards Camberwell Green.
- 3.3 Planning permission was granted in October 1997 for the erection of a new vehicular showroom, workshop and car display area. A Fiat car showroom occupied the site from 1997 to 2001. The sales and service building is single storey and located along the eastern side of the site, adjacent to the railway viaduct. Permission was also granted for the erection of a number of floodlights around the premises to provide lighting and improve security to the showroom and external car display. Although further attempts were made to secure the site, problems continued with break-ins and vandalism, which

lead to problems with the viability of the site, and lead to Fiat vacating the site. Prior to this the site was occupied by a petrol filling station from 1985-1997.

- 3.4 The proposal seeks planning permission for the redevelopment of the site to provide 57 flats with communal amenity space in the centre of the site facing Medlar Street. There is also provision for affordable housing on site (14 flats, 3x3 bed, 6x2 bed and 5xa bed) which will be located adjacent to the railway. Vehicular access will be via Medlar Street, with a number of pedestrian accesses along the Camberwell New Road frontage. There is provision for 34 on-site parking spaces.
- 3.5 The application has been revised following concerns with the original height, design and massing. The original scheme included a number of buildings along Camberwell New Road, with the central part of the building being 6 storeys in height. These concerns have now been addressed, and the design is in more keeping with the surrounding area.

4. FACTORS FOR CONSIDERATION

4.1 Main Issues.

The main issues in this case are the loss of an Employment Area site, design and height of the building, safety & security, provision of affordable housing, impact of the development on the amenity of the future occupiers of the flats from traffic and railway noise.

4.2 Planning Policy

Southwark Unitary Development Plan [UDP]:

The site falls within Employment Area and Site, and is located just outside the Camberwell New Road Conservation Area.

Policy R.2.2 Planning Agreements- complies, in particular for affordable housing.

Policy E.1.1. Safety and Security in the Environment – complies, amendments have led to improvements of pedestrian access from both frontages, better car park layout, with pedestrian routes throughout. The creation of flats on the ground floor now address the street.

Policy E.2.1 Layout and Building Line – complies, although forward from the Camberwell New Road frontage, would not affect the appearance and character of the area.

Policy E.2.3 Aesthetic Control- complies, subject to condition requiring samples of materials.

Policy E.2.5 External Space – complies, subject to a condition requiring details of hard and soft landscaping.

Policy E.3.1 Protection of Amenity – complies no significant loss of amenity is considered to result, due to the siting of the building towards Camberwell New Road, and adjacent to the railway.

Policy H.1.4 Affordable Housing- based on applicants written commitment would comply subject to the signing of a S106 to secure delivery.

Policy H.1.5 Dwelling Mix of New Housing- complies, adequate mix, all are self-contained.

Policy H.1.8 Standards for New Housing – on balance complies

Policy H.1.10 Provision of Housing to Mobility and Wheelchair Standards- fails to comply, but no steps created at entrances, doors are wide enough to provide wheelchair provisions, no lift to the upper floors, but complies with Part M standards for new developments.

B.1.1 Employment Area and Site: fails to comply, the scheme is for 100% residential.

Policy T.1.2 Location of Development in Relation to Transport Network – proposal complies.

Policy T.1.3 Design and Development and Conformity with Council Standards and Controls – proposal complies, on-site parking and cycle storage provided.

Policy T.6.2 Off Street Parking – partly complies, 57% of on-site parking is provided for the scheme, however the site is close to public transport and is therefore acceptable.

Supplementary Planning Guidance

SPG 5 Standards, Controls and Guidelines for Residential Development – fails in part, on balance acceptable

SPG (draft) Affordable Housing – complies, subject to signing of S106.

Planning Policy Guidance Note 3: Housing: proposal complies, promotes efficient use of the land. The advice specifically states that '*local authorities should have regard to the policy contained in this PPG as material considerations which may supersede policies in their plan*' and that *some local authorities have allocations of land for employment and other uses which cannot realistically be taken up in qualities envisaged over the lifetime of the development plan*'. This application is considered to be compatible with this advice. The proposal promotes reuse of vacant land, provides a mixture of housing units including affordable housing, promotes sustainable development, and is in close walking distance to Camberwell Green area, and public transport provisions.

4.3 Consultations

Press Notice: 21.06.01 Site Notice: 12.07.01

Consultees: 1-9 [inclusive], 11, ground & first floor flat, 12, 13, 13a14, 14a, 15, 15a Medlar St, 283-293 [odds] Camberwell New Rd, 268-276 [evens] 276a, 276b, 278, 280, 282, 282b, Head Teacher Sacred Heart RC School, 14 Badsworth St, Camberwell Society.

Replies from:

Archaeology Officer: the site is located adjacent to the Archaeological Priority Zone of Camberwell. The applicant has commissioned a desktop assessment of which indicates that archaeological deposits are unlikely to survive on the site because of the severity of post-depositional impacts. In this particular case, agree with the conclusions and recommend that no archaeological investigation is required. It will not be necessary to attach conditions to protect the archaeological resource on any consent granted.

Public Protection [Pollution Control]: the applicants have submitted a satisfactory Air Quality Assessment and have carried out a ground contamination audit. The audit has identified a contamination hotspot but there is no indication how the applicant will deal with the hotspot, and therefore a condition is required if permission is granted that a suitable plan is required to be submitted and agreed before the construction work start. Condition also required as to how the windows will be treated to safeguard the occupants from railway and traffic noise.

Public Protection [Noise Team]: the submitted report places the site in the top end of PPG24 (Noise) noise exposure category C for traffic noise. Should permission be granted then recommend that a condition is included regarding the acoustic survey and that the works are in compliance with that report.

Conservation Area Advisory Group: height, bulk and design are inappropriate but very supportive of continuing the building line and getting a well designed scheme on this site. Recommend to condition all samples, and reserve windows and doors.

Conservation Officer: originally objected to the scheme due to the height, bulk, massing and design. These issues have now been addressed following negotiations.

Housing: support details of provision of affordable housing.

Borough Crime Prevention Design Adviser: concerns regarding natural surveillance due to boundary treatment, concerns over windows to rear of social housing units, secluded nature of undercroft entrances, common entrances to private dwellings, natural surveillance to rear entrances, concerns over undercroft parking, would fail Secure By Design.

Transport for London (TfL): no concerns in relation to the traffic impact or proposed access arrangements. The closure of the existing access onto Camberwell New Road and the provision of a new vehicular access from Medlar Street are welcomed. The provision of car parking at a ratio of less than one space per unit is appropriate given the sites location to public transport services on Camberwell New Road. Secure and convenient cycle parking should be provided for residents and visitors.

The Camberwell Society: welcome housing on this site, but proposal does not respect the surrounding area and has no merit whatsoever architecturally. The site could accommodate the number of units but concerned about the central height of the building on Camberwell New Road. Any development should be further set back from the street due to traffic noise. Car parking and landscaping could be improved, and should incorporate lifts.

272 Camberwell New Rd: no objection over the principle use, but concerns over height, massing and design of the buildings. Concerns over the footprint closer to the pavement, the number of car parking spaces provided on site.

4.4 Planning Considerations

4.4.1 Loss of Employment Area and Site:

The site is located within an Employment Area. As the proposal is for purely residential, and not falling within Class B of the Use Classes Order, the proposal is contrary to the UDP policy and consequently a departure from the UDP. In considering this residential application, the Council needs to take into consideration the revised government advice contained within PPG3on housing (see para.4.2 above). It is stated objective of the advice to concentrate most additional housing development within urban areas. It also advises that some local authorities have allocations of land for employment and other uses which cannot realistically be taken up in quantities envisaged over the lifetime of the development plan. It urges reconsideration of employment allocations in that instance.

4.4.2 The site is surrounded on all sides by residential properties, with industrial and commercial uses located to the east of the site and beyond the railway viaduct more towards Camberwell Green. Although, an Employment Area, the previous use was not a high employment generating use, and the loss of employment generating use would not have a detrimental impact on the employment in the local area. The proposed use would also be more compatible with the surrounding area, providing a good quality development which would contribute to the townscape.

4.4.3 We are advised that the site was marketed from January 2001, which resulted in eight offers, of which none were for the continued use of the site for car showroom and display. The interested parties were proposing mixed use developments to include residential.

4.4.4 Design and height of new buildings:

The application is for 57 flats, 8x1 bed, 46x2 bed, 3x3 bedroom flats. The building will be L-shaped to provide a terrace along Camberwell New Road at 5 storeys (the top storey being in mansard form), with a 4 storey return terrace backing on to the railway viaduct with a gap of 3.5m.

4.4.5 Following concerns with the original scheme, the application has been substantially revised and now includes a continuous building line along Camberwell New Road. The elevations have been improved to provide a continuous terrace with parapet, with the height and massing of the building reduced to be in more keeping with the rest of the terraces along Camberwell New Road. The height of the building has been reduced by a storey and is now more sympathetic to the terraces opposite and adjacent. Although the buildings will be a storey higher than the adjacent terraces, the additional height is considered to be acceptable due to this being corner site, and the buildings being set away from the Medlar Street frontage. The proposal is no longer considered to detrimentally affect the character and appearance of the adjoining Camberwell New Road Conservation Area.

4.4.6 The site is an island site, bound by Camberwell New Road and Medlar Street. The building is set forward from the rest of the terraces along Camberwell New Road, but due to the site constraints, and it being set some distance away from the adjacent terraces, there is justification as to the change in the footprint and building line set forward from the rest of the street.

4.4.7 Standards for Residential Accommodation:

A total of 57 flats are proposed, comprising 14 affordable housing units and 43 open market units. All units meet minimum floor area standards, with a central courtyard providing communal gardens for all the flats. All habitable rooms have windows and adequate circulation areas, but to ensure that the occupants of the flats are protected from noise from both the railway and traffic noise from Camberwell New Rd, a number of conditions are reserved to ensure that they are glazed to acceptable level.

4.4.8 The application has been improved by the ground floor area to Camberwell New Rd, addressing the street. Originally the scheme included an undercroft for parking, refuse and cycle storage. This area has now been revised and includes a number of ground floor flats, which now addresses the street and creates 'live space', which will improve security to and within the site.

4.4.9 There is provision for communal garden space to the rear of the main building facing both frontages. The communal garden area will be surfaced by soft and hard landscaping which improves the appearance of the scheme. Originally the scheme provided poor amenity space, due to the area being taken up by hard landscaping. The amenity space will be accessible to all the flats, and will be visible from Medlar Street, with soft and hard landscaping improving the appearance of the site, and providing proper amenity space for the occupants of the accommodation.

4.4.10 The proposal will also improve the outlook and views for the occupants of Medlar Street. The site is currently vacant, with 80% of the site covered by hard landscaping with soft landscaping areas being poorly maintained. The proposal will provide a high quality development, with good use of materials, and adequate boundary treatment, which would improve the appearance of the site to an acceptable level. Due to the new building set forward towards Camberwell New Road, (set back to Medlar Street frontage is over 30 metres), there would be minimal effect on the amenity to the occupants of the terraces due to sunlight/daylight, and overlooking.

4.4.11 Affordable Housing:

The applicant has confirmed that 14 of the 57 flats proposed are to 'affordable', with Presentation Housing Association being the preferred partner. This would deliver affordable housing on-site secured via a legal agreement. The ground floor area of the

social housing building has been designed with an undercroft for 8 parking spaces, including one disabled space, with lockable storage spaces for each flat. Although this is considered to raise some security issues by the Crime Prevention Design Adviser, this is a requirement requested by the RSL.

4.4.12 Access, Traffic and Parking:

The proposed residential scheme involves new vehicular access from Medlar Street. This is considered to be acceptable as the current arrangement is from Camberwell New Road, which will improve traffic along this stretch of the road. Pedestrian access will continue from both frontages, together with soft and hard landscaping will improve safety and security within and around the site. In addition, boundary treatment has been improved by incorporating a combination of security gates, railing and brick walls, to provide security for the occupants and visitors to the site. To ensure that there is natural surveillance, the boundary treatment has been reserved for further consultation with both the Conservation Officer and the Design and Crime Adviser, to ensure that the appearance of the railings do not have an affect on the appearance and character of the Camberwell New Road conservation area.

4.4.13 The one letter of objection has expressed concern about the number of parking spaces provided on site, compared to the number of flats proposed. A total of 34 parking spaces are provided on site, 8 spaces within the under croft of the social housing units and 26 spaces within the central courtyard of the site. This represents 57% provision for the 57 flats, of which 3 spaces will be for disabled parking. Although this is below the UPD standard of 110%, more recent government guidance indicates that lower parking provisions should be accepted in areas close to good public transport links. Given the site is located adjacent to a number of bus stops on either side of Camberwell New Road, and in walking distance to Camberwell Green, [which serves a number of bus routes to Peckham, Camberwell, Elephant and Castle and Brixton], as well as being accessible to Oval Tube Station and Denmark Hill Station, this provision is considered to be acceptable. Transport for London, have also supported this application and raise no concerns with the application.

4.4.14 Refuse storage and cycle storage has been provided on site. Although acceptable in principle, this has been conditioned to ensure that there is adequate secured cycle and refuse provision for all the flats.

4.4.15 Environmental conditions for occupiers

Whilst there are considered to be good grounds to allow this 'Employment Area' site to be developed for housing the location, next to a busy road and a railway viaduct, raises the issue of the environmental conditions on the site for residential occupiers. At the Council's request the applicant employed a specialist consultant to advise on these matters and a report has been submitted to the Council. It should be noted that the block 'backing onto' the railway viaduct has been designed so as those windows which do face it are kitchen and bathrooms only i.e. no living rooms or bedrooms. The consultant has carried out on-site testing and has advised that he considers that there will be a need to provide particular levels of noise insulation and mechanical ventilation, to provide protection from excessive road noise. It is therefore recommended that these levels of acoustic protection are secured by planning condition.

5. EQUAL OPPORTUNITY IMPLICATIONS

- 5.1 The proposal creates a mix of dwelling sizes, some suitable for families, including affordable housing. The proposal creates a safe and secure environment for the occupants of the flats.

6. LOCAL AGENDA 21 [Sustainable Development] IMPLICATIONS

- 6.1 The proposal would bring back into productive use an otherwise vacant and derelict site, which will be compatible with the surrounding residential area. The proposal creates additional housing, at a location close to many bus routes. The proposal will enhance the townscape by providing good quality materials and acceptable and appropriate residential scheme.

LEAD OFFICER:	Andrew Cook	Development & Building Control Manager
REPORT AUTHOR:	Donna D'Alessandro	[Senior Planner] [telephone: 020 7525 5444]
CASE FILE:	TP/2057-295	
Papers held at:	Council Offices, Chiltern, Portland Street, London SE17 2ES (tel no 020 7525 5402)	

SOUTHWARK COUNCIL



Town and Country Planning Act 1990

PLANNING PERMISSION

To: Fairview New Homes Ltd
c/o Fairview Planning Group
50 Lancaster Road
Enfield
Middlesex
EN2 0BY

LBS Reg. No: 0100827
Case No: TP/2507-295/DD

Planning Permission was GRANTED for the following development:

Erection of a part 5/part 4 storey residential building to provide 57 flats (8x1bed, 46x2 bed, 3x3 bed), with vehicle access from Medlar St, provision of 34 parking spaces.

At: 296/297, CAMBERWELL NEW ROAD (FORMER CAR SHOWROOM), SE5

In accordance with application received on 14/05/2001
and amended by revisions/additional plans received on 17/09/01 & 19/09/01

and Applicant's Drawing Nos. FNH/247/P/00, 01, 02B, 03A, 04A,
05A, 06A, 07A, 08A, 09A, 10A, &
FNH/247/P/16A

Subject to the following conditions:

1. The development hereby permitted shall be begun before the end of five years from the date of this permission.
2. Samples of the facing and roofing used in the carrying out of this permission shall be submitted to and approved by the Local Planning Authority before any work in connection with this permission is carried out and the development shall not be carried out otherwise than in accordance with any such approval given.
3. Details of the windows and doors used in the carrying out of this permission shall be submitted to and approved by the Local Planning Authority before any work in connection with this permission is carried out and the development shall not be carried out otherwise than in accordance with any such approval given.
4. The use hereby permitted shall not be begun before details of the arrangements for the storing of refuse or waste have been submitted to and approved by the Local Planning Authority and the development shall not be carried out otherwise than in accordance with any approval given.
5. Details of the facilities to be provided for the secure storage of cycles shall be submitted to and approved by the local planning authority before the development hereby approved is commenced and the premises shall not be occupied until any such facilities as may have been approved have been provided. Thereafter the cycle parking facilities provided shall be retained and the space used for no other purpose without the prior written consent of the local planning authority, to whom an application must be made.
6. Detailed drawings of a landscaping scheme, including provision for the planting of suitable trees and shrubs, showing the treatment of all parts of the site not covered by buildings (including surfacing materials of any parking, access, or pathways) shall be submitted to and approved by the Council before the development hereby permitted is begun and the landscaping scheme approved shall thereafter be carried out in the first appropriate planting season following completion of the building works.

Town and Country Planning Act 1990

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7. Any tree or shrub required to be retained or to be planted as part of a landscaping scheme approved, either as part of this decision or arising from a condition imposed as part of this decision, that is found to be dead, dying, severely damaged or seriously diseased within two years of the completion of the building works OR two years of the carrying out of the landscaping scheme (whichever is later), shall be replaced by specimens of similar or appropriate size and species in the first suitable planting season.
8. The development hereby permitted shall not be occupied until the landscaping approved, either as part of this consent or by subsequent approval, has been carried out.
9. Details of a survey and investigation of the soil conditions of the site, sufficient to identify the nature and extent of any soil contamination, together with a schedule of the methods by which it is proposed to neutralise, seal or remove the contaminating substances, shall be submitted to and approved by the Local Planning Authority and thereafter shall be carried out before any works in connection with this permission are begun.
10. Details of any external lighting [including design, power and position of luminaires] and security surveillance equipment of external areas surrounding the building shall be submitted to and approved by the Local Planning Authority before any such lighting or security equipment is installed and the development shall thereafter not be carried out otherwise than in accordance with any approval given.
11. The whole of the car parking shown on the drawings hereby approved, or approved subsequently in accordance with any condition of this permission, shall be made available, and retained for the purposes of car parking for vehicles of flats and no trade or business shall be carried on therefrom.
12. Detailed drawings of downpipes on the front elevation facing Camberwell New Rd shall be submitted to and approved by the Local Planning Authority before any work in connection with this permission is carried out and the development shall not be carried out otherwise than in accordance with any such approval given.
13. Details of the means of enclosure for all site boundaries shall be submitted to and approved by the local planning authority and the development shall not be carried out otherwise than in accordance with any approval given. The development hereby permitted shall not be occupied until the works approved pursuant to this condition have been carried out.
14. The use hereby permitted for residential purposes shall not be begun until full particulars and details of a scheme to insulate the premises against the transmission of airborne and impact sound has been submitted to and approved by the Local Planning Authority and the development shall not be carried out otherwise than in accordance with any approval given.

Reasons for the imposition of the conditions:

1. As required by Section 91 of the Town and Country Planning Act 1990
2. To ensure that the development has a satisfactory appearance, in accordance with E.2.3 (Aesthetic Control) of the Southwark Unitary Development Plan.

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3. To ensure that the development has an acceptable appearance and to protect the occupants of the flats from traffic and railway noise, in accordance with E.3.1 (Protection of Amenity) of the Southwark Unitary Development Plan.
4. To ensure that there is adequate refuse provision provided on site for all the flats, to prevent litter pollution, in accordance with T.1.2 (Design & Development and Conformity with Council Standards and Controls) of the Southwark Unitary Development Plan.
5. In order to ensure that satisfactory safe and secure cycle parking facilities are provided and retained in order to encourage the use of cycling as an alternative means of transport to the development and to reduce reliance on the use of the private car in accordance with policy T.4.1 (Measures for Cyclists) of the Southwark Unitary Development Plan
6. To ensure that a satisfactory landscaping scheme is provided, in the interest of the visual amenity of the surrounding area, in accordance with E.2.5 (External Space) of the Southwark Unitary Development Plan.
7. In order that effective landscaping is retained, in the interest of the visual amenity of the surrounding area, in accordance with E.2.5 (External Space) of the Southwark Unitary Development Plan.
8. In the interest of the future occupants of the flats, and in the interest of the visual amenity of the site and surrounding area, in accordance with E.3.1 (Protection of Amenity) of the Southwark Unitary Development Plan.
9. In order that soil contaminants on this former commercial site may be identified and neutralised in the interests of the well-being of occupants of the flats, in accordance with E.3.1 (Protection of Amenity) of the Southwark Unitary Development Plan.
10. In order that the Council may be satisfied as to the details of the development in the interest of the visual amenity of the area, the safety and security of persons using the area and the amenity and privacy of adjoining occupiers in accordance with Policies E.1.1 (Safety and Security in the Environment) and E.3.1 (Protection of Amenity) of the Southwark Unitary Development Plan.
11. To ensure that the site maintains adequate off-street parking, to prevent any unnecessary street parking and obstruction access. In the interest of highway safety, in accordance with T.1.2 (Location of Development in Relation to the Transport Network) and policy T.6.3 (Parking Space in New Developments) of the Southwark Unitary Development Plan.
12. To ensure a satisfactory appearance of the front elevation, in the interest of the appearance of the new building, and visual amenity of the surrounding area including the appearance and character of the Camberwell New Road Conservation Area, in accordance with E.2.3 (Aesthetic Control) and E.4.2 (Proposals Affecting Conservation Areas) of the Southwark Unitary Development Plan.
13. To ensure a satisfactory appearance, in the interest of the visual amenity of the surrounding area including the Camberwell Green Conservation Area, and natural surveillance in accordance with E.2.3 (Aesthetic Control) & E.1.1 (Safety & Security in the Environment) of the Southwark Unitary Development Plan.

SOUTHWARK COUNCIL

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Town and Country Planning Act 1990

PLANNING PERMISSION

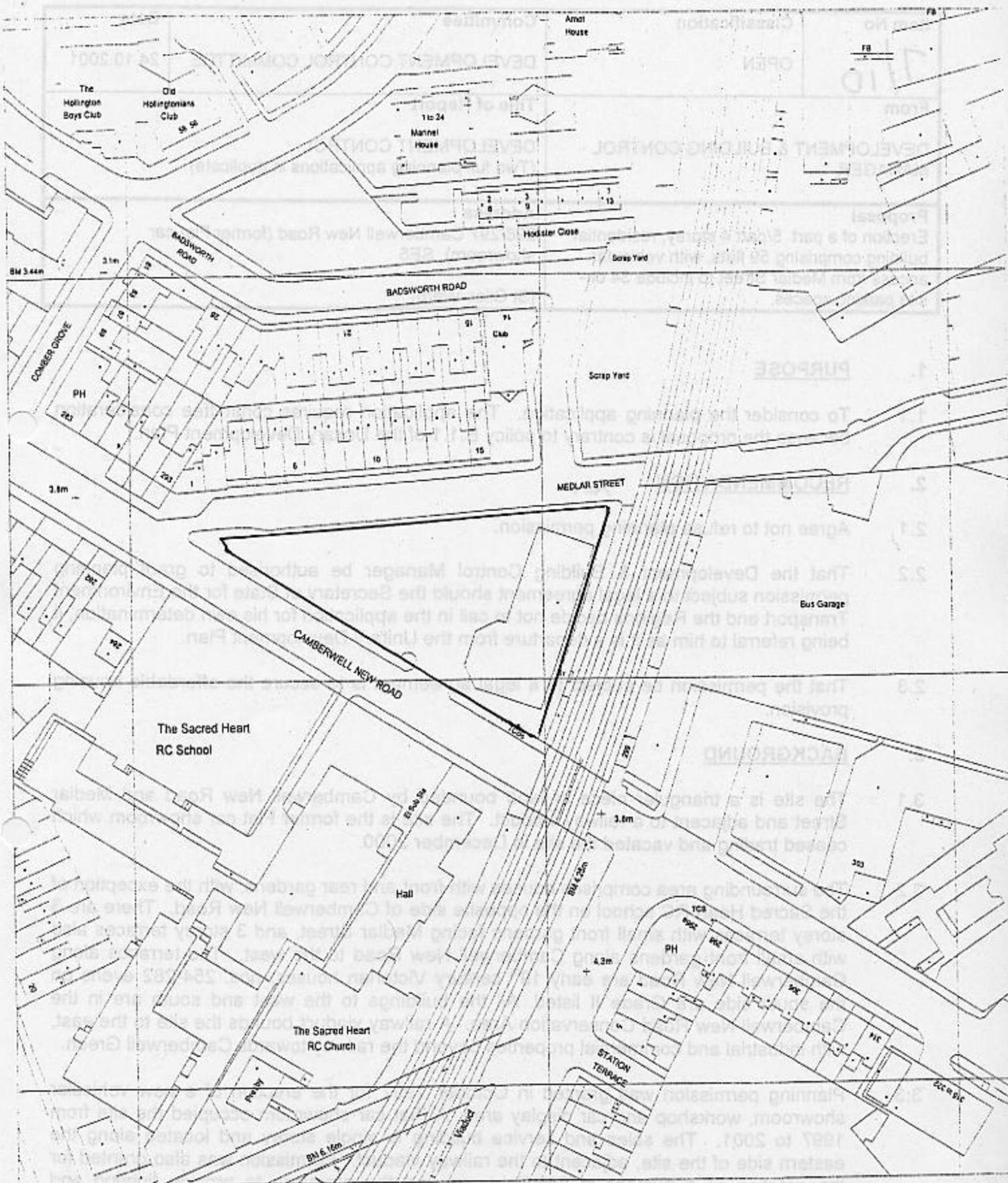
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14. In order that the residential occupiers are not subject to noise levels in excess of those set out in PPG 24 'Planning and Noise' Annex 1, in compliance with policy E.3.1 'Protection of Amenity' of the Southwark unitary Development Plan.

Informatives:

1. The developer should consult the Regeneration and Environment Department to agree how the Council's Code of Construction Practice will be applied to the proposed development. Contact: Pollution Section, Chaplin Centre, Thurlow Street, SE17 (tel: 0207 525 5000).
2. The planning permission granted includes alterations and amendments to areas of public highway which will need to be funded by the developer. Although these works are approved in principle by the Highway Authority, no permission is hereby granted to carry out these works until all necessary and appropriate design details have been submitted and agreed. You are advised to contact the Principal (Client) Engineer Infrastructure Group (020 7525 5509), at least 4 months prior to any works commencing on the public highway.
3. Refuse storage accommodation must conform to BS-5906 and be formally approved by the Council. Please apply to the Director of Regeneration and Environment, Chiltern, Portland Street, London SE17 2ES. (tel: 0207 525 5000).
4. Prior to the commencement of works you are advised that you must enter into an agreement with the Council if it is intended that the road(s) serving the development will be adopted by the Council. Please contact the Director of Regeneration and Environment, Chiltern, Portland Street, London SE17 2ES. (tel: 0207 525 5000).
5. At least 6 months before the occupation of the new buildings you are reminded that you must obtain the approval of the Council for the numbering and naming of buildings and naming of streets. Details (on a 1:1250 map base) should be sent to the the Director of Regeneration and Environment, Chiltern, Portland Street, London SE17 2ES. (tel: 0207 525 5000).
6. You are reminded that approval of the details of any matter reserved by condition can only be given by the Head of Planning & Regeneration and is not formally given by any other Department of the Council regardless of whether you are advised to discuss your proposal with that Department

REGENERATION & ENVIRONMENT



Address

296/297 CAMBERWELL NEW ROAD, SE5

Date

12th July 2001

SCALE 1:1250

DRAWN BY: JR



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SOUTHWARK COUNCIL, Chetam
Portland Street, London SE17 2ES.

