

Item No. 3/2	Classification OPEN	Decision Level PLANNING COMMITTEE	Date 13/01/04
From DEVELOPMENT & BUILDING CONTROL MANAGER		Title of Report DEVELOPMENT CONTROL	
Proposal (03-AP-1028) Demolition of existing buildings and erection of a six storey building facing Peckham Rye and a six storey and five storey building facing Soloman's Passage to accommodate 79 flats with 47 underground and 5 surface parking spaces, provision of landscaping and formation of two vehicular access points from Solomon's Passage and Peckham Rye.		Address 159-161 Peckham Rye SE15 Ward Peckham Rye	

1. PURPOSE

- 1.1 To consider the above application. This application requires Committee consideration due to the number of objections received and because it is a major application.

2. RECOMMENDATION

- 2.1 To grant planning permission subject to a legal agreement to secure the affordable housing contribution and a financial contribution towards environmental improvements at Peckham Rye Park.

3. BACKGROUND

- 3.1 The application premises comprises a double height single storey industrial building currently occupied by Roberts Metal Packaging Ltd. The existing building, which is rectangular in shape, has a street frontage facing Peckham Rye with a long return frontage facing Soloman's Passage. To the north of the application site are single storey workshop/commercial buildings (which are also owned by the applicant) which themselves back onto the rear gardens of the two storey residential properties facing Waveney Road. To the west is a three storey flat block facing Soloman's Passage, to the east the former industrial premises at 163 Peckham Rye and to the south is Peckham Rye Park. The immediate land uses which surround the site are all residential including the former industrial premises at 163 Peckham Rye which was granted planning permission for 59 flats in a part three to part eight storey buildings in July 2002. [ref 01-AP-1655] A revised planning application to increase the number of flats to 68 was refused by Members in November

2003. [ref 03-AP-1082]

- 3.2 Planning permission is being sought to redevelop the site for residential purposes. As originally submitted in May 2003 permission was sought to provide 94 flats and 54 car parking spaces to be accommodated in a part 8 and part 7 storey building facing Peckham Rye and Soloman's Passage and a separate 6 storey building towards the rear of the site facing Soloman's Passage to provide the affordable housing. In October 2003 the application was revised with the following:
- a reduction in the total number of flats from 94 to 79;
 - a reduction in the total number of parking spaces from 54 to 52;
 - the massing of the Peckham Rye/Solomon's Passage building was reduced by splitting the building in two.
 - the height of the Peckham Rye building reduced by two storeys to six storeys;
 - the height of the front Soloman's Passage reduced to part five and part six storeys;
 - the height of the rear Soloman's Passage building (the affordable housing block) reduced to part four and part five storeys.
- 3.3 The two private residential blocks towards the front of the site will accommodate 21 one bed and 40 two bed flats (61 in total) whilst the affordable housing block at the rear will provide 3 one bed, 12 two bed and 3 three bedroom flats (18 in total). It is proposed to accommodate 47 of the car parking spaces in the basement and 5 surface spaces at the front of the building with access to both from Soloman's Passage. The private and affordable housing blocks are contemporary designs finished in render, natural timber boarding with metal roofs and recessed metal balconies.

4. FACTORS FOR CONSIDERATION

4.1 Main Issues

The main issues in this case are the principle of the change of use and the relationship with the neighbouring site, the type, mix and standard of accommodation, the massing and appearance of the building and any adverse effect on neighbouring occupiers, in particular relating to loss of daylight and sunlight. Privacy, car parking and traffic are also principal considerations.

4.2 Planning Policy

Southwark Unitary Development Plan 1995 [UDP]:

The site lies opposite a Grade II listed park (Peckham Rye) and adjacent to a UDP designated cycle route along Soloman's Passage. There is no specific UDP designation relating to the application site.

Policy E1.1 [Safety & Security in the Environment] - complies with policy although does not meet all Secured by Design criteria.

Policy E.2.3 [Aesthetic Control] - considered to comply with policy in terms of design, appearance and place within the streetscape.

Policy E.3.1 [Protection of Amenity] – considered to comply as the development will not result in a significant loss of amenity to neighbouring occupiers.

Policy 4.11 [Historic Parks and Gardens] - complies, the development is not considered to detract from the listed Peckham Rye.

Policy H.1.4 [Affordable Housing] - complies by providing 25% floor area as affordable housing secured by legal agreement.

Policy H.1.5 [Dwelling Mix of New Housing] - acceptable and satisfies all requirements of policy.

Policy H.1.7 [Density of New Residential Development] - partially complies as the building is considered acceptable on the site and will not result in a loss of amenity to neighbouring occupiers.

Policy H.1.8 [Standards for New Housing] - complies with this policy through SPG5: Standards, controls & guidelines for residential development

Policy B.1.2 [Protection Outside Employment Areas and Sites] - complies as the site is unsuitable for continued industrial use and its layout results in an unavoidable nuisance to neighbouring properties.

T.1.3 [Design of Development] - the 65% parking provision proposed does not fully accord with the adopted 110% standard.

Draft Southwark Plan [agreed for Deposit November 2002]:

The site has no specific designation on the draft proposals map.

Policy 1.5: Mixed Use Developments - does not comply, however the principle of a residential development is accepted given the recent planning decision on the adjoining site and that the existing use results in an unavoidable nuisance to neighbouring properties.

Policy 2.5: Planning Obligations - complies, an appropriate level of planning obligation has been sought for the development to offset impacts.

Policy 3.2: Protection of Amenity – considered to comply, the development will not result in a significant loss of amenity to neighbouring occupiers.

Policy 3.14: Quality in Design - considered to comply with policy in terms of design, appearance and place within the streetscape.

Policy 3.15: Urban Design - considered to comply, the building will have an acceptable relationship with the existing townscape and park.

Policy 3.16: Safety in Design - complies subject to conditions requiring details of security apparatus which will be assessed together with the Metropolitan Police.

Policy 4.1: Housing Density - complies, the density is 680hrh which is at the upper end of the draft density guidelines of 300 to 700 hrh for this urban zone.

Policy 4.2: Residential Design Standards - part complies, amenity space provision does not fully comply.

Policy 4.4: Affordable Housing Provision - complies with policy.

Policy 4.6: Mix of Dwellings - complies with the aims of this policy.

Policy 5.3: Pedestrians and Cyclists - complies, cycle storage facilities are provided.

Policy 5.5: Density - complies, a high density form of development is proposed.

Policy 5.6: Parking - complies, falls within parking guidelines.

SPG 12: Planning Obligations - complies

SPG 20: Parking - complies, parking falls within guidelines

SPG 27: Affordable Housing - complies, 25% affordable housing will be provided on site.

SPG 28: Residential Design Standards - complies, the internal layouts are acceptable.

Other Material Considerations:

PPG3 Housing and PPG13 Transport: Complies as the development is in keeping with the spirit of these documents.

4.3 Consultations

Site Notice: 13/06/2003

Press Notice: 03/06/2003

Consultees:

Cllrs Banya, Barnard & Smeath, Members' Room, Town Hall; 159/161, 165, 167, 169, 171 (a-c), 173, 175 (a-c), 177 (a-c), 179 (a-c) and 181 (a-g) Peckham Rye; 168 (Flats 1-5), 170 (A-E), 172 (A-G), 176 (A-C), 180 (Flats 1-4), 186 (A-B), 188 (Flats 1-4), 190 (Flats 1-3), 192 (Flats 1-4), 194 (Flats 1-4), 196 (Flats 1-4) & 196A Peckham Rye; 1-38 (incl) & The Cottage, Solomon's Passage; 23-55 (odd), 45a, 47b, 49a, 53a, 53b, 55a, 55b, 51a, 50-66 (evens) Waveney Avenue; 1, 3, 5, 5a, 5b, 7, 9, , 11, 13, 15, 17, 10-22 (evens), 16a, 16b, 20a, 20b, 22a, 52a, 54a & 58a Waveney Avenue.

Replies from:

Comments on Original Drawings (May 2003)

105 letters and two petitions - with **37** signatures and **60** signatures - have been received objecting to the development. A summary of objections is provided below whilst a list of respondees is attached as Appendix A.

Residents of Waveney Avenue object on the following grounds:

- Loss of light & privacy from overlooking;
- Poor design - building is too high, out of keeping, the height should not exceed that of the existing factory building, white render is a poor material;
- Increase in noise & disturbance from new residents;
- Increase in traffic volumes;
- Inadequate parking provided, buses arrive full at present;
- Loss of working factory;
- Concerned about land at rear of site which is currently owned by applicant;

- Combined impact of development with the adjoining site owned by Wimpey; and
- Harmful impact on local services and amenities. Existing infrastructure cannot cope.

Residents of Soloman's Passage object on the following grounds:

- Insufficient parking spaces, Soloman's Passage does not have enough parking at present;
- Soloman's Passage is narrow and cannot cope with traffic at present;
- Location of vehicular entrance is hazard to pedestrians;
- A 7/8 storey building is out of character with Soloman's Passage;
- Over-development; and
- 163 & 159 Peckham Rye should be treated as one site.

In addition to the above, residents of Peckham Rye object to:

- Height of building goes above the tree level on Peckham Rye

In addition to the above, other residents in the local area object to:

- Insufficient parking, more people will park in Carden Road, parking should not be reduced until a CPZ is in place;
- Inappropriate design - materials should be yellow brick;
- Scale of building is out of proportion with neighbourhood;
- Some light industry should be retained within the building; and
- The building is too large.

Peckham Rye East Residents Association - objects on the grounds that the proposed building is too high, too dense, poor provision of parking, loss of light to adjacent residential properties, inadequate space around the buildings, design does not compliment character of neighbourhood, security and loss of privacy.

Comments on Revised Drawings Received October 2003

20 further letters received objecting on the following grounds:

- parking provision is still inadequate; there are already parking problems in the area; traffic problems will lead to safety concerns,
- buildings are still too tall, should be reduced further, how does 6 storeys relate to height of existing buildings along Peckham Rye?, will significantly reduce light, the design should be similar to buildings on Soloman's Passage, no more than four and three storeys.
- too many people, too dense, will stretch local infrastructure still further.
- more open space is required.
- would support scheme if extra parking is provided.
- combined impact of development at 163 Peckham Rye needs to be considered.
- Soloman's Passage is a quiet cul-de-sac that will be severely disrupted by

extra vehicles.

- overlooking and loss of privacy

Local ward Member Survey: 15 residents object and 3 support the development

Letters of Support:

Peckham Society - no objections other than the pink colour of the render which should be white.

George Wimpey (owner of adjoining site at 163 Peckham Rye) - proposed development will improve the amenity and generally enhance the area, contemporary design, massing and car parking are all acceptable.

Internal Consultees

Nunhead and Peckham Rye Community Council - recommend that consultations be extended to properties on the west side of Peckham Rye [Additional consultations were undertaken on 27/07/2003]

Traffic Group - no objections to parking provision but concerned with location of access to basement car park from Soloman's Passage. Vehicle access for the basement car park should be taken directly from Peckham Rye or from the top end of Soloman's Passage close to the junction with Peckham Rye. This would minimise car movements in Soloman's Passage. If not achieved then funds should be sought towards improvements to footways and lighting in Soloman's Passage, the 20mph zone currently being implemented in the area and for waiting restrictions.

Conservation & Urban Design - do not object in light of development at 163 Peckham Rye and successful negotiations which have reduced the height and bulk of the scheme from that originally submitted. The desire was to see a building that would act as a transitional element between the approved scheme at 163 and the smaller flat block on the other side of Solomon's Passage. The architectural approach is simple and clean and, with appropriate conditions on detailed drawings and materials, the end result should be good.

C.A.A.G - (comments on revisions) scale of building has improved, proposal needs to be a foil between approved and existing buildings. Still not convinced by the architecture. See the development as a lost opportunity.

Public Protection - no objections subject to appropriate conditions on soil contamination.

Housing Officer - content with latest proposals on affordable housing provision.

5 PLANNING CONSIDERATIONS

Loss of Industrial Site

- 5.1 The site is currently occupied by Roberts Metal Packaging. According to the applicant, the company has taken a decision to close the existing factory and relocate to modern premises. A site visit to the application site revealed that the premises appear outdated with poor servicing facilities and generally inappropriate for modern day industrial needs. The building is located in close proximity to residential properties along Soloman's Passage and to the future residential development at 163 Peckham Rye. Environmental Health has a

record of complaints received over the years regarding noise and disturbance from the factory premises. In August 2000, the machine noise from the premises was deemed to be a statutory nuisance.

- 5.2 Policy B.1.2 of the adopted UDP allows changes of use away from Class B (Business) uses where it can be demonstrated that the existing use *creates an unavoidable nuisance to adjoining properties by reason of noise, vibration or traffic generation*. It is considered that the design of the building (which has a large number of window openings), the lack of any restriction on operating hours and poor servicing arrangements means that it would be difficult for any occupier to operate at the site without causing a nuisance to neighbours. Further intensification of the site could occur in the future (in terms of staff employed, machinery and deliveries) without requiring planning permission. Such intensification could result in increased noise and pollution and additional HGV and staff vehicle movements associated. Attempts to market the site have been made and evidence provided in accordance with part (ii) of policy B.1.2. Notwithstanding this, it is considered that as the proposal satisfies part (i) of policy B.1.2, the principle of the loss of the employment site is acceptable. This policy is supported by national planning guidance, PPG 3 *Housing*, which encourages local planning authorities to approve the re-development of obsolete industrial premises to provide new housing.

Housing type, mix and density

- 5.3 The proposed development is based on flat type accommodation as opposed to houses with gardens. The housing type and mix of units is similar to the approved development next door at 163 Peckham Rye where it was considered that due to the shape of the site (which was also rectangular) and the requirement to increase residential densities on new housing developments in London, the provision of houses with gardens was not appropriate. As the characteristics of the application site are similar to 163 Peckham Rye and as there has been no material change in circumstances, a flat based development is considered acceptable.
- 5.4 A number of letters have been received from local residents concerned about the combined impact of this application together with the development at 163 Peckham Rye in terms of parking, noise and disturbance, impact on local bus services and the inadequacy of local shops and services to support the increased population. Whilst the development will increase the residential population of the area it is considered that there is insufficient evidence to demonstrate that this part of Peckham Rye has reached saturation point and that a refusal on these grounds would not be sustainable on appeal. The development satisfies the Council's policies on amenity and the Traffic Group do not object to the parking provision. The density proposed is 680hrh which complies with the density guidelines within the draft Southwark draft, albeit at the upper end of the 300-700 range for urban zones. In addition, government guidance in the form of PPG 3: Housing requires a more efficient use of land to

meet housing targets and notes that there is nothing in principle against the development of higher density housing *providing other objectives such as aesthetics and amenity considerations are satisfied.*

- 5.5 The majority of the units are two bedroom, both for private sale and for affordable housing. Three of the units are suitable for families with three bedrooms which represents 4% of the total housing provision. Whilst it would have been desirable to provide more family type units, the layout of the development means it is difficult to provide 3 bedroom units with private gardens. On balance it is considered that the proposed dwelling mix is satisfactory.

Height, bulk and scale

- 5.6 The same architects who designed the approved development at 163 Peckham Rye have designed the building. Following detailed negotiations with Officer's and local residents, the building was revised in October 2003 with reductions in height and bulk. The height of the building facing Peckham Rye has been reduced and the pod deleted so it will sit more comfortably with the approved 'landmark' building at 163 Peckham Rye. The building will now vary in height from 6 storeys along Peckham Rye dropping down to part four, part five and part six at the rear facing Soloman's Passage. The massing of the building has been arranged so that the apparent height of the building along Soloman's Passage will be four and five storeys rising to five and six storeys towards the boundary with 163 Peckham Rye. In terms of bulk, the building at the rear has been split into two separate buildings to reflect the design of the flats along Soloman's Passage. This is considered to be acceptable in height terms and will provide an acceptable relationship with the flats along Soloman's Passage and the houses in Waveney Avenue.
- 5.7 Overall the building is taller and bulkier than existing buildings along Soloman's Passage and Waveney Avenue and objections have been received from residents on these grounds. However, the immediate context has now changed with the approved building at 163 Peckham Rye which has an average height of 5 and 6 storeys. It is considered that the building, despite its size, will compliment rather than compete with the approved development at 163 Peckham Rye and as a result of its architectural quality, will contribute to the appearance of the streetscape rather than detract from it.

Design, appearance and materials

- 5.8 A number of objections relate to the contemporary design of the building which will have a similar look to the approved building at 163 Peckham Rye. The architect proposes to use materials such as render and natural timber boarding for the elevations with metal for the roof and balconies. As with the approved building at 163 Peckham Rye, it is considered that the contemporary approach taken for the design of the building is appropriate. As it is not desirable to replicate the traditional terrace and garden layout on this site, a complete

break from Victorian architecture is felt to be appropriate. It is considered that the townscape of this part of Peckham Rye is varied in terms of its architecture and the approved building at 163 Peckham Rye will only add to the variety. The building does not try to compete with the bold and dramatic architectural style of 163 Peckham Rye, instead it will provide a more simplified version. Although materials are shown on the plans, samples of all cladding materials, including the render colour, will be required to ensure that they are high quality and appropriate.

Daylight and Sunlight

- 5.9 A daylight and sunlight report was prepared for the original scheme, principally to assess the impact of the development on 16-29 Soloman's Passage. The report is based on survey information for the existing building at 159 Peckham Rye and upon plans showing the internal configuration of nos. 16-29 Soloman's Passage. The reports conclusions are that the development as originally submitted did not have any material impact upon the existing daylight and sunlight levels and the amenity enjoyed by occupiers of 16-29 Soloman's Passage. Where there are reductions in excess of the British Research Establishment's (BRE) guideline of 20% (referred to in the BRE Daylight and Sunlight: A guide for good practice) this is to rooms which have low daylight and sunlight levels under the existing situation which is wholly as a result of the design of 16-29 Soloman's Passage (which has projecting walkways above the ground and first floor windows). Since the preparation of this report, amendments have been made to the proposed building that reduce the overall height and introduce a break in the building mass. These amendments will lessen any impairment to natural daylight to these properties and accordingly it is considered that the proposed building will, in reality, make little difference to the daylight and sunlight quality of those units at ground and first floor.
- 5.10 The report did not assess the impact to properties facing Waveney Avenue because the proposal does not alter the profile of the existing workshop building which stands to the rear of nos. 51-55 Waveney Avenue and because the proposed block at the rear of the site (the affordable housing block) is in excess of 25m from these properties. The report concludes that there would not be any impact to these properties in terms of daylight and sunlight. This conclusion is supported as the development exceeds the BRE 25 degree test, which is the most basis indication as to whether new development might have an adverse impact on neighbouring occupiers.

Privacy and Overlooking

- 5.11 There will be a front-to-front separation distance of at least 12m between the proposed flats and neighbouring occupiers facing Soloman's Passage. This complies with the Council's adopted front-to-front standard of 12m and is considered satisfactory. At the rear of the site the back to back distance between the flats within the affordable housing block and rear windows serving properties in Waveney Avenue is approximately 25m which exceeds the

Council's adopted standard of 21m and is considered satisfactory. The relationship between the approved building at 163 Peckham Rye and the current proposal is also considered satisfactory. In addition the development has been designed to take into account the future development of the workshops that face onto the houses in Waveney Avenue.

Parking and location of vehicular access

- 5.12 Fifty-two car parking spaces will be provided, of which forty-seven will be at basement level and five at surface level. This represents a 65% parking provision which is considered acceptable to the Traffic Group, complies with government guidance in PPG13 and is comparable with the 63% parking provision achieved at 163 Peckham Rye. Two regular bus services operate from outside the application site serving Camberwell and Lewisham and New Cross and London Bridge. Five other bus routes and two other night bus services operate in the vicinity. These bus routes allow easy access to Peckham Rye station with regular connections for example to London Bridge, Victoria and Croydon. Therefore it is considered that there is adequate access to public transport such that 100% parking provision is not considered necessary.
- 5.13 The Traffic Group has concerns regarding the location of the entrance to the basement car park along Soloman's Passage, some 70m east of the junction with Peckham Rye. The Traffic Group considers that as Soloman's Passage is a relatively narrow no-through road, the traffic movements will cause amenity issues for the residents of Soloman's Passage and as such, it would be preferable for the car park entrance to be located either from Peckham Rye or from the top end of Soloman's Passage. The applicant's have been reluctant to relocate the car park entrance and have provided photographic evidence to suggest that Soloman's Passage has been used historically for servicing the existing industrial building (there is an existing cross-over serving the site on Soloman's Passage). It is considered that the amenity of residents along Soloman's Passage would be enhanced if the car park entrance were relocated to Peckham Rye, however, the existing situation with regard to servicing arrangements is a material consideration. On balance the location of the car park entrance is considered acceptable subject to a financial contribution from the applicant for the proposed 20mph zone on local roads and for traffic calming measures along Soloman's Passage.
- 5.14 Conditions will be imposed on the decision notice to ensure that the basement car park remains secure and that non-residents cannot gain access to the inside of the building via the car park. The Secured by Design representative design from the Metropolitan police is satisfied that the details discussed with the applicant are sufficient to ensure the safety of the site.

S106 Obligations

- 5.15 The development will provide 18 flats (3 one bed, 12 two bed and 3 three

bedroom flats) for use as affordable housing. This will result in an affordable housing provision of 22% when measured in terms of number of units. However when measured in terms of habitable rooms, the development will provide the 25% required by policy H.1.4: Affordable Housing.

- 5.16 In addition to the above, the applicant will contribute £50,000 towards environmental improvements to Peckham Rye Park and a financial contribution yet to be agreed to traffic management proposals in the vicinity of the off site. These contributions are required to offset the additional use of the park by future occupiers of the development and to offset the anticipated traffic movements in Soloman's Passage.

6. EQUAL OPPORTUNITY IMPLICATIONS

- 6.1 The development includes provision for affordable housing units, which contributes towards the needs of those who cannot afford a property at market rates.

7. LOCAL AGENDA 21 [Sustainable Development] IMPLICATIONS

- 7.1 The proposal will intensify the use of the site and contribute to the government's housing targets.

LEAD OFFICER	Andrew Cook	Development and Building Control Manager
REPORT AUTHOR	Matthew Mason	[tel. 020 7525 5470]
CASE FILE	TP/2614-159	
Papers held at:	Council Offices, Chiltern, Portland Street SE17 2ES [tel. 020 7525 5402]	

APPENDIX 1 – LIST OF CONSULTEE RESPONSES

Waveney Avenue

4, Ground Floor; 5, 7, 9a, 10, 12, 15a, 16, 17, 17a, 18, 18a, 19, 20, 20a, 21a, 25, 28, 35, 39, 40, 42, 44a, 45, 46, 47a, 47b, 48, 49, 51a, 51b, 53, 53a, 53b, 54, 55a, 56a, 58, 60, 62, 64 & 66.

Soloman's Passage

22, 25, 31, 33, 34, & 37.

Carden Road

Ground Flat; 4, 6, 8, 10, Flat 3; 15, 18, Ground Floor; 20, 21a, 22, 25, 26, 27b, 29, 30, Top Flat; 32, 33b, 35, 36, 39, 40b, 41, Ground Flat; 44b & 47.

Tresco Road

1, 15, 17a, 19, 27, 28, 36, 51, 55, 57 & 59.

Barforth Road

1, Ground & First Floor; 5, 7, 9, 10a, 11, 16, 22, 23b, Ground Floor; 28, 40, Flat 3; 49 & 57.

Peckham Rye

165, 167, 171, 181E & 187

Somerton Road

2, 3, 7, 8, 9, 10, 12, 13, 14 & 15,

Forester Road

4

RECOMMENDATION

This document shows the case officer's recommended decision for the application referred to below.
This document is not a decision notice for this application

Applicant	St. Aidans Developments Ltd	Reg. Number	03-AP-1028
Application Type	Full Planning Permission	Case Number	TP/2614-159
Recommendation	Grant subject to Legal Agreement		

Draft of Decision Notice

Planning Permission was GRANTED for the following development:

Demolition of existing buildings and erection of a six storey building facing Peckham Rye and a six storey and five storey building facing Soloman's Passage to accommodate 79 flats with 47 underground and 5 surface parking spaces, provision of landscaping and formation of two vehicular access points from Solomans Passage and Peckham Rye.

At: 159-161 Peckham Rye SE15

**In accordance with application received on 27/05/2003
and revisions/amendments received on 03/10/2003
04/11/2003
12/12/2003**

and Applicant's Drawing Nos. 12385C/101C, 110B, 111B, 112B, 113B, 114C, 117A, 118B, 119B, 130D, 131B, 132B, 133A, 134A, 135A, 152A, 154, 153A, 159, 160, 161, 162, 163, 164, 165, 166 & 200D.
Planning Policy Statement (May 2003) & Daylight and Sunlight Report (May 2003)

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.

Reason

As required by Section 91 of the Town and Country Planning Act 1990.

- 2 Samples of all facing materials to be 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.

Reason

In order that the Local Planning Authority may be satisfied as to the details of the facing materials in the interest of the appearance of the building in accordance with Policy E.2.3 'Aesthetic Control' of the Southwark Unitary Development Plan.

- 3 Detailed drawings of typical window, balcony, moving screens and part elevation of single storey atrium building along Soloman's Passage to a scale of not less than 1:20 (2 copies) 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.

Reason

In order that the Local Planning Authority may be satisfied as to the details of these features in the interest of the appearance of the building in accordance with Policy E.2.3 'Aesthetic Control' of the Southwark Unitary Development Plan.

- 4 The dwellings hereby permitted shall not be occupied until full particulars and details (2 copies) of a scheme for the ventilation of the car park to an appropriate outlet level, including details of sound attenuation for any necessary plant and the standard of dilution expected, 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.

Reason

In order that the Council may be satisfied that the car park ventilation and ancillary equipment will not result in an odour, fume or noise nuisance and will not detract from the appearance of the building in the interests of amenity in accordance with Policy E.3.1: Protection of Amenity of Southwark's Unitary Development Plan, and Planning Policy Guidance 24 Planning and Noise.

- 5 The dwellings hereby permitted shall not be occupied before details of the arrangements for the storing of

domestic refuse have been submitted to (2 copies) and approved by the local planning authority and the facilities approved have been provided and are available for use by the occupiers of the dwellings. The facilities shall thereafter be retained for refuse storage and the space used for no other purpose without the prior written consent of the Council as local planning authority.

Reason

In order that the Council may be satisfied that suitable facilities for the storage of refuse will be provided and retained in the interest of protecting the amenity of the site and the area in general from litter, odour and potential vermin/pest nuisance in accordance with Policy E.3.1: Protection of Amenity and Policy T.1.3: Design of Development and Conformity with Council's Standards and Controls of Southwark's Unitary Development Plan.

- 6 No structures (including freestanding signs, displays or advertisements) or planting, exceeding 0.9m height overall shall be placed or erected within the area of visibility of the splay(s) hereby approved which serve the basement car park and 5 spaces to the front of the building.

Reason

To ensure that appropriate vehicle sightlines are maintained in the interests of pedestrian safety in accordance with policy T.1.3 [Design of Development] of the Southwark UDP.

- 7 The car parking spaces hereby permitted shall only be used by occupiers of the building approved and shall not be used for any purpose other than incidental to the flats and no trade or business shall be carried on therefrom.

Reason

The use of the parking spaces by non residents or for a use other than for parking would reduce the parking provision in the building and result in an increased level of on street parking which could be detrimental to highway safety.

- 8 Detailed drawings of a landscaping scheme (2 copies), 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.

Reason

To ensure that appropriate landscaping is provided in the interests of the visual amenity in accordance with policy E.2.3 of the adopted UDP.

- 9 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.

Reason

As for condition 8.

- 10 Details of a survey and investigation of the soil conditions of the site (2 copies), 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.

Reason

In order to protect construction employees and future occupiers of the site from potential health-threatening substances in the soil in accordance with Policy E.1.1: Safety and Security in the Environment of Southwark's Unitary Development Plan.

- 11 Details of the facilities to be provided for the secure storage of cycles shall be submitted to (2 copies) 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.

Reason

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.

- 12 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.

Reason

To ensure that appropriate boundary treatment is provided in the interests of the appearance of the building and safety and security in accordance with policies E.2.3 and E.1.1 of the adopted UDP.

- 13 Details of any external lighting [including design, power and position of luminaires] and security equipment for the basement car park shall be submitted to (2 copies) 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 and thereafter the equipment shall be retained.

Reason

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.

- 14 No roof plant, equipment or other structures, other than as shown on the plans hereby approved or approved pursuant to a condition of this permission, shall be placed on the roof or be permitted to project above the roofline of any part of the building[s] as shown on elevational drawings or shall be permitted to extend outside of the roof plant enclosure[s] of any building[s] hereby permitted without the prior written consent of the Local Planning Authority.

Reason

In order to ensure that no additional plant etc. is placed on the roof of the building in the interest of the appearance and design of the building and the visual amenity of the area in accordance with Policies E.2.3 'Aesthetic Control' and E.3.1 'Protection of Amenity' of the Southwark Unitary Development Plan.

- 15 Notwithstanding the provisions of Parts 24 and 25 The Town & Country Planning [General Permitted Development] Order 1995 [as amended or re-enacted] no external telecommunications equipment or structures shall be placed on the roof or any other part of a building hereby permitted without the prior written consent of the Local Planning Authority.

Reason

In order to ensure that no telecommunications plant or equipment which might be detrimental to the design and appearance of the building and visual amenity of the area is installed on the roof of the building in accordance with Policies E.2.3 'Aesthetic Control' and E.3.1 'Protection of Amenity' of the Southwark Unitary Development Plan.

- 16 Detailed drawings showing the following alteration to the scheme shall be submitted to and approved by the local planning authority before any work is commenced on site:
A 5m level standing area to be provided from the back edge of pavement and located in front of the vehicle gates (the 5m to be measured from the back edge of pavement).

This part of the development shall be completed only in accordance with the alteration thus approved.

Reason

To ensure that cars do not block the pavement when waiting to gain access to the basement car park in the interests of pedestrian safety in accordance with policy T.1.3 of the adopted UDP.

Informatives

- 1 Prior to the commencement of works you are advised that you must arrange a survey of the condition of the adjacent public highway. Please contact the Director of Regeneration Department, Chiltern, Portland Street, London SE17 2ES. (tel: 020 7525 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 All samples submitted must be clearly labelled with the LBS Reference Number of the original application and

the address of the application site.

- 4 At least 6 months before the occupation of the new buildings or units of accommodation hereby permitted you are advised that you must obtain the Council's approval for the numbering and naming of buildings and the naming of any new streets created by the development. Application forms can be obtained from the Street Naming and Numbering service at the Council's Regeneration Department, Council Offices, Chiltern, Portland Street, London SE17 2ES (Tel: 020 -7525-5403).