

Item Number	Classification	Decision Level	Date
9	OPEN	PLANNING COMMITTEE	18/10/2004
<b>From</b> DEVELOPMENT & BUILDING CONTROL MANAGER		<b>Title of Report</b> DEVELOPMENT CONTROL	
<b>Proposal</b> (03-AP-0107 )  Demolition of existing public house and erection of a part five/part six storey block of 23 flats and restaurant/cafe bar (Class A3) at ground floor, with associated residential parking at basement level (11 spaces).		<b>Address</b>  The Final Furlong, 162 Grange Road SE1  <b>Ward</b> Grange	

## 1. PURPOSE

- 1.1 To reconsider the terms of the legal agreement in respect of the originally proposed on-site affordable housing element of 27%. It is now proposed that the required affordable housing units be provided off-site as part of an approved residential development at 316 Lynton Road, which is also subject to a legal agreement, and the affordable housing element be increased from 27% to 33% i.e. 8 units.
- 1.2 Copies of both previous Committee Reports are appended.

## 2. RECOMMENDATION

- 2.1 To grant Officers delegated authority to negotiate and conclude the legal agreement pertaining to the redevelopment of the Final Furlong site to incorporate, inter alia, the provision of affordable housing off-site, as part of the approved scheme for the redevelopment of 316 Lynton Road, thereby removing the requirement for on-site provision. The legal agreement pertaining to the 316 Lynton Road development, to be concluded, shall reflect the revised provision arrangements.

## 3. BACKGROUND

- 3.1 Members may recall Planning Committee's resolution, on 30th June 2003, to grant planning permission subject to a legal agreement for the demolition of the Final Furlong PH, and the erection of a part 5/part 6 block of 23 flats and a restaurant/cafe/bar at ground floor level together with basement parking. The legal agreement was to secure a financial contribution of £22,500 towards lighting, footway works and waiting restrictions, plus £10,000 towards environmental improvements to local parks.
- 3.2 Six of the proposed flats were scheduled as affordable units (three x1-bed and three x 2-bed). This represented a 27% level of provision in terms of habitable rooms which exceeded the Council's then standard of 25%. The flats were to be made available as rented accommodation through Hyde Housing Association.
- 3.3 The Section 106 legal agreement has yet to be concluded.
- 3.4 On 10th March 2004, Bermondsey Community Council resolved to grant planning permission, subject to a legal agreement, for a 4-storey building comprising of 22 flats

and 4 ground floor live/work units. The legal agreement was to secure on-site affordable housing provision and financial contributions of £22,500 towards highway improvements, including lighting, footway works and new kerbside waiting restrictions. In addition, the applicant was also offering contributions of £10,000 towards environmental improvements to nearby parks. Similarly, the legal agreement has yet to be concluded for this approved scheme.

3.5 The applicant had indicated during negotiations that it was the intention to provide 100% affordable housing on the site. Should this not prove possible then the required minimum quota of 25% would be secured. Accordingly, it was agreed that a minimum of 7 flats be of the affordable type.

#### **4. FACTORS FOR CONSIDERATION**

##### **4.1 Main Issues**

The main issues in this case is the appropriateness of providing the affordable housing element, as part of the agreed scheme, on an alternative site rather than as part of the Final Furlong redevelopment scheme, as was originally envisaged. Accordingly, the level of provision and the implications for the alternative site must be considered.

##### **4.2 Planning Policy**

###### **Southwark Unitary Development Plan 1995 [UDP]:**

Policy H.1.4: Affordable Housing: Complies.

###### **Southwark Supplementary Planning Guidance [SPG]**

SPG: Standards, controls & guidelines for residential development: Complies.

SPG: Affordable Housing: Originally complied with 27% on-site provision and, similarly, the newly proposed off-site provision of 35% also complies.

###### **Draft Southwark Plan [Second Deposit Draft, March 2004]:**

Within Bermondsey Spa Action Area

Policy 3.2 - Protection of Amenity: Complies.

Policies 3.11 - Quality in Design, 3.13 - Urban Design and 3.14 - Designing Out Crime: Considered to comply.

Policies 4.1 - Housing Density, 4.2 - Residential Design Standards, 4.3 - Combining Residential and Complimentary Uses, 4.4 - Affordable Housing Provision and 4.6 - Mix of Dwellings: Complies.

###### **Draft Supplementary Planning Guidance**

Bermondsey Spa Action Area, Design & Designing Out Crime, Affordable Housing and Residential Design Standards. Complies.

##### **4.3 Consultations**

See previous report.

###### **Provision of Off-Site Affordable Housing**

5.1 Policy 3.14 of the latest Council's Draft Supplementary Planning Guidance states that affordable housing in developments creating 15 or more units will be expected to be

provided on-site and should look the same as the private housing. Exceptionally, where the Council accepts that this is not possible, the affordable housing should generally be on an alternative site provided and produced by the developer within the immediate vicinity. The Council will need to be assured that the alternative site is suitable, has planning permission and is available for development within an appropriate timescale. The affordable homes should be provided at the same time as the facilitating development and prior to its effective completion.

- 5.2 In this instance, the Final Furlong site in Grange Road and 316 Lynton Road do lie in proximity, the developer has a common interest in both sites, and the legal agreement pertaining to the Lynton Road scheme is nearing completion.
- 5.3 It is proposed that the applicant's liability be transferred to the Lynton Road scheme on an increased percentage to 35%. The applicant will then be in a position to offer the Lynton Road development in its entirety at a discount to a Registered Social Landlord.

#### Accessibility and Internal Layout

- 5.4 The approved scheme at 316 Lynton Road shows 50% car-parking provision whereas the parking provision proposed for the Final Furlong redevelopment equates to 40%, and the sites have a similar level of public transport accessibility. All the units at 316 Lynton Road would have lift access, whereas those units designated affordable at the Final Furlong site do not. The Lynton Road flats would be to Lifetime Homes standards (75 sq m for 2-bed flats, 49 sq m for 1-bed flats whereas the Final Furlong units would measure 61 sq m for 2-bed flats and 47 sq m for 1-bed units.
- 5.5 The 2-bed units at 316 Lynton Road would have their own private balconies whereas there is no such provision for the Final Furlong scheme.

#### Noise and Residential Amenity

- 5.6 The flat units at the Final Furlong site would overlook a busy road with little set-back from the pavement at the upper floor levels. At 316 Lynton Road all units are set back from a quieter tree-lined road. A nature reserve also adjoins the Lynton Road site.
- 5.7 The flat units designated as affordable at the Final Furlong site lie above the ground floor Class A3 restaurant/cafe/bar, which has potential for noise nuisance. The Lynton Road scheme involves a mix of residential flats including live/work units, which would have less potential for disturbance.

#### Legal Implications

- 5.8 The implications, in terms of both sites, is that the private market accommodation must be linked to the affordable housing by including land titles to the affordable housing in the Section 106 Agreement for the private market housing. It would not be necessary to do vice versa, however, as the now proposed 100% affordable scheme is a stand alone development which could be built with or without the private market scheme being implemented.
- 5.9 The Section 106 Agreement and associated planning permission for 316 Lynton Road must be completed prior to the legal agreement and associated planning permission at the Final Furlong site as the latter legal agreement would need to refer to the legal agreement and planning permission granted at 316 Lynton Road, and should state that the provision of 33% affordable housing required for the Final Furlong scheme (8 units) must be in addition to those units required under the Agreement for the Lynton Road site.

## Conclusions

5.10 In view of having secured a 100% affordable scheme for the Lynton Road development, the proximity of the two sites, the common interest in the land, the residential layouts and amenity implications it is recommended that the on-site affordable housing provision at the Final Furlong site be made available off-site at 316 Lynton Road.

## **6 REASONS FOR URGENCY**

6.1 In order that the developer and the Council may swiftly conclude the Legal Agreements pertaining to the two sites, thereby enabling the respective developments to proceed.

## **7 REASONS FOR LATENESS**

7.1 Due to the ongoing negotiations between the legal representatives and the very recent receipt of the Draft Section 106 Agreement pertaining to the site at 316 Lynton Road.

## **8. EQUAL OPPORTUNITY IMPLICATIONS**

8.1 Non-identified.

## **9. LOCAL AGENDA 21 [Sustainable Development] IMPLICATIONS**

9.1 The proposed development makes more efficient use of the site to help meet housing demand on a brownfield site.

LEAD OFFICER	Jim Sherry	Development and Building Control Manager
REPORT AUTHOR	Tim King	Planning Officer [tel. 020 7525 5419]
CASE FILE	TP/32-I	
Papers held at:	Council Offices, Chiltern, Portland Street SE17 2ES [tel. 020 7525 5402]	

**PREVIOUS REPORT CONSIDERED BY PLANNING COMMITTEE ON 30TH JUNE 2003**  
**APPLICATION 03-AP-0107**

<b>Item Number</b>	<b>Classification</b>	<b>Decision Level</b>	<b>Date</b>
	OPEN	PLANNING COMMITTEE	30/06/2003
<b>From</b>		<b>Title of Report</b>	
DEVELOPMENT & BUILDING CONTROL MANAGER		DEVELOPMENT CONTROL	
<b>Proposal</b> (03-AP-0107 )		<b>Address</b>	
Demolition of existing public house and erection of a part five/part six storey block of 23 flats and restaurant/cafe bar (Class A3) at ground floor, with associated residential parking at basement level (11 spaces).		The Final Furlong, 162 Grange Road SE1  <b>Ward</b> Grange	

**1. PURPOSE**

- 1.1 To consider the above application which is reported to Committee due to the number of objections raised.

**2. RECOMMENDATION**

- 2.1 Grant planning permission subject to legal agreement to secure affordable housing and a financial contribution towards the Controlled Parking Zone and the Bermondsey Spa Gardens.

**3. BACKGROUND**

- 3.1 The Final Furlong is a substantial three storey building on the corner of Grange Road and Grange Walk. The third storey is accommodated within a mansard roof, and the rear of the site is occupied by a car parking area. The upper floors appear to have been occupied in conjunction with the pub rather than as independent accommodation.
- 3.2 The site lies adjacent to a two storey Council office which follows the curve into Spa Road. Beyond this a new five storey building comprising 13 residential units and office use at ground floor and part first and second floors together with 8 car parking spaces. The construction of this building is almost complete and it is expected to be occupied in the immediate future. To the other side of the application site is a dilapidated two storey terrace of shops at ground floor with living accommodation above. Beyond this construction work has recently begun for a four storey building for mixed use purposes. To the rear of the site is a four storey 'U' shaped building largely comprising flats.
- 3.3 Permission was refused in September 2002 for the redevelopment of the site to provide a five storey building, with the upper storey set back except on the corner, to provide 27 flats, 7 of which would be for affordable housing. The refusal was for five separate reasons relating to the loss of the public house, lack of on-street parking controls, relationship to the building line of Spa Road, failure to provide defensible space to the ground floor flats, and a failure to demonstrate that the flats as built will have adequate floor areas.

- 3.4 Permission is now sought to demolish the existing public house and construct a part 5, part 6 storey building, comprising an Cafe/Bar/Restaurant A3 use at ground floor level, and 23 flats above, 6 of which are for affordable housing. The design of the building is dominated by a horizontally corrugated steel barrel which articulates the corner of the site. The remainder of the building forms two rectilinear wings extending from the barrel, finished in brick, with large window openings and a set back attic storey. Car parking (11 spaces) is located in the basement accessed from a ramp off The Grange, and the rear of the site remains open to provide an outdoor amenity space and, more importantly, outlook and some sense of openness to the rear of the site.

#### **4. FACTORS FOR CONSIDERATION**

##### **4.1 Main Issues**

The main issues in this case are the bulk, massing and design of the proposed building, any adverse impact on neighbouring occupiers, including impact on the potential of neighbouring sites, the standard of accommodation provided by the development and landuse considerations, including the loss of the existing public house.

##### **4.2 Planning Policy**

###### **Southwark Unitary Development Plan 1995 [UDP]:**

Within archeological priority area

Policy H.1.8: Standards for New Housing: Complies.

Policy H.1.4: Affordable Housing: Complies.

Policy H.1.5: Dwelling Mix of New Housing: Complies.

Policy H.1.7: Density of New Residential Development: The development is in keeping with others at 5 Spa Road, 10 The Grange and the Texaco Garage site.

Policy E.2.3: Aesthetic Control: Development will follow the established building line of the adjacent developments in Spa Road and The Grange.

Policy E.3.1: Protection of Amenity: Complies with respect to neighbouring occupiers and future occupiers.

Policy E.5.1: Sites of Archaeological Importance: Complies subject to conditions.

Policy T.6.3: Parking Space in New Developments: Complies subject to legal agreement.

Policy E.1.1: Safety and Security in the Environment: Complies as defensible space is provided to all ground floor flats.

###### **Southwark Supplementary Planning Guidance [SPG]**

SPG: Standards, controls & guidelines for residential development: Complies.

SPG: Affordable Housing: Complies with a 27% provision.

###### **Draft Southwark Plan [agreed for Deposit November 2002]:**

within Bermondsey Spa action area

Policy 3.2 - Protection of Amenity: Complies.

Policies 3.14 - Quality in Design, 3.15 - Urban Design and 3.16 - Safety in Design: Considered to comply.

Policies 4.1 - Housing Density, 4.2 - Residential Design Standards, 4.3 - Combining Residential and Complimentary Uses, 4.4 - Affordable Housing Provision and 4.6 - Mix of Dwellings: Complies.

###### **Draft Supplementary Planning Guidance**

Bermondsey Spa Action Area, Design & Designing Out Crime, Affordable Housing and Residential Design Standards. Complies.

#### 4.3 Consultations

Site Notice: 13/02/2003 Press Notice: 21/01/2003

Consultees:

78, 163-166 (inc), and Flat A & B above each, 47-57 (inc), 77-82 (inc), Flats 1-4 each for 80, 81, 82, Texaco Garage at 168-176 -- all Grange Road  
1-32 (inc) Grange House, 2 businesses and 1 to 26 at Number 10 -- all The Grange  
1 to 7 (odds) Spa Road  
1.1-1.8 each for 100-500, G.01-G.11 to 6.01-6.11 Building 600 -- all Alaska Buildings  
Ivanhoe T&RA, Alfred Salter Estate NHO

**Replies from:**

Flat 9, 10 The Grange: Support. The existing building is unattractive, poorly used, and does not greatly contribute to the local community. A disco operates from the pub until 1am and results in a noise nuisance, litter and parking in private car parks. The area lacks a good cafe and this is strongly supported. New flats are also supported as they will help create a mixed community and encourage further improvements to the area. Believe the proposal will make a positive contribution to the Council's aspirations for Bermondsey Spa as expressed in the draft SPG. Have not viewed the plans and therefore are not commenting on the design.

29 The Grange: Comments that public houses are disappearing and there is already an eating establishment at the proposed development at 168 Grange Road.

Address reserved, but in immediate vicinity: Support. Will benefit the local area greatly, aesthetically the demolition of the pub will benefit the street, less noise in the evenings, and reduced antisocial behaviour, less crime and less on street parking.

1.3 Alaska Works: Comments that six storeys seems too high, as most buildings in the street are two storey which makes the road open and airy.

6 Ivanhoe Road: Objection to the loss of the public house.

Archaeology Officer: Conditions are required as archaeological remains are expected in this area and the scheme involves the construction of a basement.

Public Protection: No objection subject to a condition requiring a soil survey.

Conservation and Design: Support design, and consider bulk and massing to be acceptable.

Waste Management: No objection as satisfied with refuse storage arrangements.

Traffic Group: Satisfied with all details except a matter relating to cycle storage, which is appropriate to be dealt with by condition.

## 5 PLANNING CONSIDERATIONS

### Principle of the Loss of the Public House

- 5.1 The development includes the replacement of the existing public house with new Class A3 use on the groundfloor and basement. This is likely to comprise a new bar. This is considered to overcome the objection to the loss of the public house raised in September 2002. Two of the responses support the loss of the existing public house on the grounds that it creates a nuisance because of its late licence. It is understood that the nuisance had become such a problem that permission was sought (and recently granted) to gate off a neighbouring building completely to reduce disruption at night.

- 5.2 The existing pub building is not considered to contribute positively to the character of the area in the way that traditional public houses often do. There are a number of traditional public houses on Tower Bridge Road, Old Kent Road, Bermondsey Street, Long Lane and towards Blue Anchor Lane and therefore no shortage of pubs and other Class A3 outlets in the vicinity.
- 5.3 Overall it is considered that the replacement of the existing public house with a new bar/restaurant as part of this development will significantly improve local amenity, the streetscape and local leisure facilities.

#### Bulk and Massing, Design and Appearance

- 5.4 Although development in this area has traditionally been relatively low scale, there are significant exceptions such as the Alaska Works and the housing blocks within The Grange. More recent development in the area has predominantly been of 4 to 5 storeys, with the adjoining development at 10 The Grange being four industrial-height storeys.
- 5.5 It is considered that the proposed development will sit well within this context. The rectilinear wings are a similar height to the adjoining development, with the parapet of the attic storey being approximately the same height as the eaves of 10 The Grange. The uppermost storey is set back, and will therefore only be visible in long views from Grange Road, where the impact will be greatly reduced.
- 5.6 The barrel-shaped feature is higher than the rest of the building and other development in the immediate vicinity. However this is an appropriate architectural device to articulate the corner. The quality of materials, and the contrast of this shiny metallic cylinder with other buildings in the area will create a visual focus and become an important feature within the streetscape.
- 5.7 The wings are set back from the highway boundary to ensure that the existing building line of both Spa Road and The Grange is respected. This addresses one of the reasons for refusal of the previous application, and ensures that the bulk of the building sits well in relation to neighbouring development. It also helps knit the fragmented urban grain of this area back together to create a strong cohesive grouping of buildings.

#### Impact on Neighbouring Sites

- 5.8 The application site is generally well separated from neighbouring sensitive sites, as 10 The Grange has a high blank wall along the shared boundary. The Council offices to the rear will not be affected by the development in relation to overlooking or loss of light. Care has also been taken to ensure there is enough separation between the proposed building and the eastern boundary so the current proposal does not blight any future development of 1-3 Spa Road.
- 5.9 The restaurant/bar use is likely to be an improvement on the existing public house in terms of neighbouring amenity. A more limited evening use appears to be more in keeping with the residential character of this part of the street.
- 5.10 There is adequate on site parking provision for this location, and a payment of £12,000 is to be made towards a review of on-street parking controls. As the Controlled Parking Zone is currently being implemented, this adequately overcomes on the reasons for refusal for the previous scheme.

#### Standard of Accommodation



- 5.11 All proposed flats meet the minimum floor areas, and have a good layout with adequate circulation space, stacking of living areas, and natural daylight and outlook. There is a set back area at ground floor level to ensure privacy to the habitable rooms facing the pavement, which again resolves outstanding concerns about the previous application.
- 5.12 While there is restricted availability of outdoor amenity space, there is an area at ground floor which would be suitable as a general outdoor space. Balconies and terraces have also been provided where appropriate, with 15 of the flats having some form of private outdoor space. A payment of £17,000 is to be made towards improvements to Bermondsey Spa Gardens. This is considered to be justifiable in planning terms as occupiers of this building are likely to use the park for outdoor recreation, with associated additional wear and tear on facilities. The current proposal is considered appropriate in terms of its outdoor area provision and is in line with current Government policy which generally seeks to encourage higher density housing.
- 5.13 Six of the proposed flats will be for affordable housing, a 27% level of provision in terms of habitable rooms, which accords with Council policy. The flats will be made available as rented accommodation through Hyde Housing Association.
- 5.14 Eleven parking spaces are proposed in the basement, just under a 50% level of provision. In the context of reasonable access to public transport in this location, this level of provision is considered acceptable. Motorcycle and bicycle parking is also shown at basement level.

## **6. EQUAL OPPORTUNITY IMPLICATIONS**

- 6.1 Non identified.

## **7. LOCAL AGENDA 21 [Sustainable Development] IMPLICATIONS**

- 7.1 The proposed development makes more efficient use of the site to help meet housing demand on a brownfield site.

LEAD OFFICER	Andrew Cook	Development and Building Control Manager
REPORT AUTHOR	Lisa O'Donnell	Planning Officer [tel. 020 7525 5419]
CASE FILE	TP/32-I	
Papers held at:	Council Offices, Chiltern, Portland Street SE17 2ES [tel. 020 7525 5402]	

**PREVIOUS REPORT CONSIDERED BY BERMONDSEY COMMUNITY COUNCIL 11TH FEBRUARY 2004 APPLICATION 03-AP-1466 - 316 LYNTON ROAD SE1**

<b>Item No.</b>	<b>Classification</b>	<b>Decision Level</b>	<b>Date</b>
	OPEN	Bermondsey Community Council	10.3.2004
<b>From</b>		<b>Title of Report</b>	
DEVELOPMENT & BUILDING CONTROL MANAGER		Development Control	
<b>Proposal</b> (03-AP-1466 )		<b>Address</b>	
Erection of a 4 storey building consisting of 22 flats and 4 ground floor live/work units, with car-parking.		316 Lynton Road SE1 <b>Ward</b> South Bermondsey	

**1. PURPOSE**

- 1.1 To consider the above application which was deferred from Community Council on 11th February 2004 to seek clarification as to why this section of Lynton Road is to be removed from the employment zone in the emerging Unitary Development Plan. The application is being reported to Community Council because it is a departure from the adopted Unitary Development Plan

**2. RECOMMENDATION**

- 2.1 That the Development & Building Control Manger be authorised to grant permission subject to:
- (a) a legal agreement to secure affordable housing on site and contributions of £22,500 towards lighting, footway works and waiting restrictions and £10,000 towards environmental improvements to nearby parks;
  - (b) No adverse direction from the Government Office for London to whom the application has been referred as a departure from the Unitary Development Plan.

**3. BACKGROUND**

- 3.1 The application site is situated on the south side of Lynton Road near its junction with Galleywall Road. The site adjoins a nature garden and light industrial premises to the south and west with two and three storey residential buildings opposite. The Admiral Hyson Industrial Estate is immediately to the rear. The area contains a variety of buildings ranging from single storey to four storey in height.
- 3.2 The site is occupied by a vacant single storey prefabricated building of 120 sqm. that appears to have been previously used as a warehouse. The location plan shows two buildings on the site, one (a 'Portacabin') has now been removed.
- 3.3 The proposal is for the erection of a 4 storey building consisting of 22 flats and 4 ground floor live/work units, landscaped car-parking and amenity area. The development would have a height of 12.4 m , width of 20.8 m and depth 16.6m. The rear amenity area has an average depth of 10m.
- 3.4 There is a recently submitted application to redevelop the adjoining site to the south

(262-284 & 286-302 Lynton Road, also known as Falcon Works) to provide a part four/part three storey building and a four storey building, comprising of 5 business/light industrial units, 12 'live-work' units, 12 one bed flats, 36 two bed flats and 12 three bed flats. This follows the withdrawal of a previous scheme.

#### **4. FACTORS FOR CONSIDERATION**

##### **4.1 Main Issues**

4.2 The main issues in this case are the principle of the development and the impact of the development on the surrounding properties

##### **4.3 Planning Policy**

Southwark Unitary Development Plan 1995 [UDP]:

Within Employment Area

Policy E.2.3: Aesthetic Control: Complies. The design is sympathetic and appropriate.

Policy E.3.1: Protection of Amenity: Complies. The building will not significantly compromise the amenity enjoyed by other occupiers of the area.

Policy B.1.1: Protection of Employment Areas and Identified Sites: Does not comply as the only employment space will be the work areas within the proposed live/work units.

Policy B.2.3 Class B1 Business Proposals: Live/work units will comply in so far as they will not have a detrimental effect on adjoining occupiers or the area generally.

Policy T.1.2: Location of Development in Relation to the Transport Network: complies

Draft Southwark Plan [agreed for Deposit November 2002]:

Policy 3.14: Quality in Design: Complies

Policy 3.2 : Protection of Amenity: Complies

Policy 1.5 Mixed Use Development: Complies insofar as the work areas within the live/work units will provide more employment space than presently on site, although the overall employment potential is likely to be less than if the site were developed for primarily employment purpose.

Preferred Industrial and Office Location and mixed use development SPG: complies as the proposal includes livework and residential in the mixed used development .

##### **4.4 Consultations**

66-314 Lynton Road ( evens)

281-291 (odds) Lynton Road SE1

1-30 ( consec.)Holford House,Tenda Road,SE16

1-16 ( consec.) Montain House, Roseberry Street SE16

1-16 ( consec.) Radcliffe House, Roseberry Street,SE16

1-9 (consec.) Anchor Street,SE16

1-11 ( odds) Roseberry Street,SE16

1-8 (consec.) Admiral Hyson Industrial Estate, Hyson Road SE16

76,78 Galleywall Road SE16

Units 1& 2 Galleywall Road Trading Estate SE16

Conservation & Design Officer; Traffic Group

Site Notice:

29.9.2003

Press Notice:

29.9.2003

**Replies from:**

Conservation and Design:

No objection. The design is reasonable and 4 storeys seems appropriate

#### Traffic Group:

No objections to the amended plans, subject to informative stating that the vehicular accesses should take the form of dropped kerbs, instead of formal accesses with radii. The cycle storage area must be covered and lockable.

#### Environmental Health

need to ensure the mitigation measures are carried out as indicated in the noise survey; query regarding hours of operation of the neighbouring industrial estate.

257 Lynton Road objects on the grounds that the proposal does not accord with the adopted plan and it would increase traffic and congestion on already busy dangerous roads

4 Holford House concerned by 4 storey building replacing a 2 storey building: non-disruptive uses should only be allowed for livework part and measures needed to reduce noise during construction.

7 Montain House, Roseberry Street supports the application

5 Radcliffe House no comments

## **5 PLANNING CONSIDERATIONS**

The application was deferred for clarification of the status of this section of Lynton Road as part of the review of the Unitary Development Plan, the Planning Policy section have carried out a survey of land use within the borough and as a result have designated many areas of employment in the first and second deposits so that they can become mixed use. This is to deliver a more mixed use rather than single use strategy for the borough so that areas have mixed and balanced communities and to free up land for increased housing whilst providing for employment needs for Southwark in the context of London in line with national planning policies, PPG 3 on Housing. The second deposit draft will be considered by adoption by the full council on March 31st this year.

#### Land Use Considerations

- 5.1 The site is within an Employment Area as defined in the adopted UDP. In such circumstances policy would normally allow only employment generating uses falling within the 'B' Use Class. This is to protect the stock of employment land in the borough and to control the incursion into those areas of possibly non-compatible uses. In this case, however, there are considered to be special circumstances to justify a departure from normal policy. This area of Lynton Road has been removed from the employment protecting policy in the emerging Southwark Plan as placed on deposit. The area has no designation in the draft plan and as a result Policy 1.5 on mixed use development from the draft plan is relevant. This seeks to ensure that the existing amount of floorspace is retained in any redevelopment. The proposal contains 200 sq.m. of 'work' space compared with the 120 sq.m. currently on-site.

#### Massing and Design

- 5.2 The siting, bulk and massing are considered acceptable and in keeping with the general character of the area. In addition to the large residential blocks almost opposite, there are buildings of varying heights in close proximity to the application site. The application for the adjoining Falcon Works site proposes buildings of a similar height. The proposal is setback 10 m from the front of the site. The detailed design is considered acceptable.

#### Residential Amenity and Layout

- 5.3 Given the site's location adjacent to industrial premises, it is not considered that the proposal would result in a material loss of light or privacy to neighbouring occupiers or

otherwise have a detrimental impact on adjoining properties. The closest residential property is 18m away on the opposite side of the Lynton Road.

The ground floor live work units will comply with the draft SPG on Mixed Uses and taken together will provide a combined workspace area of 200 sq.m. The scheme has been amended to provide double door entrances to each work unit. The living accommodation of each live/work unit will also be on the ground floor, which is considered acceptable given the constraints of the site. The flats would comply with all normal Council's space standards. An acoustic barrier to the rear of the site will help to mitigate noise from the adjoining industrial estate. Restrictions on the hours of operation are not considered necessary given that the permission would prevent any use other than B1.

#### Affordable Housing

- 5.4 The applicants advise that it is their 'current intention to secure the proposed development as 100% affordable and that negotiations are underway with a registered social landlord on this basis.' Should this not be possible the proposed S.106 agreement would secure a minimum of 25% of the units as affordable.'

#### Parking and Servicing

- 5.5 Parking and servicing would be provided near the front of the site. The Traffic Group have no objections subject to appropriate conditions and informatives. The servicing and parking are considered to be to an acceptable standard. The applicants have also agreed to contribute £22,500 towards lighting, footway works and waiting restrictions in the area as part of a section 106 legal agreement, plus £10,000 towards environmental improvements to local parks.

### **6. EQUAL OPPORTUNITY IMPLICATIONS**

- 6.1 Non identified.

### **7. LOCAL AGENDA 21 [Sustainable Development] IMPLICATIONS**

- 7.1 Non identified.

LEAD OFFICER	Andrew Cook	Development and Building Control Manager
REPORT AUTHOR	Kieran Gilmore	[tel. 020 7525 5427]
CASE FILE	TP/129-C	
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