

## Planning Committee

Tuesday 20 December 2011

7.00 pm

160 Tooley Street, SE1 2QH

### Membership

Councillor Nick Dolezal (Chair)  
Councillor Althea Smith (Vice-Chair)  
Councillor Neil Coyle  
Councillor Robin Crookshank Hilton  
Councillor Jeff Hook  
Councillor Darren Merrill  
Councillor Nick Stanton

### Reserves

Councillor Kevin Ahern  
Councillor James Barber  
Councillor Eliza Mann  
Councillor Michael Situ  
Councillor Mark Williams

---

## INFORMATION FOR MEMBERS OF THE PUBLIC

---

### Access to information

You have the right to request to inspect copies of minutes and reports on this agenda as well as the background documents used in the preparation of these reports.

### Babysitting/Carers allowances

If you are a resident of the borough and have paid someone to look after your children, an elderly dependant or a dependant with disabilities so that you could attend this meeting, you may claim an allowance from the council. Please collect a claim form at the meeting.

### Access

The council is committed to making its meetings accessible. Further details on building access, translation, provision of signers etc for this meeting are on the council's web site: [www.southwark.gov.uk](http://www.southwark.gov.uk) or please contact the person below.

### Contact

Virginia Wynn-Jones on 020 7525 7055 or email: [virginia.wynn-jones@southwark.gov.uk](mailto:virginia.wynn-jones@southwark.gov.uk)

---

Members of the committee are summoned to attend this meeting

**Annie Shepperd**

Chief Executive

Date: 12 December 2011



## Planning Committee

Tuesday 20 December 2011  
7.00 pm  
160 Tooley Street, SE1 2QH

### Order of Business

| Item No. | Title   | Page No.  |
|----------|---|-----------|
|          | <b>PART A - OPEN BUSINESS</b>   |           |
| 1.       | <b>APOLOGIES</b>  |           |
|          | To receive any apologies for absence.   |           |
| 2.       | <b>CONFIRMATION OF VOTING MEMBERS</b>   |           |
|          | A representative of each political group will confirm the voting members of the committee.                                      |           |
| 3.       | <b>NOTIFICATION OF ANY ITEMS OF BUSINESS WHICH THE CHAIR DEEMS URGENT</b>   |           |
|          | In special circumstances, an item of business may be added to an agenda within five clear days of the meeting.                  |           |
| 4.       | <b>DISCLOSURE OF INTERESTS AND DISPENSATIONS</b>  | 1 - 2     |
|          | Members to declare any personal interests and dispensation in respect of any item of business to be considered at this meeting. |           |
| 5.       | <b>MINUTES</b>  | 3 - 7     |
|          | To approve as a correct record the minutes of the open section of the meeting held on 28 November 2011.                         |           |
| 6.       | <b>DRAFT 2010/11 ANNUAL MONITORING REPORT</b>   | 8 - 105   |
| 7.       | <b>CLARIFICATION OF SOUTHWARK'S AFFORDABLE HOUSING PLANNING POLICIES</b>  | 106 - 112 |

| Item No. | Title   | Page No.  |
|----------|---|-----------|
| 8.       | <b>DEVELOPMENT MANAGEMENT</b>   | 113 - 118 |
|          | 8.1. <b>LONDON BRIDGE STATION SITE BOUNDED BY TOOLEY STREET (INCLUDING 64-84), JOINER STREET, ST THOMAS STREET AND BERMONDSEY STREET, LONDON SE1</b>                    | 119 - 210 |
|          | 8.2. <b>BANKSIDE HOUSE, 24 SUMNER STREET, LONDON SE1 9JA</b>  | 211 - 246 |
|          | 8.3. <b>DOCKLAND SETTLEMENT AND LAND ADJOINING, ROTHERHITHE STREET, LONDON SE16 5LJ</b>   | 247 - 284 |
| 9.       | <b>RELEASE OF S106 MONIES: COMMUNITY AND ENVIRONMENTAL IMPROVEMENTS FUNDED AS PART OF THE LEGAL AGREEMENT FOR ST. CHRISTOPHER HOUSE. S106/2678 A/N 182 (01/AP/1701)</b> | 285 - 293 |

**ANY OTHER OPEN BUSINESS AS NOTIFIED AT THE START OF THE MEETING AND ACCEPTED BY THE CHAIR AS URGENT.**

**EXCLUSION OF PRESS AND PUBLIC**

The following motion should be moved, seconded and approved if the committee wishes to exclude the press and public to deal with reports revealing exempt information:

“That the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in paragraphs 1-7, Access to Information Procedure rules of the Constitution.”

**PART B - CLOSED BUSINESS**

**ANY OTHER CLOSED BUSINESS AS NOTIFIED AT THE START OF THE MEETING AND ACCEPTED BY THE CHAIR AS URGENT.**

**22\_DISTRIBUTIONOPENLIST**

Date: 12 December 2011



**PLANNING COMMITTEE**

**Guidance on conduct of business for planning applications, enforcement cases and other planning proposals**

1. The reports are taken in the order of business on the agenda.
2. The officers present the report and recommendations and answer points raised by members of the committee.
3. Your role as a member of the planning committee is to make planning decisions openly, impartially, with sound judgement and for justifiable reasons in accordance with the statutory planning framework.
4. The following may address the committee (if they are present and wish to speak) for **not more than 3 minutes each**.

- (a) One representative (spokesperson) for any objectors. If there is more than one objector wishing to speak, the time is then divided within the 3 minute time slot.
- (b) The applicant or applicant's agent.
- (c) One representative for any supporters (who live within 100 metres of the development site).
- (d) Ward councillor (spokesperson) from where the proposal is located.
- (e) The members of the committee will then debate the application and consider the recommendation.

Note: Members of the committee may question those who speak only on matters relevant to the roles and functions of the planning committee that are outlined in the constitution and in accordance with the statutory planning framework.

5. If there are a number of people who are objecting to, or are in support of, an application or an enforcement of action, you are requested to identify a representative to address the committee. If more than one person wishes to speak, the 3-minute time allowance must be divided amongst those who wish to speak. Where you are unable to decide who is to speak in advance of the meeting, you are advised to meet with other objectors in the foyer of the Town Hall prior to the start of the meeting to identify a representative. If this is not possible, the chair will ask which objector(s) would like to speak at the point the actual item is being considered.

Note: Each speaker should restrict their comments to the planning aspects of the proposal and should avoid repeating what is already in the report.

6. This is a council committee meeting, which is open to the public and there should be no interruptions from the audience.



7. No smoking is allowed at committee and no recording is permitted without the consent of the meeting on the night, or consent in advance from the chair.

**The arrangements at the meeting may be varied at the discretion of the chair.**

**Contacts:** The Head of Development Management,  
Planning Section, Regeneration Department  
Tel: 0207 525 5437; or

Planning Committee Clerk, Constitutional Team  
Communities Law & Governance  
Tel: 0207 525 7236

## Planning Committee

MINUTES of the OPEN section of the Planning Committee held on Monday 28 November 2011 at 7.00 pm at Ground Floor Meeting Room G02B - 160 Tooley Street, London SE1 2QH

---

**PRESENT:** Councillor Nick Dolezal (Chair)  
Councillor Althea Smith (Vice-Chair)  
Councillor Robin Crookshank Hilton  
Councillor Jeff Hook  
Councillor Darren Merrill  
Councillor Michael Situ (Reserve)

**OTHERS:** Gary Rice, Head of Development Management  
Andre Verster, Development Management  
Alison Brittain, Development Management  
Rob Bristow, Development Management  
Tim Gould, Development Management  
Nagla Stevens, Legal Services  
Virginia Wynn-Jones, Constitutional Team

### 1. APOLOGIES

There were apologies for absence from Councillor Neil Coyle. Councillor Michael Situ attended as a reserve. There were also apologies for lateness from Councillor Althea Smith.

### 2. CONFIRMATION OF VOTING MEMBERS

The members present were confirmed as the voting members.

### 3. NOTIFICATION OF ANY ITEMS OF BUSINESS WHICH THE CHAIR DEEMS URGENT

The committee accepted a late and urgent amendment to the minutes of 11 October 2011.

The committee accepted a late and urgent submission from the objectors on item 6.1: Greenland Dock.

The chair informed the committee of the following additional papers circulated at the start of the meeting:

- Addendum report relating to item 6 – development management items
- The member information pack of additional photographs and maps also relating to item 6.

#### 4. DISCLOSURE OF INTERESTS AND DISPENSATIONS

Members made the following declarations:

**Item 6.2: 2-10 Steedman Street, London SE17 3AF**

Councillor Nick Dolezal, personal and non prejudicial, knows former officers of the authority who have been involved in work in Elephant and Castle.

**Item 6.4: South Bank University, Turney Road, London SE21 7JH**

Councillor Robin Crookshank Hilton, personal and non prejudicial, is a ward councillor for Village ward.

#### 5. MINUTES

**RESOLVED:**

That the amended minutes of the open section of the meeting held on 11 October 2011 and the minutes of the open section of the meetings held on 18 October 2011 and 1 November 2011 be agreed as a correct record and signed by the chair.

#### 6. DEVELOPMENT MANAGEMENT

##### 6.1 GREENLAND DOCK, ROPE STREET, LONDON SE16 7SX

**Planning application reference number 11-AP-3157**

Report: See pages 16-45 of the agenda and pages 1-5 of the addendum report.

**PROPOSAL:**

*Temporary pontoons and two floating facility units located at the south western corner of the dock for 225 visitor moorings during the 2012 Olympics, and temporary extension of opening hours of The Surrey Quays Watersport Centre (Monday to Friday from 07:00 to 23:00, and Saturday and Sunday from 07:30 to 23:00) from 23 July 2012 to 15 August 2012 to provide a management base for the temporary marina, customer reception and facilities for visiting yachtsmen and their families.*

The committee heard an officer's introduction to the report and members asked questions of the officer.

Objectors made representations to the committee and answered members' questions.

The applicant's agent made representations to the committee and answered members' questions.

A ward councillor, Councillor Lisa Rajan, made representations to the committee and

answered members' questions.

A motion to refuse planning permission was moved, seconded, put to the vote and declared to be carried.

**RESOLVED:**

That in the case of application number 11-AP-3157, planning permission be refused.

**Reason**

The proposed development is contrary to saved policies 3.2 and 3.26 of the Southwark Plan 2007 and strategic policies 11 (Open spaces and wildlife) and 13 (High environmental standards) of the Core Strategy 2011.

**6.2 2-10 STEEDMAN STREET, LONDON SE17 3AF**

**Planning application reference number 11-AP-0868**

Report: See pages 46-107 of the agenda and page 5 of the addendum report.

**PROPOSAL:**

*Demolition of existing building and erection of a part 8 / part 9 storey (maximum 29.79m high) building comprising 1,308 sqm of commercial floorspace (Classes B1 office / B8 warehouse and storage / A1 retail) and 28 cluster flats and 4 studios (total 221 bedrooms) for student accommodation with ancillary facilities, refuse and cycle storage, public walkway and associated public realm works*

Councillor Althea Smith arrived at the meeting at 8.40pm.

The committee heard an officer's introduction to the report and members asked questions of the officer.

Objectors made representations to the committee and answered members' questions.

The applicant made representations to the committee and answered members' questions.

A motion to grant planning permission was moved, seconded, put to the vote and declared to be carried.

**RESOLVED:**

That in the case of application number 11-AP-0868, planning permission be granted subject to conditions and the applicant entering into an appropriate S106 legal agreement.

**6.3 DERWENT WHARF, BURGESS PARK, GLENGALL ROAD, LONDON SE15 6NF**

**Planning application reference number 11-AP-3131**

Report: See pages 108-119 of the agenda and pages 5-6 of the addendum report.

**PROPOSAL:**

*Provision of a public community garden within Burgess Park comprising fencing, a garden shelter, a pergola, raised beds, planting polytunnels and landscaping.*

The committee heard an officer's introduction to the report and members asked questions of the officer.

The applicant made representations to the committee and answered members' questions.

A motion to grant planning permission was moved, seconded, put to the vote and declared to be carried.

**RESOLVED:**

That in the case of application number 11-AP-3131, planning permission be granted subject to the revised wording for condition 3 as set out in the addendum report.

**6.4 SOUTH BANK UNIVERSITY, TURNEY ROAD, LONDON SE21 7JH****Planning application reference number 11-AP-3034**

Report: See pages 120-132 of the agenda.

**PROPOSAL:**

*Replacement of 6 Vodafone antennae on existing tree mast with 3 x O2 antennae and 3 x Vodafone antennae plus 1 x O2 cabinet.*

The committee heard an officer's introduction to the report and members asked questions of the officer.

A motion to grant planning permission was moved, seconded, put to the vote and declared to be carried.

**RESOLVED:**

That in the case of application number 11-AP-3034, planning permission be granted.

The meeting closed at 9.30pm.

**CHAIR:**

**DATED:**

|                                    |                                |  |  |
|------------------------------------|--------------------------------|--|--|
| <b>Item No.</b><br>6.              | <b>Classification:</b><br>Open | <b>Date:</b><br>20 December 2011       | <b>Meeting Name:</b><br>Planning Committee |
| <b>Report title:</b>               |                                | Draft 2010/11 Annual Monitoring Report |  |
| <b>Ward(s) or groups affected:</b> |                                | All                                    |  |
| <b>From:</b>                       |                                | Deputy Chief Executive                 |  |

### RECOMMENDATION

1. That planning committee provide comments on the draft 2010/11 Annual Monitoring Report (Appendix 1 of this report) for the cabinet member for regeneration and corporate strategy to consider.

### BACKGROUND INFORMATION

2. The government requires councils to produce an annual monitoring report (AMR) by 31 December each year. This requirement is set out in section 35 of the Planning and Compulsory Purchase Act 2004.
3. There were changes introduced by the Secretary of State this year that withdrew the Core Indicators and gave local authorities more flexibility to choose what they monitor. However there is still a requirement to produce an Annual Monitoring Report (AMR) each year.
4. Southwark Council considers that the AMR needs to set out:
  - What progress the council is making in producing the planning documents that we have timetabled in the local development scheme. Where our timetable is not being met the report sets out an explanation.
  - The extent to which our planning policies are being implemented, including what impact they are having on achieving monitoring targets, such as those relating to housing provision.
  - The significant effects that implementation of the policies are having on the local environment, communities and economy, and whether they are as intended.
  - Whether policies are to be amended or replaced because they are not working or being implemented as intended.
5. This is the seventh AMR the council has prepared, and it covers the year 1 April 2010 to 31 March 2011 and is attached at Appendix 1.

### Consultation

6. The AMR will be available on our website in January 2012 for people to comment on and their responses will feed into next year's AMR.

### KEY ISSUES FOR CONSIDERATION

7. The main findings of this year's monitoring are summarised below.

## **Consultation**

### **Consultation development impacts**

8. No documents were adopted during the period. Sustainability appraisal scoping reports for the Affordable Housing SPD and for the Elephant and Castle SPD were consulted on during the monitoring period.
9. The results of our 2011 consultation survey are generally more positive than the survey carried out in 2009/10. There were four respondents only to the consultation satisfaction survey and we need to look at ways of improving responses to the survey. Key concerns raised are:
  - Information provided was not understood - we need to improve the ways in which we set out planning documents so that they are clearer to members of the public, for example, using plain English.
  - Receipt of acknowledgement of comments - we ensure acknowledgement is given to every respondent. Half the respondents in the survey did not answer this question which may account for the results.
  - Keeping informed of each stage of the process - we need to look at ways of keeping people informed of each next stage in the planning process. We are keeping how we consult under review and this will feed into revision to the SCI.
  - Understanding how comments are taken into consideration – we provide officer comments to all responses received when planning documents move to the next stage of consultation. Long periods of time between stages could be contributing to people's concerns that their comments have not been taken into account.

### **Consultation policy implications and improvements**

10. All our planning policy documents and planning applications were consulted on in accordance with the SCI. At each stage of preparation we have been monitoring the demographic breakdown of respondents. This should help to ensure that the views of local people can contribute towards making planning policies.

## **Life chances**

### **Life chances – development impacts**

11. The amount of contributions from section 106 agreements negotiated for education, health, children's play and sports development for this year has increased by £3,084,181 from last year, resulting in a total amount of £4,566,024 while the amount negotiated for community facilities decreased by 788,537. The increase in contributions since last year relates to the increase in the number of new major developments schemes coming forward. Our revised Local Development Scheme sets out that our decision to move towards preparing a CIL schedule rather than reconsult on a revised Section 106 SPD. We will be consulting on a preliminary charging schedule in 2012.

### **Life chances – policy implications and improvements**

12. Life expectancy of residents in the borough has improved year on year which shows that health problems are being addressed earlier and overall health care



is improving. Through the policies in our local development framework documents we will continue to work towards improving the health of our population and reduce health inequalities across the borough.

13. Southwark has improved from being the 26th most deprived borough to 41st in England. In spite of the significant improvement, we are still faced with issues like Income, Health and Disability, Housing and Crime deprivation. We therefore need to make sure that our planning policies in our local development framework and in our regeneration programmes continue to promote opportunities for people and put in place initiatives particularly for the most deprived areas of the borough to help reduce such inequalities.

## **Poverty and Wealth Creation**

### **Poverty and wealth creation – development impacts**

14. The amount of net B1 office floorspace developed has decreased since last year; however there are several large schemes under construction, around Bankside and London Bridge areas. The overall net increase in employment floorspace appears to be having a beneficial impact on residents in the borough with employment rates continuing to increase. The number of businesses which ceased is a concern and possibly reflects wider economic circumstances. There has been an increase in the number of hotel rooms developed, located in the north of the borough. This is due to the higher level of public transport accessibility in this area and close proximity to a large number of tourist attractions.
15. We have continued to negotiate funds through section 106 agreements. There has been a considerable increase in funding negotiated this year for training purposes than last year. A total of £2,086,330 was negotiated this year, compared to £587,085 last year. This is due to a number of large schemes being approved.

### **Poverty and wealth creation – policy implications and improvements**

16. Through our LDF documents we need to continue to support the provision of business space in town centres and in the CAZ, but also ensure other uses are supported as well to promote sustainable local communities, such as shops and residential. The amount of floorspace created which is suitable for small and medium sized enterprises has been minimal this year. The creation of small business space needs to be monitored more effectively to ensure we have an accurate picture of what is happening. We need to continue to encourage the provision of flexible floorspace in our Local Development Documents, and promote designs which meet the needs of Small and Medium sized Enterprises. We can secure the provision of flexible business space via Section 106 agreements or by conditions. In preparing LDF documents, we need to work closely with the council's economic development team to review how we can support new business enterprise growth and struggling businesses to ensure the local economy can thrive.

## **Clean and Green Built Environment**

### **Clean and Green – Built Environment – development impacts**

17. We are improving the quality of buildings and places in the borough. We have

continued to meet our objective to protect open space and focus new development on previously developed land. We have also improved our protection of the historic environment by adopting new conservation areas and listing new buildings. We are trying to improve places in the borough through new development. We continue to prepare area-based planning documents which provide clear guidance for different areas.

18. There has been a significant increase in the amount of S106 secured for the period including £50,000 of funding for conservation, which has received no funding for the past three years. These increases may be the result of a rise in the number of major schemes approved during the monitoring period. This is line with our overall policy intention to mitigate the negative impacts of development through S106 contributions. There has also been a rise in the number of Secured by Design certifications issued for the period.

### **Clean and Green – Built Environment – policy implications and improvements**

19. We need to ensure that new development is built to a high quality of design. Our adopted residential design standards supplementary planning document will help to do this and we have made updates to the SPD which were adopted in October 2011 (outside the monitoring period for 2010/11).
20. We adopted our Core Strategy in April 2011, just outside the monitoring period; this document sets out more up to date policies on design and heritage. This year we have new data from the Southwark Council Reputation Survey 2010, which shows resident perceptions of crime and how they identify with their area. This data will help us to monitor what impact new development may be having on how safe people feel and people's quality of life.
21. There was a 25% increase in the number of schemes achieving 'secured by design' standards and a significant increase in the amount of S106 secured for the period. This may be the result of an increase in the number of major schemes approved during the monitoring period. This is line with our overall policy intention to mitigate the impacts of development through S106 contributions.

### **Clean and Green Natural Environment**

#### **Clean and Green – Natural Environment – development impacts**

22. We are continuing to protect and improve open spaces and biodiversity. Our monitoring shows that new development is not taking place in Sites of Importance for Nature Conservation and that the amount of priority habitats in the borough has been increased. We recognise that we have limited information available on how new development is impacting on the natural environment. We have started to collect information on whether developments are achieving Code for Sustainable Homes or BREEAM. We know that no developments have been approved contrary to Environment Agency advice suggesting that there has been no harm to water quality in the borough as a result of new development. We also know that the levels of waste and green house gas emissions in the borough have been steadily decreasing which indicates new development is not having a negative impact on the natural environment.
23. We are continuing to protect and improve open spaces and biodiversity. Our monitoring shows that new development is not taking place in Sites of

Importance for Nature Conservation and that the amount of priority habitats in the borough has been increased. We recognise that we have limited information available on how new development is impacting on the natural environment. We do not have information on whether developments are achieving Code for Sustainable Homes level 3 or higher or BREAAAM very good or higher yet. We know that no developments have been approved contrary to Environment Agency advice suggesting that there has been no harm to water quality in the borough as a result of new development. We also know that the levels of waste and green house gas emissions in the borough have been steadily decreasing which indicates new development is not having a negative impact on the natural environment.

### **Clean and Green – Natural Environment – policy implications and improvements**

24. We have two supplementary planning documents on sustainability which are beginning to have an impact on development in the borough. We have reviewed our approach to the natural environment through the core strategy which seeks higher environmental standards from new development. This includes setting a target for residential development to meet Code for Sustainable Homes level 4 and different BREEAM targets for non-residential development. We will report back on this in next year's AMR. 26 major non-residential developments were permitted in 2010/11 of which we only have BREEAM information for 14 schemes. 11 schemes achieved a BREAAAM rating of "very good" and 3 schemes achieved BREEAM "excellent". This is similar to the previous year however it is difficult to determine a trend in the data until we are able to collect information from all applications.

### **Housing**

#### **Housing – development impact**

25. Our saved Southwark Plan policies and new Core Strategy policies seek to provide both more housing overall and more affordable housing. New development is helping to meet the needs of some of our residents and people wanting to live in Southwark, despite the impact of the recession. Overall, 1826 net new homes were built, which is 194 units above our overall Southwark Plan annual target of 1630 net new homes and a significant increase from last year. However, a new London Plan was adopted in July 2011 which increases our annual target to 2005 net new homes a year. Whilst this new target was not in place for the monitoring period of this AMR, we have shown how we will work towards meeting this increased target in our housing trajectory. Of the new homes built, 43% were affordable which is a 7% decrease from last year but still above the 35% policy requirement. New development has included 11% family housing. This is a 6% decrease on last year, although it still exceeds our policy of 10% family housing. This helps to meet the large need in our borough for more family housing. In particular 27% of social rented housing was family housing, which is the sector with the largest need for more family homes.

#### **Housing – policy implications and improvements**

26. For the year 2010/11 our housing target was 1,630. Next year we will need to meet a higher target of 2005 net new homes a year. So, although 1,826 homes were built this year, we will need to increase the completion rate if we are to meet our new target. Our housing trajectory shows that we can meet our adopted Core Strategy housing target of 1630 but that we will struggle to meet the new

London Plan target. We will need to keep our Development Capacity Assessment under review to ensure that we can monitor and forecast how well our policies are being implemented.

27. We need to continue to monitor our policy on the mix of new dwellings, in particular family dwellings. This year saw a slight drop in the completion of homes with more than 3 bedrooms – 11% compared to 17% last year. Through the Core Strategy we have increased the requirement for family housing in the majority of the borough. We will need to monitor the implementation of this new policy closely to ensure that more family homes are secured in order to meet the new requirements for 20% and 30% of new development to be family homes.

## **Transport**

### **Transport – development impact**

28. The Southwark plan sets a range of maximum car parking standards and minimum cycle parking standards as a means of encouraging more sustainable forms of travel. The number of residential schemes achieving our minimum bicycle parking standards rose significantly by over 20% this year, but it is still well below the target of 100 per cent. We have made good progress in restricting car parking provision, with almost all schemes complying with the maximum standards in the Southwark Plan. Car ownership has continued to decline in 2010/11, with just under 1000 fewer private cars registered in the borough. Estimated annual traffic flows fell by over 20 million kilometres this year.

### **Transport – policy implications and improvements**

29. Next year's AMR, the 2011/12 Annual Monitoring Report will be the first to be completed since the adoption of the Core Strategy. The Core Strategy builds on some of the principles in the Southwark Plan and Sustainable Transport SPD and contains, in Strategic Policy 2: Sustainable Transport, a range of measures to improve opportunities for pedestrian and cycle activity in the borough. Further detailed policies will be provided in area action plans and supplementary planning documents to address locally specific issues.
30. This year we have experienced a significant rise in the number of casualties as a result of vehicle collisions, which is a concern. It is therefore increasingly important that the cycle and pedestrian environment is designed to be safe, minimising the risk of conflict between pedestrians, cyclists and vehicles. Planning policy will continue to ensure that this is a priority for funding through s106 planning obligations. Specific improvements to pedestrian, cycle and vehicle networks will be determined through transport modelling and local consultation, and outlined in area action plans and SPDs. In addition, a range of initiatives will also continue to be delivered by Transport Planning, including education and training programmes for cyclists, which increased dramatically by almost 100%, with over 1000 people receiving tailored individual training.

## **Equalities**

### **Equalities – development impacts**

31. All of the planning documents prepared and adopted this year were subject to an EqIA which should help to ensure that our policies have a positive impact on

everyone in the community. At each stage of consultation we monitor the breakdown of respondents from different demographic groups. We review this and improve our methods of consultation as a result. A consultation statement for each document is produced setting out how we met the requirements of the SCI. During this monitoring period, we only consulted on sustainability scoping reports for the Affordable Housing and the Elephant and Castle SPD.

32. The ethnic makeup of Southwark's population changed slightly across different groups, but the overall trend remained the same – nearly 70% of the borough's population identify themselves as white, while nearly one-fifth identify themselves as black/British. The 2010 Equalities Act has been incorporated into Equalities Impact Assessments that have been prepared from April 2011 and this will be reported on from next year. It includes protected characteristics listed under the Act as age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

### **Equalities – policy implications and improvements**

33. We are aware that although we carry out much more detailed consultation than set out in statutory requirements, not all demographic groups are always fully represented and we are trying to improve the ways in which we consult local communities. We still need to collect more information on the demographic make-up of people commenting on our planning policies. Our consultation survey we have carried out as part of this AMR looks at this and we will address any issues arising from it in future consultations. We may review the SCI in 2012 depending on the outcomes of the National Planning Policy Framework.
34. The increase in households that are unintentionally homeless is concerning, rising from 468 to 510 in the past two recording years. This has implications on housing policy, in particular our delivery of affordable housing to ensure we are meeting our targets.

### **Area Monitoring**

#### **Area Monitoring – development impacts**

35. Development in the borough has been taking place mostly in the regeneration areas in line with planning policies for the borough. In Elephant and castle there was an overall gain of 646 new homes which was a substantial increase from previous years. There was also an increase of D1 community use in the wider Peckham and Nunhead Action area of 6,664sqm. There has been an increase in housing across the borough, most notably 212 units across the wider Peckham and Nunhead area, with 84% of these new units being affordable.
36. Overall vacancy rates for retail appear to have fallen across the borough although we only have data for some of the areas including Peckham, Camberwell and Lordship Lane. Vacancy rates for retail have remained the same for Elephant and Castle.
37. Office space (B1) has increased in the borough. There was a small increase in Elephant and Castle in Peckham and Nunhead there was a loss of B1 floorspace of 3,300sqm as well as 4,459sqm of B2 floorspace which was replaced with residential developments.

### **Area Monitoring – policy implications**

38. Our planning policies aim to direct new development to our growth areas. The information we have collected shows that the policies are directing new development to the right places. These are areas with good access to public transport and where regeneration will bring improved quality of life to local residents. We need to continue to monitor how our policies are affecting different areas to make sure development in the borough does not negatively impact on any of our local communities.
39. We also need to make sure we have the right amount of development taking place to provide for mixed and balanced communities in the borough. We need to make sure that we have vibrant town centres with a wide range of retail and leisure facilities. We also need to meet our housing targets by providing a wide range of homes for different people on different incomes. By monitoring how each of the different areas are changing we can help to improve access to jobs and education making sure that everyone in the borough has equal opportunities. Varying our approach to different areas of the borough also helps us to create distinctive places that people enjoy living and working in.

### **Local development scheme**

40. The timetable for the preparation of our planning policies (collectively called the Local Development Framework) is set out in the local development scheme. A new local development scheme for 2011-2015 was published in June 2011. This can be viewed at [http://www.southwark.gov.uk/info/856/planning\\_policy](http://www.southwark.gov.uk/info/856/planning_policy). This replaced the previous version of the LDS which was published in December 2009 and came into effect in January 2010. The AMR sets out our progress on the delivery of the LDS and the key changes.

### **Community impact statement**

41. The AMR is a useful tool for monitoring how our planning policies are impacting on the community. As the AMR does not set new policy or guidance itself it has no direct impact on equality in the borough. However, it does identify the need to continue to closely monitor our consultation to ensure that we engage with all groups of the community, including those with protected characteristics. We are looking into ways of monitoring our planning consultations more effectively. It also monitors the preparation of equalities impact assessments (EQIAs) for our planning policies. We prepare EQIAs for all of our policy documents. We do not need to prepare an EQIA for the AMR as it does not provide policy or guidance.

### **Sustainability considerations**

42. Regular monitoring identifies if new development is occurring in the most sustainable way and whether our planning policies need to be reviewed to achieve more sustainable development. Several of the indicators used in the draft AMR relate directly to sustainability, including energy efficiency, code for sustainable homes and planning contributions, employment and affordable housing. A sustainability appraisal is not required for the AMR.

## **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

### **Strategic Director of Communities, Law & Governance**

43. An Annual Monitoring Report (AMR) is part of the Local Development Framework (LDF) and will assess the implementation of the LDS and the extent to which policies in 'saved' local plans and in Local Development Documents (LDD) are being implemented. The council is required to report on a range of 'core output indicators' which reflect the outcomes of their policies. The AMR must be based upon the period April 1 to March 31 and submitted to the Secretary of State no later than the 31 December.
44. Section 35 of the Planning and Compulsory Purchase Act 2004 ("the Act") requires every local planning authority to make an annual report to the Secretary of State containing information on the implementation of the local development scheme (LDS) and the extent to which the policies set out in local development documents are being achieved. The requirements are set out in the Town and Country Planning (Local Development) (England) Regulations 2004 as amended by the 2008 Regulations and in Planning Policy Statement 12. When the National Planning Policy Framework is formally adopted, PPS 12 will be replaced (expected in or around April 2012) but until that point is still good guidance.
45. PPS 12 provides that 'Monitoring is essential for an effective strategy and will provide the basis on which the contingency plans within the strategy would be triggered. The delivery strategy should contain clear targets or measurable outcomes to assist this process.' The Localism Act 2011 will remove the requirement to send the Annual Monitoring report to the Secretary of State with effect from next year and the requirement will merely be for each authority to prepare an Annual Monitoring Report.
46. The Human Rights Act 1998 imposes a duty on the council as a public authority to apply the European Convention on Human Rights and the council must not act in a way which is incompatible with these rights. The most important rights for planning purposes are article 8 the right to respect for home and article 1 of the First Protocol, the right to peaceful enjoyment of property. Article 6 is also engaged in relation to the principles of natural justice. In general, these principles are inherent in domestic law, *Lough v First Secretary of State* [2004] 1 WLR 2557. As this AMR appears to have been prepared in accordance with the statutory process, it is likely that it is in conformity with the Human Rights Act 1998.
47. The purpose of this report is to seek members' comments on the draft AMR. The role of providing comments on development plan documents (DPD) and the making of recommendations to cabinet, as appropriate, is a matter that has specifically been reserved to the planning committee under paragraph 7, part 3F of the Constitution. Although the AMR is not specifically referred to in the constitution, it is considered that the AMR has similar status to a DPD within the LDF. As a result it is considered to be within the constitutional remit of the Planning Committee to comment and make recommendations to Cabinet as appropriate. Following planning committee's comments the AMR will be approved by IDM as part of the council's executive function.

**BACKGROUND DOCUMENTS**

| <b>Background Papers</b>             | <b>Held At</b>                              | <b>Contact</b>                 |
|--------------------------------------|---|--------------------------------|
| Annual Monitoring Report 6 – 2009/10 | Council Offices, 160 Tooley Street, SE1 2QH | Sandra Warren<br>020 7525 5471 |

**APPENDICES**

| <b>No.</b> | <b>Title</b>                                     |
|------------|--|
| Appendix 1 | Annual Monitoring Report April 2010 – March 2011 |

**AUDIT TRAIL**

|   |   |                          |
|---|---|--------------------------|
| <b>Lead Officer</b>   | Tim Cutts, Acting Planning Policy Manager |                          |
| <b>Report Author</b>  | Rumi Bose, Planning Policy Officer        |                          |
| <b>Version</b>  | Final                                     |                          |
| <b>Dated</b>  | 9 December 2011                           |                          |
| <b>Key Decision?</b>  | No  |                          |
| <b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b> |   |                          |
| <b>Officer Title</b>  | <b>Comments sought</b>                    | <b>Comments included</b> |
| Strategic Director of Communities, Law & Governance                     | Yes                                       | Yes                      |
| Departmental Finance Manager  | No  | No                       |
| Cabinet Member  | Yes                                       | No                       |
| <b>Date final report sent to Constitutional Team</b>                    | 9 December 2011                           |                          |



## Local Development Framework

# Southwark Annual Monitoring Report 7

April 2010 – March 2011

Effective planning ensures that we get the right development, in the right place and at the right time. It makes a positive difference to people's lives and helps to deliver homes, jobs and better opportunities for all, while protecting and enhancing the environment we share.

To ensure that we keep responding to the diverse needs and concerns of the community, we need to continually monitor our progress against the objectives we have set for the future of our borough.

**Monitoring is about keeping local policies on track and focussed on agreed objectives.**

# Contents

|  | <b>Page</b> |
|--|-------------|
| <b>Executive Summary</b>   | <b>3</b>    |
| <b>Introduction</b>  | <b>13</b>   |
| <b>What difference has planning made?</b>                          | <b>15</b>   |
| Consultation   | 16          |
| Life Chances   | 19          |
| Tackling Poverty and Wealth Creation                               | 24          |
| Clean and Green; Built Environment                                 | 32          |
| Clean and Green; Natural Environment                               | 36          |
| Housing  | 41          |
| Sustainable Transport  | 48          |
| Equalities   | 53          |
| Area monitoring  | 58          |
| <b>Developing Southwark’s Planning Policies</b>                    | <b>72</b>   |
| <b>Appendices</b>  |             |
| A. Use class order   | 74          |
|  | 75          |
| B. Coverage of statutory requirements for monitoring               | 76          |
| C. Information Sources   | 79          |
| D. Historic development completion trends                          | 80          |
| E. Housing Proposal Sites and Council’s Major Regeneration Schemes | 90          |
| F. Private car ownership breakdown by ward                         | 90          |
| <b>Figures</b>   |             |
| Figure 1 Southwark map   | 14          |
| Figure 2: Business Uses Completions in Town Centres                | 30          |

## Executive Summary

This document reports on whether our planning policies are achieving their objectives. It is a legal requirement that local planning authorities produce an Annual Monitoring Report (AMR) every year. The information contained in this document helps us to make sure our planning policies are kept up to date. This report covers the year April 2010 to March 2011.

This document covers the following:

- The type of development and conservation taking place in Southwark
- The different types of development taking place in different areas
- Whether our planning policies are making a difference
- Progress we are making preparing our new planning documents
- How we can improve our planning policies and the way we monitor them in the future

The main findings of this report are:

| Key objectives of the Southwark Plan   | What this means   | Key findings 10/11   |
|--|---|--|
| <p><b>Tackling Poverty and encouraging wealth creation</b></p> <p>For Southwark to be a place with a thriving and sustainable economy where local people can have the full benefits of wealth creation, with access to choice and quality in the services and employment opportunities that are available.</p> | <p>Improved employment opportunities for local people</p> | <p>The overall net increase in employment floorspace appears to be having a beneficial impact on residents in the borough with employment rates continuing to increase. The number of businesses which ceased is a concern and possibly reflects wider economic circumstances.</p> <p>We need to make sure that the new jobs created by the increase in commercial development can be accessed by all residents in the borough. We can do this by closely monitoring the implementation of the section 106 SPD to ensure that we allocate enough money for training and employment for local people. In preparing LDF documents, we need to work closely with the council's Economic Development Team to review how we can support new business enterprise growth and struggling businesses to ensure the local economy can thrive.</p> <p>There has been a significant increase in the amount of S106 secured for the period. This may be the result of an increase in the number of major schemes approved during the monitoring period. This is in line with our overall policy intention to mitigate the negative impacts of development through S106 contributions.</p> |

| Key objectives of the Southwark Plan | What this means                             | Key findings 10/11  |
|--------------------------------------|---|---|
|                                      | A variety of successful local businesses    | <p>The amount of net B1 office floorspace developed has decreased since last year, however there are several large schemes under construction, due to be completed in 2012 and 2013 which will provide a large amount of new office floorspace around Bankside and London Bridge areas. Overall there has been a loss of industrial use floorspace (B1 c, B8 warehousing and Sui Generis) located outside of the protected Preferred Industrial Locations across the borough.</p> <p>The amount of floorspace created which is suitable for small and medium sized enterprises has been minimal this year. This cause concern because such businesses form an important source of local employment and can increase the ability of the economy to withstand any major changes.</p> <p>The creation of small business space needs to be monitored more effectively to ensure we have an accurate picture of what is happening. We need to continue to encourage the provision of flexible floorspace in our Local Development Documents, and promote designs which meet the needs of Small and Medium sized Enterprises.</p> |
|                                      | Provision of arts, culture and tourism uses | <p>There was no reported increase in arts and culture use floorspace there was a small loss was experienced due to the conversion of a small art gallery into a live/work unit which incorporates a gallery work space.</p> <p>The previous monitoring year saw a loss of new arts and cultural floorspace. There may be a lack of data available on the indicator showing no increase in Arts and Cultural use as we do not currently have a system in place for monitoring schemes below 1,000sqm. Most development for Arts and Cultural uses are likely to fall under this threshold. We need to review how we could collect this information for the next AMR.</p>   |

| Key objectives of the Southwark Plan   | What this means   | Key findings 10/11   |
|--|---|--|
|  |   | <p>Though our area action plans and area based supplementary planning documents we are also looking at encouraging arts and culture uses in appropriate locations</p>  |
|  | Improved access to and variety of local services such as shops                          | A slight increase in A1/A3 floorspace of 1768 sqm occurred through the completion of mixed use schemes at Canada Water and on sites within the north of the borough in SE1.  |
| <p><b>Life Chances</b></p> <p>For Southwark to be a place where communities are given the ability to tackle deprivation through gaining maximum benefits from inward investment and regeneration</p> | <p>Meaningful opportunities for everyone to participate fully in planning decisions</p> | <p>Our Statement of Community Involvement (SCI) sets out how and who we consult.</p> <p>We will also continue to monitor our consultation on our planning documents and review it at each stage of consultation, highlighting the results in our consultation statements. This will help us to improve our consultation techniques to engage more local residents and businesses.</p>  |
|  | Ensure different groups are not disadvantaged   | <p>We consult many different groups and organisations on our planning documents public consultations and identify 'hard to reach' groups to target our consultation.</p> <p>However particular more information needs to be collected on the demographic profile of local people involved in our consultation processes. Monitoring consultation will allow us to keep track of how effective the SCI is and whether any amendments are needed. We may review the SCI following the outcome of the Localism Act.</p> |
|  | Overcome concentrations of deprivation  | <p>Southwark has improved from being the 26<sup>th</sup> most deprived borough to 41<sup>st</sup> in England. In spite of the significant improvement, we are still faced with issues like income, health and disability, housing and crime deprivation. We therefore need to make sure that our planning policies in our local development framework and in our regeneration programmes continue to promote opportunities for people and</p>  |

| Key objectives of the Southwark Plan  | What this means  | Key findings 10/11  |
|---|--|---|
|   |  | <p>put in place initiatives particularly for the most deprived areas of the borough to help reduce such inequalities.</p> <p>The gross average weekly household income of residents living in the borough has been decreased slightly from an average of £820 last year to £803.4 this year.</p>  |
|   | <p>Health, education and community facilities meet the community's needs</p> | <p>The total gain of D1 uses floor space excluding art and culture was 20,450sqm, showing an increase over the year before. This gain was largely from education and training uses, which was the result of the building of New City Academy and a secondary school for students with profound learning difficulties.</p> <p>We need to make sure everyone has access to community facilities that meet their needs, including good quality schools, health facilities and community centres.</p>   |
| <p><b>Clean and Green</b><br/>For Southwark to be a borough with high environmental quality, that is attractive, sustainable and performs well on environmental measures.</p> | <p>Buildings and places pleasant to be in</p>                                | <p>25 schemes applied for the secured by design certification<br/>We need to collect further information on why some schemes do not receive secured by design certification.</p> <p>This year we have new data from the Southwark Council Reputation Survey 2010, which shows resident perceptions of crime and how they identify with their area. The survey shows that almost all residents (98%) say they feel safe walking in their area alone in the daytime. After dark, almost three quarters say they feel safe. This is higher than the results for last year and may have been influenced by efforts to tackle anti-social behaviour and reduce crime from both the council and the police.</p> |

| Key objectives of the Southwark Plan | What this means   | Key findings 10/11  |
|--------------------------------------|---|---|
|                                      | Reduce pollution and negative impacts of new development on the environment | <p>26 major non-residential developments were permitted in 2010/11 of which we only have BREEAM information for 14 schemes. 11 schemes achieved a BREAAM rating of “very good” and 3 schemes achieved BREEAM “excellent”. This is similar to the previous year however it is difficult to determine a trend in the data until we are able to collect information from all applications.</p> <p>Southwark has consistently reduced the total amount of waste generated year on year. This could be attributed to many factors, principally to the success of council’s waste minimisation, a reduction in the quantity of producers and distributors packaging materials and the economic downturn. The increase in the amount of total waste recycled, composted, and used for energy could be due to the implementation of new planning policies. The percentage disposed of in landfill has also reduced to below 2008/09 levels.</p> <p>The amount of residential construction and demolition waste collected has increased from 2009/10.</p> <p>There has been no change in the capacity of waste management facilities in the borough. However, we have approved a site for an integrated waste management facility at Old Kent Road waste and this is currently under construction.</p> |
|                                      | Attractive buildings and places that protect the historic environment       | <p>£50,000 of funding was negotiated through section 106 agreements for conservation during the period.</p> <p>We have improved our protection of the historic environment by adopting 2 new conservation areas and increasing the number of listed buildings in the borough to 882.</p>  |

| Key objectives of the Southwark Plan   | What this means   | Key findings 10/11   |
|--|---|--|
|  | Protect and improve open spaces and biodiversity.   | <p>We have continued to meet our objective to protect open space and focus new development on previously developed land.</p> <p>The total area of meadow has been increased by 0.4ha. There was no change in the amount of woodland or reedbeds or wetlands. We have also created 1 new pond and restored a further 2 ponds.</p>   |
| <p><b>Creating Choice and Quality in Housing</b></p> <p>Southwark as a place with a diverse housing mix that exemplifies high quality design and accessibility for existing and incoming residents</p> | More high quality housing of all sizes and types that meets the needs of local people, particularly affordable housing. | <p>New development is helping to meet the needs of some of our residents and people wanting to live in Southwark, despite the impact of the recession. Overall, 1826 net new homes were built, which is 194 units above the overall annual target for 2010-2011 of 1630 net new homes. However, this is below the new London Plan target of 2005 net new homes a year. Of the new homes built, 43% were affordable which is a 7% decrease from last year but is still above the Southwark target of 35% of new homes to be affordable.</p> <p>New development has included 11% family housing (dwellings with 3 or more bedrooms). This is a 6% decrease on last year, although it still exceeds the Southwark Plan policy for 2010 to 2011 of 10% family housing. This helps to meet the large need in our borough for more family housing. In particular 27% of social rented housing was family housing, which is the sector with the largest need for more family homes. We need to continue to monitor this policy closely to ensure that we continue to develop large numbers of family housing and that we meet the new family housing policies in the Core Strategy.</p> <p>In June 2011 the Government introduced affordable rent as a new type of affordable housing through a revision to Planning Policy Statement 3 (PPS3). The Mayor is currently consulting on how the London Plan housing policies</p> |



| Key objectives of the Southwark Plan  | What this means  | Key findings 10/11   |
|---|--|--|
|   |  | should be interpreted now that affordable rent has been introduced. We will reconsult on our Affordable Housing SPD to clarify our approach in Spring 2012.  |
| <p><b>Sustainable Transport</b></p> <p>Southwark as a place where access to work, shops, leisure and other services for all members of the community is quick and convenient, and where public transport systems, the road network, walkways and cycleways enable people to travel quickly, conveniently and safely and comfortably to and from their destination, causing minimum impact on local communities and the environment.</p> | Reduce car use and promote walking, cycling and the use of public transport. | <p>The number of residential schemes achieving our minimum bicycle parking standards rose significantly by over 20% this year, but it is still well below the target of 100 per cent. We have made good progress in minimising car parking provision, with almost all schemes complying with the maximum standards in the Southwark Plan and the Sustainable Transport SPD.</p> <p>Car ownership has continued to decline in 2010/11, with just under 1000 fewer private cars registered in the borough. More accurate and comprehensive information on modal split across Southwark and across London should be available to inform next year's Annual Monitoring Report.</p> |
|   | Safer environments for travel.   | <p>Although the number of casualties as a result of road collisions has remained fairly constant since 2006, this year witnessed at 33 per cent increase.</p> <p>This year we also experienced a greater volume of accidents involving cyclists, which could potentially be linked to an increase in cycling in the borough, as evidenced in the council's Annual Transport Report.</p>  |
|   | Minimise the need to travel and reduce traffic congestion.                   | Estimated annual traffic flows fell by over 20 million kilometres this year, which at 3 per cent is a steady continuation of the trend experienced in recent years.  |

## Introduction

The Government requires us to monitor and produce a report on planning and development by the 31 December every year as explained at [www.southwark.gov.uk/amr](http://www.southwark.gov.uk/amr)

This report covers the year April 2010 to March 2011 and sets out:

- Whether planning policies in the Local Development Framework are allowing the amount and type of development that effectively improves the well being of local people and the improves the different types of places as set out in Southwark 2016, and if not the reasons why. Our policies may need to be changed.
- The changes taking place in Southwark and how planning policies may need to respond to these changes. We may need new policies.
- If our consultation practices (as set out in the Statement of Community Involvement) are improving the amount and quality of community engagement in planning decisions. We may need to improve our consultation practices.
- If we are making progress on preparing our new planning documents and changes that may need to be made in the future.

This report provides one type of measure/indicator to illustrate development and conservation. These are:

- A set of local indicators that we have chosen to measure the impact of development as set out above.

There are a number of sources of information. These are summarised below and detailed in appendix 2 next to each measure/indicator:

- National sources such as the Census.
- London studies by the Mayor.
- Information on planning applications that are granted.
- Our annual survey of completions of developments.
- Studies by other council departments and organisations such as the primary care trust.

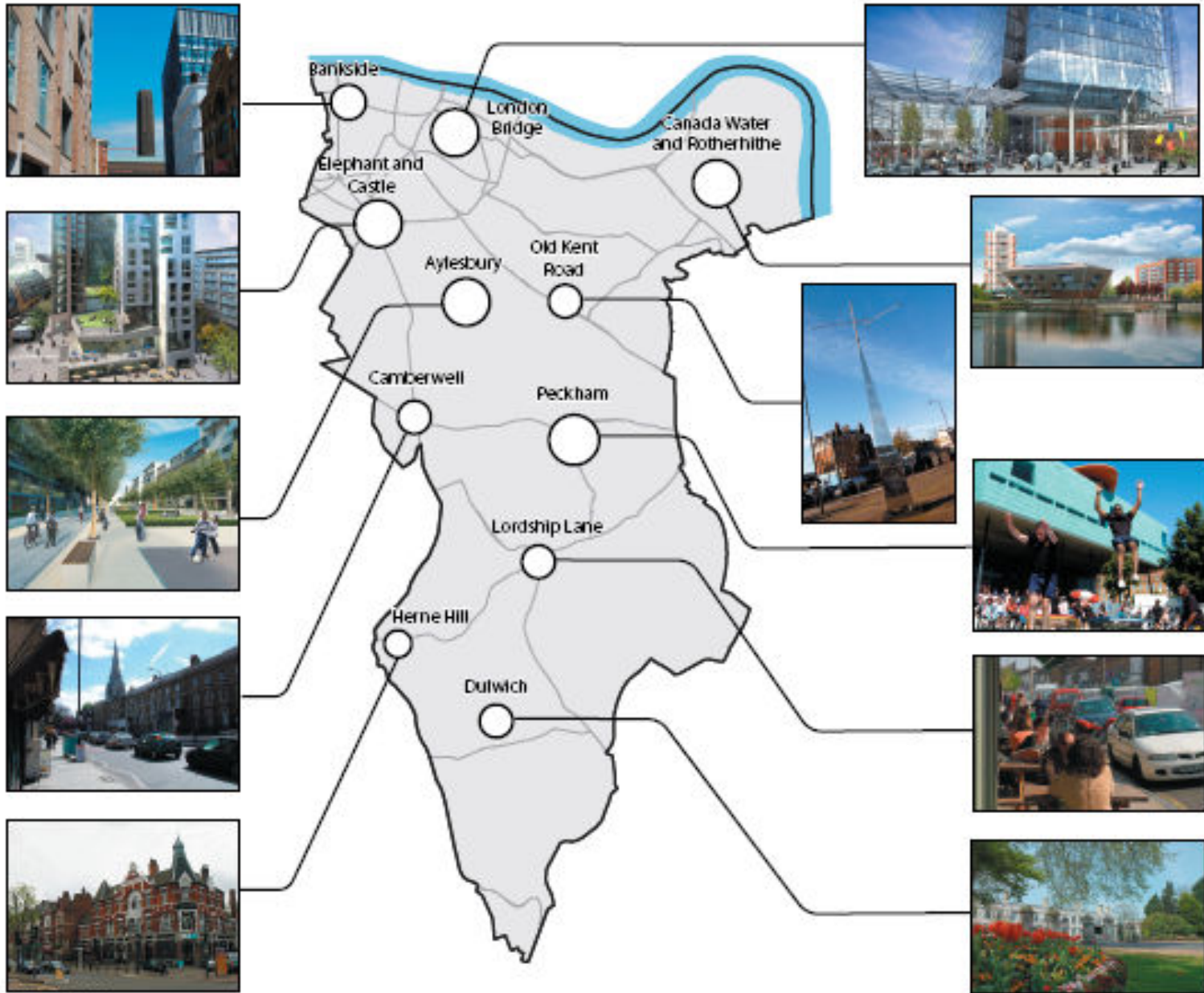
Planning new development and conserving places is an important part of the work that we are doing to tackle the issues facing Southwark and achieve the aims of the Sustainable Community Strategy. However we, as a council lead on many other services and projects for example those aimed at helping new businesses start and getting people into work. There are also plans for investing in existing housing, streets and public spaces. This report only looks at how our planning policies are working. Other council policies, services and strategies have their own individual monitoring arrangements.

The overall work of the council is monitored through the Corporate Plan  
[http://www.southwark.gov.uk/downloads/download/1668/corporate\\_plan](http://www.southwark.gov.uk/downloads/download/1668/corporate_plan)

The Sustainable Community Strategy;  
[http://www.southwark.gov.uk/info/10010/southwark\\_alliance/580/southwark\\_2016](http://www.southwark.gov.uk/info/10010/southwark_alliance/580/southwark_2016)

The Council Plan  
[http://www.southwark.gov.uk/info/200342/council\\_plan](http://www.southwark.gov.uk/info/200342/council_plan)

Figure 1: Map of Southwark









© Crown copyright. All rights reserved ((0)100019252) 2009

## What difference has Planning made?

### Measuring performance

The indicators are grouped under the key objectives of the Southwark Plan to give an overall picture of performance. For most of the indicators a target is set out and the outcomes from each year are compared against this. We will update next year's AMR to take into account the new Core Strategy (adopted April 2011) indicators. The following symbols are used to indicate how this year compares with the targets:

| Key to Performance Symbols  |  | Other symbols used  |                 |
|---|--|---|-----------------|
|  | Target met / On track to meet target                   |  | Upward trend    |
|  | Not performing as wanted, keep watch over coming years |  | Downward trend  |
|  | Not enough data available to interpret results         |  | Trend uncertain |

### Southwark context

Southwark is usually described as a deprived borough. Like many inner city areas we have our share of deprivation and inequality, with many areas of the borough being amongst the most deprived in England. We are leading on a series of regeneration programmes to improve the opportunities for local people and the quality of their surrounding environment. Many of these programmes are supported by planning policies. This includes major estate rebuilding programmes at Elephant and Castle and Aylesbury.

Southwark is a rapidly changing and diverse borough. Our population has been growing at a faster rate than the national average, and is expected to continue to grow over the coming years. This will mean more demand for housing, jobs, shops and other services. We have housing targets and indicative employment targets from the London Plan requiring us to deliver more housing and employment growth. This also increases the demand for shops, community facilities and improved transport infrastructure.

The main planning policies currently used to shape development are contained in the Southwark Plan (Unitary Development Plan) July 2007. As set out in the section on the Local Development Scheme we are producing a number of new planning documents which will eventually replace the Southwark Plan. In the meantime we have "saved" the majority of our Southwark Plan policies and can continue to use these up to July 2013.

Whilst we adopted our Core Strategy in April 2011, the monitoring period for this AMR covers April 2010 to March 2011 and so the report monitors the implementation of the Southwark Plan policies, not the Core Strategy policies. It also monitors the implementation of the Aylesbury area action plan policies, as this DPD was adopted in January 2010.

Next year's AMR will be updated to reflect the new monitoring indicators in the Core Strategy and will monitor the implementation of these policies.

# Consultation

## Impact

No documents have been adopted during the period of this AMR. A Sustainability Appraisal Scoping Report for the Affordable Housing SPD and for the Elephant and Castle SPD were consulted on during the monitoring period.

The two scoping reports and all our planning applications were consulted on in accordance with the Statement of Community Involvement (SCI). At each stage of preparation we have been monitoring the demographic breakdown of respondents where possible. This should help to ensure that the views of local people can contribute towards making planning policies.

The results of our 2011 consultation survey are generally more positive than the survey carried out in 2009/10. Only four people responded to the consultation satisfaction survey and we need to look at ways of improving responses to the survey. Key concerns raised are:

- **Information provided was not understood** - we need to improve the ways in which we set out planning documents so that they are clearer to members of the public, for example, using plain English.
- **Receipt of acknowledgement of comments** - we ensure acknowledgement is given to every respondent. Half the respondents in the survey did not answer this question which may account for the results.
- **Keeping informed of each stage of the process** - we need to look at ways of keeping people informed of each next stage in the planning process. We are keeping how we consult under review and this will feed into revision to the SCI.
- **Understanding how comments are taken into consideration** – we provide officer comments to all responses received when planning documents move to the next stage of consultation. Long periods of time between stages could be contributing to people's concerns that their comments have not been taken into account.

## Policy implications

It is important that the views of local people are taken into consideration during the preparation of planning documents. This can also help to improve local people's sense of pride in their area leading to reduced crime rates and a general improvement to the quality of life. We need to look at ways of making our consultations clearer to ensure that the SCI is helping us to engage with people more effectively. We also have a lack of monitoring information on the profile breakdown of people responding to our consultation satisfaction survey and to all our consultations. We need to look at ways to improve this data collection so that we can see how we need to improve our consultation to ensure that all sectors of society are involved. We will look at whether we need to review the Statement of Community Involvement following the adoption of the National Planning Policy Framework.

| Consultation  | April 2010 – March 2011 | Target                   |   | 09/10 | 08/09  | Analysis   |
|---|-------------------------|--------------------------|---|-------|--|--|
| <b>9. % Adopted planning documents and approved applications consulted on in accordance with the Statement of Community Involvement</b> |                         |                          |   |       |  |  |
| Planning documents  | N/A                     | 100%                     | ✓ | 100%  | 100%   | No documents have been adopted during the period.<br><br>The Sustainability Appraisal Scoping Report for the Affordable Housing SPD was consulted on from 17 September 2010 to October 2010.<br><br>The Sustainability Appraisal Scoping Report for the Elephant and Castle SPD was consulted on from 13 January to 17 February 2011.<br><br>Both scoping reports were consulted on in accordance with the Statement of Community Involvement (SCI).<br><br>We consult on planning applications in line with the SCI and national guidance. This means we send out letters for all planning applications to identified consultees and a site notice is erected. Where appropriate, advertisements are placed in the paper. |
| Approved applications   | 100%                    | 100%                     |   | 100%  | 100%   |  |
| <b>10. Profile of people involved in consultation:</b>  |                         |                          |   |       |  |  |
| Age   | N/A                     |                          | ! |       | N/A  | No demographic data is available for the E&C scoping report stage of consultation.<br><br>No demographic data is available for the Affordable Housing scoping report stage of consultation.  |
| Gender  | N/A                     | Improve mix year on year |   |       |  | Our consultation satisfaction survey contains a section asking respondents to give details of their demographic profiles (i.e., age, faith, ethnicity etc.) However we find that most respondents not fill in this section. This makes it very difficult to monitor this information.  |
| Ethnicity   | N/A                     |                          |   |       | White: 82%,<br>Black: 9%,<br>Asian: 6%,<br>Mix: 2% | We also try to collect this information via feedback forms during various consultation events, however we also tend to get a very limited response.  |
| Faith   | N/A                     |                          |   |       | N/A  |  |
| Sexuality   | N/A                     |                          |   |       | N/A  |  |
| Disability  | N/A                     |                          |   |       | N/A  |  |
| <b>11. Proportion of participant satisfied with consultation on planning documents and applications:</b>                                |                         |                          |   |       |  |  |

| Consultation   | April 2010 – March 2011 | Target |   | 09/10 | 08/09 | Analysis  |
|--|-------------------------|--------|---|-------|-------|---|
| The purpose of the consultation was understood               | 75%                     | 72%    | ↑ | N/A   | 75%   | <p>There were 4 respondents only to the consultation satisfaction survey. Due to a low sample size, figures may appear skewed. However, the figures show that participants seems more satisfied in all areas as compared to last year except:</p> <ul style="list-style-type: none"> <li>Information provided was understood</li> <li>Receipt of acknowledgement of comments</li> <li>Keeping informed of each stage of the process</li> <li>Understanding how your comment was taken into consideration</li> </ul> |
| Enough time was provided.                                    | 75%                     | 56%    | ↑ | N/A   | 75%   |   |
| Information was easily available in a suitable format        | 75%                     | 72%    | ↑ | N/A   | 75%   |   |
| Information provided was understood                          | 25%                     | 59%    | ↓ | N/A   | 75%   |   |
| The different ways to have your say were understood          | 75%                     | 63%    | ↑ | N/A   | 75%   |   |
| You received an acknowledgment of your comments              | 50%                     | 59%    | ↓ | N/A   | 75%   |   |
| You understand how your comment was taken into consideration | 0%                      | 16%    | ! | N/A   | 75%   |   |
| You were kept informed of each stage of the process          | 25%                     | 31%    | ↓ | N/A   | 75%   |   |

## Life chances

### Development impact

Life expectancy of residents in the borough has improved year on year which shows that health problems are being addressed earlier and overall health care is improving. However, the number of hospital admissions has increased over the last two years. The link between the type of hospital admissions and impact of new development is difficult to determine.

The increase in the amount of community facilities is a positive outcome and is beneficial in supporting our strategy of creating a wide range of community facilities that provide spaces for the growing and changing population and activities in accessible areas. We need to make sure everyone has access to community facilities that meet their needs, including good quality schools, health facilities and community centres. This year saw the loss of 0.062 hectares of unprotected amenity space. However, there was new high quality amenity space built on these sites as well as public realm improvements.

The amount of contributions from Section 106 agreements negotiated for education, health, children's play and sports development for this year has increased by £3,084,181 from last year, resulting in a total amount of £4,566,024 while the amount negotiated for community facilities decreased by 788,537. The increase in contributions since last year relates to the increase in the number of new major developments coming forward. It is difficult to fully understand the immediate impact of this because the sums of money will only be payable to the council if and when the granted planning permissions are implemented or built out. However the Section 106 supplementary planning document (SPD) continues to be of great benefit in negotiating and securing appropriate funding.

### Policy implications

Through the policies in our local development framework we will continue to work towards improving the health of our population and reduce health inequalities across the borough. We will do this by making sure that major developments consider the impact of the development on health and pay contributions towards additional health care facilities and overall improvement in the built and natural environments.

We have improved from being the 26<sup>th</sup> most deprived borough in 2007 to 41<sup>st</sup> in England in 2010. In spite of the significant improvement, we are still faced with issues like income, health and disability, housing and crime, unemployment deprivation particularly in areas such as Peckham and Aylesbury. We need to make sure that our planning policies in our local development framework and in our regeneration programmes continue to promote opportunities for people and put in place initiatives particularly for the most deprived areas of the borough.

For s106 contributions, there is likely to be a delay between the issue of planning permission (and signing of the Section 106 agreement), and construction of developments, therefore council service departments who are responsible for spending Section 106 contributions need to keep a close eye on when developments become implemented and continue to check to see if negotiated funds have been paid to the council. Our revised Local Development Scheme sets out that we have decided to move toward preparing a CIL schedule rather than reconsult on a revised Section 106 SPD. We will be consulting on a preliminary charging schedule in 2012.



| Context   | April 2010 – March 2011 | Target |   | 09/10    | 08/09   | Analysis  |
|---|-------------------------|--------|---|----------|---------|---|
| <b>1. Change in population size and age:</b>        |                         |        |   |          |         |   |
| Estimated current population                        | 287,000                 | -      |   | 285,600  | 283,000 | The mid -year 2010 population estimates released by ONS showed that Southwark's population has reached 287,000, representing an increase of 1400 (49%) since last year but lower than the increase seen in the last two years. This consists of 51.8% males and 48.7% females. The figures also demonstrated that the borough has recorded a population growth of 29,600 (11.50%) over the last 8 and years and has experienced a turnover of 214 people per 1000 population since last year with a median age of 33 years. Southwark is ranked as the 5 <sup>th</sup> borough for growth in London and 14 <sup>th</sup> for England and Wales between mid 2005 and mid 2010. According to GLA 2009 round projections, which take into accounts expected housing to come forward, Southwark's population is projected to reach 320,634 in ten years, higher than what was projected in 2009/10 but lower than 2008/09 levels. |
| % population under 5                                | 7.3%                    | -      |   | 7.4%     | 7.2%    |   |
| % population over 65                                | 8.3%                    | -      |   | 8.3%     | 8.4%    |   |
| Projected population in 10 years                    | 320,634                 | -      |   | 317,,273 | 334,900 |   |
| Projected % under 5                                 | 7.1%                    | -      |   | 7.3%     | 7.1%    |   |
|   |                         |        | ↑ |          |         |   |
| Projected % 65 and over                             | 8.4%                    | -      |   | 8.4%     | 8.5%    |   |
| <b>2. Aggregated Index of Multiple Deprivation:</b> |                         |        |   |          |         |   |

| Context  | April 2010 – March 2011                           | Target       |   | 09/10                                 | 08/09   | Analysis  |
|--|---|--------------|---|---------------------------------------|---------|---|
| Southwark  | 41 <sup>st</sup> most deprived borough in England | Improve      | ! | 26th most deprived borough in England | No data | <p>Southwark improved its overall ranking at both regional and national level. Overall, Southwark ranked as 41st most deprived borough in 2010 out of the 326 local authorities in England compared to 26th in 2007 and 17th in 2004. In London, Southwark moved from 6th most deprived borough in 2004, to 9th in 2007, to 12th in 2010. The number of Lower Super Output Areas (LSOAs) in 10% most deprived areas in England has reduced significantly from 16(10%) in 2007 to 4(2%) in 2010. East Walworth, Camberwell Green, Livesey and Peckham wards were among the wards which experienced reduced deprivation.</p> <p>Despite these significant improvements, certain areas in the borough still experience high levels of deprivation including for income, health and disability, housing, crime and unemployment. We will continue to address these issues and areas of deprivation through our area action plans and supplementary planning documents. The Core Strategy also looks at reducing deprivation in the borough and increasing the standard of life for everyone</p> <p>It should also be noted that the indices of multiple deprivation may not yet fully reflect the impact of the recession on issues such as increased unemployment.</p> |
| <b>3. Life expectancy:</b>                         |   |              |   |                                       |         |   |
| Males  | 77.8  | 78.6 by 2010 |   | 77.2                                  | 77.0    | <p>The overall life expectancy age has improved over the past two years. The current life expectancy age in Southwark is 77.8 for males and 82.9 for females based on three year average mortality data between 2007-2009. The average for women is still above national average but has slipped below London average of 83.1 for the three year period ending 2009. Even though male life expectancy has improved, it is still below both England and London average.</p>  |
| Females  | 82.9  | 82.5 by 2010 | ✓ | 82.4                                  | 82.0    |   |
| <b>4. Admissions to hospital per 1,000 people:</b> |   |              |   |                                       |         |   |

| Context   | April 2010 – March 2011 |                         |                 | Target                         |   | 09/10   | 08/09    | Analysis  |
|---|-------------------------|-------------------------|-----------------|--------------------------------|---|---------|----------|---|
| Borough-wide  | 290                     |                         |                 | -                              | ! | 286     | 219      | 290 out of every 1000 people living in Southwark were admitted to hospital between April 2010 to March 2011. Whilst the figures showed year on year increase over the past two years, the rate of increase between this year and last year was much slower compared to what was recorded between 2008/09 and 2009/10.   |
| <b>5. Community Uses (Class D1) (excluding art and culture) completed</b> |                         |                         |                 |                                |   |         |          |   |
|   | Amount completed        | Amount lost or replaced | Overall outcome |                                |   | Overall | Overall  | The total gain of D1 uses floor space excluding art and culture was 20,450sqm, showing an increase over the year before. This includes education and training uses, clinics and health centres and other community uses.<br><br>This gain was largely from education and training uses, This was through the following developments:<br>- the building of New City Academy following the demolition of Geoffrey Chaucer and Joseph Lancaster Schools<br>-the construction of a 4 storey building from former Waverly Lower School and the redevelopment land at Saul, Sharpness and Painswick Court to provide single storey secondary school for students with profound learning difficulties.<br><br>The D1 loss was mainly from the demolition and redevelopment of Castle House (Strata Tower) on Walworth Road to provide mixed use development comprising 399 residential units, retail, takeaway and restaurant. The building was previously used as a college and had been vacant since 1999. |
| Education Uses  | 58,696                  | 38,941                  | 19,755          |                                |   | 12,340  |          |   |
| Clinics and Health Centres  | 0                       | 0                       | 0               |                                |   | 1,004   |          |   |
| Other Community Uses  | 2,155                   | 1,460                   | 695             |                                | ✓ | 657     | N/A      |   |
| Total D1 Uses (excluding arts and cultural use)                           | 60,851                  | 40,401                  | 20,450          | Increase Provision             |   | 14,001  | 3,727sqm |   |
| <b>6. Change in the amount of publicly accessible open space</b>          |                         |                         |                 |                                |   |         |          |   |
|   | Amount completed        | Amount lost or replaced | Overall outcome | No net loss of protected space | ✓ | Overall | Overall  | There was no loss of protected open spaces. However there was a loss of 0.062 hectares of unprotected amenity and children's play as a result of two developments on the  |

| Context   | April 2010 – March 2011 |       |        | Target |   | 09/10      | 08/09      | Analysis  |
|---|-------------------------|-------|--------|--------|---|------------|------------|---|
| Borough wide  | 0.160                   | 0.222 | -0.062 |        |   | 0.452      | 0.279ha    | land at the east of Red Lion Row in the Canada Water Action Area and site adjoining 60 George's Row, Bermondsey. The new developments provided residential dwellings, a resource centre and associated public realm and amenity space.<br><br>The main gain was from the expansion of a games area at Eveline Lowe Primary School and creation of children's play area on Champion Park Estate.   |
| <b>7. Funding negotiated from planning (S106) agreements for:</b>   |                         |       |        |        |   |            |            |   |
| Education   | £1,433,461              |       |        | TBC    |   | £658,657   | £2,604,009 | With the exception of community facilities, there was an increase in the amount of S106 contributions negotiated for Education, Health, Children's Play, and Sports compared to the year before. The trend for this is uncertain as funds secured are dependent on approved schemes for that period. It is difficult to understand the immediate impact of this because the sums of money will only be payable to the council if and when the granted planning permissions are implemented or built out.  |
| Health  | £1,467,881              |       |        | TBC    |   | £304,321   | £2,250,789 |   |
| Children's Play   | 1,77,388                |       |        | TBC    |   | £92,269    | £140,797   |   |
| Sports Development  | £1,487,294              |       |        | TBC    | ↓ | £426,596   | £693,716   |   |
| Community facilities  | £499,878                |       |        | TBC    |   | £1,288,415 | £1,329,606 |   |
| <b>8 - Percentage of pupils achieving five or more A*-C grade (incl English and Maths) GCSEs or equivalent:</b> |                         |       |        |        |   |            |            |   |
| All students  | 57.3%                   |       |        | 60%    | ↑ | 54.9%      | 46%        | A report released by the Department For Education shows that Southwark has improved by 2.4% to reach a level of 57.3% but has fallen just below the national average of 57.9% as well 3 percentage points below the London Average of 60.3%.<br><br>The result sees the borough 2.7 percentage points from its Education Development Plan (EDP) target for the period. Southwark is the second most improved borough in the country from 2005/06 and in London (Tower Hamlets is the most improved in London).<br><br>Southwark has remained in the second quartile nationally but has fallen in position out of all Local Authorities (76th out of 151 Local Authorities, down from joint 66th last year). |

## Poverty and Wealth Creation

### What impact is the new development having?

The amount of net B1 office floorspace developed has decreased since last year, however there are several large schemes under construction, due to be completed in 2012 and 2013 which will provide a large amount of new office floorspace around Bankside and London Bridge areas. Overall there has been a loss of industrial use floorspace located outside of the protected Preferred Industrial Locations across the borough. This shows that there is a general trend of industrial type uses moving out of central London into outer London boroughs where there is better access to the strategic road network. The overall net increase in employment floorspace appears to be having a beneficial impact on residents in the borough with employment rates continuing to increase. The number of businesses which ceased is a concern and possibly reflects wider economic circumstances. New floorspace created for small and medium sized enterprises (SMEs) has been minimal this year.

There has been an increase in the number of hotel rooms developed, located in the north of the borough. This is due to the higher level of public transport accessibility in this area and close proximity to a large number of tourist attractions. While this is helping Southwark meet estimated demands, this must be balanced against the need to protect the amenities of local residents in particular locations where there is a concentration of hotels.

We have continued to negotiate funds through section 106 agreements. There has been a considerable increase in funding negotiated this year for training purposes than last year. A total of £2,086,330 was negotiated this year, compared to £587,085 last year. This is due to a number of large schemes being approved.

### Policy implications and improvements

An increase in B1 office floorspace has shown that the north of the borough is a viable location for this type of development. Our Employment Land Review (2010) forecasts a continuing demand for new office space in these locations and it is predicted to continue as a result of increased regeneration and investment. Although there has been some loss of traditional manufacturing floorspace in the borough, we need to ensure that we protect the locations identified as Preferred Industrial Locations, such as Old Kent Road and South Bermondsey to continue to meet existing employment needs and also to promote new sectors to develop in green manufacturing, biosciences and the knowledge economy.

The creation of small business space needs to be monitored more effectively to ensure we have an accurate picture of what is happening. We need to continue to encourage the provision of flexible floorspace in our Local Development Documents, and promote designs which meet the needs of SMEs. We need to ensure that new jobs created by increases in commercial development can be accessed by all residents in the borough. We can do this by closely monitoring and reviewing our section 106 requirements and through Community Infrastructure Levy (CIL)

regulations to ensure that we allocate enough money for training and employment for local people. In preparing LDF documents, we need to work closely with the council's Economic Development Team to review how we can support new enterprise growth and struggling businesses.

| Context   | April 2010 – March 2011 | Target               |   | 09/10 | 08/09 | Analysis  |
|---|-------------------------|----------------------|---|-------|-------|---|
| <b>12A. Vacancy rates for offices</b>               |                         |                      |   |       |       |   |
| Borough wide  | n/a                     | Reduce vacancy rates | ? | 4.9%  | 4.23% | The London Offices Market Analysis Report published by Estate Gazette provides up to date analysis for the Southbank area which includes the area around Bankside, Borough and London Bridge. The report suggests that there is 2.37 million sq ft of space on the market to let on the South Bank but only 860,000 sq ft of that is in existing built stock. Over one million sq ft is currently under construction and 450,000 sq ft is made up of development projects that are being pre-marketed. The availability rate has been on an upward trend since 2007. However, this will be altered dramatically in 2012 when The Shard is completed, assuming that it is not let before then. |
| <b>12B. Vacancy rates for retail</b>                |                         |                      |   |       |       |   |
| Borough wide  | 10%                     | Reduce vacancy rates | ? | 8.4%  | 8.4%  | The most up to date data is the GLA's London Town Centre Health Check Analysis Report 2009, which has calculated the total retail floorspace in Peckham, Camberwell, Lordship Lane, Elephant and Castle, Surrey Quays, Walworth Road and London Bridge added up to 197,732 sqm of which 19,363sqm (10%) was vacant. Peckham experienced the highest rate followed by London Bridge. This could be linked to the economic downturn.  |
| <b>13. Change in household weekly income levels</b> |                         |                      |   |       |       |   |
| Average income                                      | £803.4                  | -                    | ↑ | £820  | £795  | The gross weekly income for full time workers in the borough has shown a steady increase since 2007/08 with 2010/11 Southwark mean income above both London and national averages as a whole. The proportion earning below the median income has increased by 10% with 50% of the population earning below the median income.<br>(Data source: Nomis)   |
| Median income*                                      | £608.7                  | -                    |   | £627  | £602  |   |
| % households earning below median income            | 50%                     | -                    | ~ | 40%   | 40%   |   |
| Equalities group average                            | N/A                     | -                    |   | N/A   | N/A   |   |

\* The median is the middle of the distribution range, i.e. half of the people in Southwark earn more than insert media figure a week and half the population earn less

| Context   | April 2010 – March 2011   |  |                             | Target  |        | 09/10         | 08/09         | Analysis   |
|---|---|--|-----------------------------|---|--------|---------------|---------------|--|
| <b>14A B Class Uses Completed within CAZ, TCs and PILs (sq m of floorspace)</b> |   |  |                             |   |        |               |               |  |
|   | Amount completed (sqm)  | Amount lost or replaced (sqm)          | Overall outcome (sqm)       |   |        | Overall (sqm) | Overall (sqm) | <p>The amount of net B class floor space completed within the CAZ, PILs and town centres has decreased from previous years. The last year saw a modest increase in B1 office floorspace. This was attributed to a mixed use development scheme in Amelia Street, Elephant and Castle and a couple of schemes in Bankside/Borough (SE1). However there are a number of large development projects in the pipeline and are being pre-marketed. The Sellar Properties' developments at the Shard and The Place, 25 London Bridge Street are still under construction and account for 39,950 sqm and 53,420 sqm respectively. They are scheduled to complete in early 2012 and in 2013.</p> <p>The amount of industrial and warehousing floorspace in those areas outside of the Preferred Industrial Locations has generally decreased. Demand for industrial premises is low which reflects the trend elsewhere in London boroughs and is forecast to continue to remain low, with an overall reduction forecast over the next 15 years.</p> |
| Office B1(a)  | 15,609  | 4,757                                  | 10,852                      | Maintain and increase the supply of employment floor space within the CAZ, TCs and PILs | ✓      | 60,964        | 53,388        |  |
| Research and laboratory B1(b)   | 0   | 0                                      | 0                           |   |        | 0             | -1270         |  |
| Light Industrial B1(c)  | 0   | 2466                                   | -2466                       |   |        | -2,618        | 861           |  |
| General Industrial B2   | 0   | 2389                                   | -2389                       |   |        | 2,230         | 1270          |  |
| Warehousing and distribution B8   | 0   | 4380                                   | -4380                       |   |        | -915          | 0             |  |
| Sui Generis Industrial  | 0   | 23                                     | -230                        |   |        | -3,646        | 0             |  |
| Overall Employment uses   | 15,609  | 14,015                                 | 1,387                       |   |        | 56,015        | 54,259        |  |
| <b>14B. B Class Uses Completed Borough Wide (sq m of floor space)</b>           |   |  |                             |   |        |               |               |  |
|   | Amount completed  | Amount lost or replaced                | Overall outcome             |   |        | Overall       | Overall       | <p>There was an overall loss of B use class employment floorspace in the borough. This is attributed to an overall low demand for industrial premises (and those not protected through our PIL designation). Demand for industrial premises is low which reflects the trend elsewhere in London Boroughs and is forecast to continue to remain low, with an overall reduction forecast over the next 15 years</p>  |
| Office B1(a)  | 15,818  | 5055                                   | 10,763                      | ✓   | 66,425 | 56,487        |               |  |
| Research and laboratory B1(b)   | 0   | 0                                      | 0                           |   | -3774  | -1,270        |               |  |
| Light Industrial B1(c)  | 6,240   | 0                                      | -6,240                      |   | -2618  | 81            |               |  |
| General industrial B2   | 0   | 7258                                   | -7,258                      |   | -842   | -1,270        |               |  |
| Warehousing and distribution B8   | 0   | 6,671                                  | -6,671                      |   | -7,280 | -7,819        |               |  |
| Sui Generis Industrial  | 12,821  | 12,784                                 | 37                          |   | -4,186 | 0             |               |  |
| Overall employment uses   | 34,879  | 31,768                                 | -9,369                      |   | 47,725 | 46,209        |               |  |
| <b>15. The amount (hectares) of employment land available for:</b>              |   |  |                             |   |        |               |               |  |
|   | Sites (ha) not currently in B Class use with approval for B Class | UDP allocations not yet completed (ha) | Overall land available (ha) | Maintain and increase the supply of employment floor space                              |        | Overall       | Overall       | <p>The amount of employment land in the pipeline in the borough as at the end March 2011 was 7.4 hectares. Nearly 93% of the sites in the pipeline are approved for B class office use.</p>  |
|   |   |  |                             | !   |        |               |               |  |

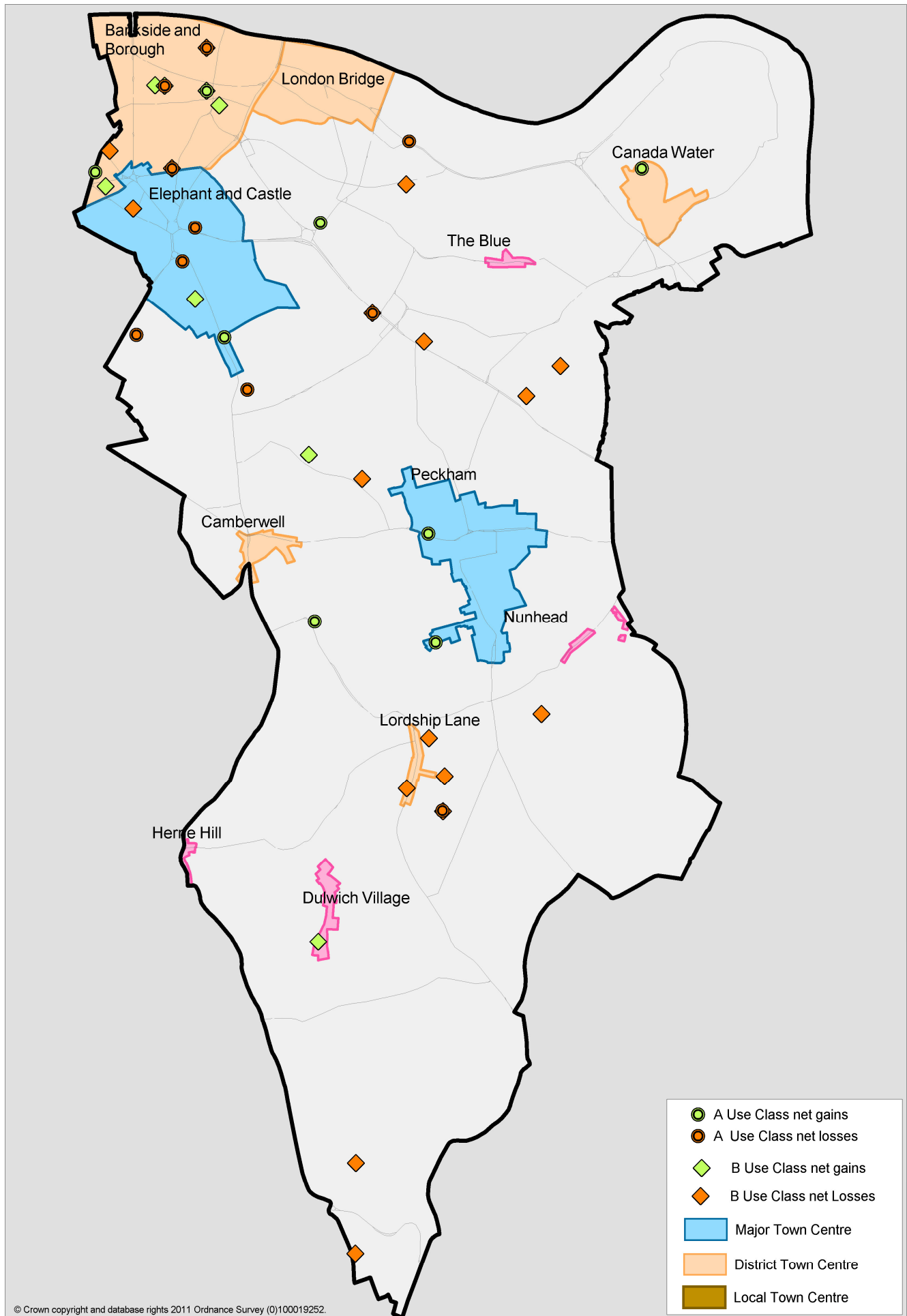
| Context  | April 2010 – March 2011 |                         |                 | Target   |   | 09/10   | 08/09   | Analysis  |
|--|-------------------------|-------------------------|-----------------|--|---|---------|---------|---|
| Office B1(a)   | 4.7                     | 2.7                     | 7.4             |  |   | 7.0     | 6.1     |   |
| Light Industrial B1(b)   | 0.0                     | 0.0                     | 0.0             |  |   | 0       | 0.1     |   |
| Research and laboratory B1(c)  | 0.1                     | 0.0                     | 0.1             |  |   | 0.1     | 0       |   |
| General industrial B2  | 0.1                     | 0.0                     | 0.1             |  |   | 0       | 0.5     |   |
| Warehousing and distribution B8  | 0.3                     | 0.0                     | 0.3             |  |   | 0.3     | 0       |   |
| Overall employment uses  | 5.2                     | 2.7                     | 7.9             |  |   | 7.2     | 6.7     |   |
| <b>16A Office, Retail, Institution, leisure completions within Town Centres (sqm of floor space)</b> |                         |                         |                 |  |   |         |         |   |
|  | Amount completed        | Amount lost or replaced | Overall outcome |  |   | Overall | Overall | The amount of office floorspace completed has reduced significantly since last year, however there are numerous large schemes that are under construction and will be completed in the next monitoring year. The schemes included two sites in Bankside and Borough and the Print Works mixed use scheme in Elephant and Castle.<br><br>The loss of D1 floorspace can be explained through the redevelopment of Castle House, into the Strata residential development. Castle House originally contained some floorspace used for education purposes, however this was vacant since 1999                                |
| Office B1(a)   | 15,184                  | 2,707                   | 12,477          | Maintain and increase the amount of office, retail and leisure uses, particularly in town centres  | ✓ | 60,964  | 54,460  |   |
| Shops A1   | 2,466                   | 846                     | 1,620           |  |   | 2,572   | 7,243   |   |
| Professional A2  | 0                       | 0                       | 0               |  |   | -243    | 1,986   |   |
| Eating A3  | 1,289                   | 86                      | 1,203           |  |   | 416     | 1,822   |   |
| Drinking A4  | 0                       | 0                       | 0               |  |   | 743     | 0       |   |
| Take-away A5   | 0                       | 0                       | 0               |  |   | 0       | 0       |   |
| Non-residential institutions (D1)  | 0                       | 2962                    | -2962           |  |   | 8,341   | 1,074   |   |
| Residential institutions (C2)  | 0                       | 0                       | 0               |  |   | 0       | 0       |   |
| Leisure (D2)   | 0                       | 0                       | 0               |  |   | 0       | 0       |   |
| <b>16B Office, Retail, Institution, Leisure completions borough wide (sqm of floor space)</b>        |                         |                         |                 |  |   |         |         |   |
|  | Amount completed        | Amount lost or replaced | Overall outcome |  |   | Overall | Overall | There was a large increase in D1 floorspace which was a result of improvements to schools in the borough which included Michael Faraday School in Aylesbury, the New Tukes School and the Harris Academy in Peckham, Geoffrey Chaucer & Joseph Lancaster Schools, Waverley Lower Secondary School, Eveline Lowe Primary School and Dulwich Infants School.<br><br>A slight increase in A1/A3 floorspace occurred through the completion of mixed use schemes at Canada Water and on sites within the north of the borough in SE1.<br><br>Figure 2 shows the net gain and loss of A and B use classes across the borough |
| Office B1(a)   | 15,818                  | 5055                    | 10,763          | Maintain and increase the amount of office, retail and leisure uses, particularly in town centres. | ✓ | 66,425  | 56,487  |   |
| Shops A1   | 2,933                   | 1,165                   | 1,768           |  |   | 3,071   | 7,300   |   |
| Professional A2  | 0                       | 50                      | -50             |  |   | 553     | 2,496   |   |
| Eating A3  | 1,289                   | 112                     | 1,177           |  |   | 416     | 1,782   |   |
| Drinking A4  | 0                       | 884                     | -884            |  |   | 457     | -1,809  |   |
| Take-away A5   | 0                       | 0                       | 0               |  |   | -60     | 0       |   |
| Non-residential institutions (D1)  | 60,851                  | 40,530                  | 20,321          |  |   | 11,200  | 3,727   |   |
| Residential institutions (C2)  | 0                       | 0                       | 0               |  |   | 0       | 0       |   |
| Leisure (D2)   | 0                       | 884                     | -884            |  |   | 0       | 0       |   |



| Context   | April 2010 – March 2011           | Target                        |                    | 09/10  | 08/09      | Analysis                               |   |  |
|---|-----------------------------------|-------------------------------|--------------------|--|------------|--|---|--|
| <b>17. Completed small business units (less than 235 sqm)</b>     |                                   |                               |                    |  |            |  |   |  |
|   | Units/<br>floorspace<br>completed | Units lost<br>or<br>replaced  | Overall<br>outcome |  | Overall    | Overall                                |   |  |
| B Class   | 617                               | 381                           | 236                | No net loss in<br>small<br>business<br>units | ✓          | Overall<br>5/635<br>10/781<br>15/1,416 | Overall<br>N/A<br>N/A<br>N/A  | The increase in floorspace relates only to small business units which have been incorporated into mixed use developments. These completions are located in the north of the borough and in Elephant and Castle.<br><br>The loss of units are attributed to a change of use of a unit to a Live/Work unit, and the loss of a pub for a residential redevelopment. |
| A Class   | 937                               | 334                           | 603                |  |            |  |   |  |
| Total   | 1,554                             | 715                           | 839                |  |            |  |   |  |
| <b>18. Arts and cultural uses (class D1) completed</b>            |                                   |                               |                    |  |            |  |   |  |
|   | Amount<br>completed               | Amount<br>lost or<br>replaced | Overall<br>outcome |  | Overall    | Overall                                |   |  |
| A – In Strategic Cultural Zones                                   | 0                                 | 0                             | 0                  | Increase<br>provision                        | !          | Overall<br>-2230<br>-2537              | Overall<br>0<br>0   | A small loss was experienced due to the conversion of a small art gallery into a live/work unit which incorporates a gallery work space.   |
| B – Borough wide  | 0                                 | 129                           | -129               |  |            |  |   |  |
| <b>19. Hotel and hostel bed spaces completed</b>                  |                                   |                               |                    |  |            |  |   |  |
|   | New Beds                          | Beds lost<br>or<br>replaced   | Net<br>change      |  | Net change | Net change                             |   |  |
| A – Within high PTAL areas  | 291                               | 0                             | 291                | Increase<br>provision                        | ✓          | Net change<br>187<br>167               | Net change<br>-7<br>91  | There were 291 new hotel bed spaces completed in the borough. A scheme was completed in SE1, on Waterloo Road for a 284 bed hotel.   |
| B – Borough wide  | 291                               | 5                             | 286                |  |            |  |   |  |
| <b>7. Funding negotiated from planning (S106) agreements for:</b> |                                   |                               |                    |  |            |  |   |  |
| Training  | £2,086,330                        |                               | TBC                | ✓  | £587,085   | £220,161                               | Southwark received over £2 million from S106 planning agreements for training purposes representing a significant increase compared to last year. This included schemes to support local employment during construction, local employment in the development, training schemes, |  |
| Affordable business space   | £0                                |                               | TBC                | !  | £0         | £0                                     |   |  |
| Child care  | £0                                |                               | TBC                |  | £0         | £0                                     |   |  |

| Context  | April 2010 – March 2011 | Target                         |   | 09/10 | 08/09   | Analysis   |
|--|-------------------------|--------------------------------|---|-------|---------|--|
| Culture and Tourism  | £0                      | TBC                            |   | £220  | £90,000 | <p>initiatives to promote employment opportunities.</p> <p>We currently do not negotiate funds for the provision of affordable business space in developments because we consider the provision of flexible business space better meets the needs of small and medium sized enterprises. We will review this indicator next year.</p> <p>There were no contributions negotiated for childcare and tourism facilities due to a downturn in the number of applications determined.</p> |
| <b>20. Business growth: Count of Birth and Deaths of new enterprises per 10,000 people</b> |                         |                                |   |       |         |  |
| Birth of new enterprises   | 84                      | Increase businesses in borough | ! | 72    | 85      | <p>The 2010 business demography report published by ONS indicates that there were approximately 84 new business registrations and 81 closures for every 10,000 adult population in the borough in 2010. The changes in births and deaths of businesses may reflect wider economic circumstances. Support and training for new businesses is available however we will need to make sure it is targeted better.</p>   |
| Death of new enterprises   | 85                      |                                |   | 81    | 65      |  |
| <b>21. Employment Rate</b>   |                         |                                |   |       |         |  |
| Borough wide   | 68.4%                   | 1% annual increase             | ✓ | 67.4% | 66.0%   | <p>The employment rate for women is 62.4% and 73.8% for men. The London average is 68.2%. The employment rate in the borough has increased by more than 1% which meets our target.</p> <p>Source: Annual Population Survey</p>   |

**Figure 2: Business Uses Completions in Town Centres**





## Clean and Green – Built Environment

### What impact is the new development having?

We are improving the quality of buildings and places in the borough. We have continued to meet our objective to protect open space and focus new development on previously developed land. We have also improved our protection of the historic environment by adopting new conservation areas and listing new buildings. We are trying to improve places in the borough through new development and this year we have new data from the Southwark Council Reputation Survey 2010, which shows resident perceptions of crime and how they identify with their area. This data will help us to gain a clearer picture of what impact new development may be having on feelings of safety and people's quality of life.

### Policy implications

We need to ensure that new development is built to a high quality of design. Our adopted residential design standards supplementary planning document will help to do this and we have made updates to the SPD in 2011 which was adopted outside the monitoring period for 2010/11. We continue to prepare area-based planning documents which provide clear guidance for different areas. £50,000 of funding was negotiated through section 106 agreements for conservation during the period and we need to make sure we continue to monitor and review our section 106 requirements and through CIL to make sure that enough money is negotiated for conservation if it is required. There was a 25% increase in the number of schemes achieving secured by design and a significant increase in the amount of S106 secured for the period. This may be the result of an increase in the number of major schemes approved during the monitoring period. This is line with our overall policy intention to mitigate the impacts of development through S106 contributions.

| Context                            | April 2010 – March 2011 | Target |   | 09/10 | 08/09 | Analysis  |
|------------------------------------|-------------------------|--------|---|-------|-------|---|
| <b>22. Number of listed items:</b> |                         |        |   |       |       |   |
| Statutory listings                 | 882                     | Gain   | ✓ | 874   | 869   | <p>We are committed to protecting our historic environment. There has been an increase of 7 new listed buildings and structures (0.8%) on the English Heritage register. This includes:</p> <ol style="list-style-type: none"> <li>1. Units 7&amp;8, Bermondsey Leather Market, Weston St</li> <li>2. War memorial at Dulwich Old College, College Rd</li> <li>3. War memorial east of Dulwich College, College Rd</li> <li>4. 19 Tabard St</li> <li>5. Brunswick Park School, dining room</li> <li>6. St Thomas street railway viaduct, St Thomas St</li> <li>7. Former Caretakers House, Halpin St</li> </ol> |
| <b>23. % borough covered by:</b>   |                         |        |   |       |       |   |

| Context   | April 2010 – March 2011 | Target                                   |   | 09/10           | 08/09            | Analysis   |
|---|-------------------------|--|---|-----------------|------------------|--|
| Conservation area   | 24%                     | -  | ✓ | 23%             | 22.5%            | Last year we adopted two new designations including the Bermondsey Street extension and King Edward III (Rotherhithe) resulting in a small increase in the area covered.   |
| Archaeological Priority Zones                                       | 22%                     | -  |   | 22%             | 22%              | Through the Core Strategy, we have adopted two new Archaeological Priority Zones: Bermondsey Lake and London to Lewis Road. We have also extended two existing Archaeological Priority Zone's, Bermondsey and River and Old Kent Road. This has resulted in a slight increase in the area covered and will be reflected in next year's AMR. No new APZs were adopted or extended during this year's AMR monitoring period. |
| <b>24 Amount of new development built on:</b>                       |                         |  |   |                 |                  |  |
| A – Previously developed (brownfield) land                          | 98%                     | 100% of all development                  |   | 98% of all uses | 100% of all uses | 98% of all completed developments in 10/11 were permitted on previously developed land.<br><br>There were two developments on greenfield sites. However one was a proposal as part of the Elephant and castle regeneration where a car park and children's play facility was changed to housing. The play facility was reprovided elsewhere.   |
| B – Protected open space  | None                    | None                                     | ! | 2%              | None             | There is a second development was part of the Aylesbury regeneration on an area of housing amenity land largely consisting of disused garages. The open space will be replaced as part of the overall Open Space Strategy for the Aylesbury regeneration.  |
| <b>25 - Listed buildings and structures at risk in the borough:</b> |                         |  |   |                 |                  |  |
| A – Total number  | 29                      | Reduction in number of buildings at risk | ✓ | 29              | 34               | No additional buildings at risk were recorded between April 2010 to March 2011 and none were approved to be demolished. There have been no demolitions of buildings in conservation areas.   |
| A - % of all listed buildings                                       | 3%                      |  |   | 3%              | 3.3%             |  |
| B – Approved to be demolished                                       | 0                       |  |   | None            | None             |  |

47

| Context  | April 2010 – March 2011 | Target                  |   | 09/10    | 08/09      | Analysis  |
|--|-------------------------|-------------------------|---|----------|------------|---|
| Unlisted buildings at risk in conservation areas                               | 12                      |                         |   | 15       | 15         | The number of unlisted buildings at risk in conservation areas has come down by 20%.  |
| Unlisted buildings approved to be demolished in conservation areas             | 0                       |                         |   | 0        | 0          | We are currently preparing a local list of buildings of local importance and adopting them on an area basis through AAPs and SPDs.  |
| <b>26 - Approved major development subject to an archaeological assessment</b> |                         |                         |   |          |            |   |
| A – in APZ   | 100%                    |                         |   | 69%      | N/A        | A total of 42 major schemes were approved in the borough of which 19 (45%) fell within an Archaeological Priority Zone. All 19 of these major approvals (100%) were subject to an Archaeological assessment. The council's Archaeologist is involved in the determination of planning applications and in some cases may recommend that an archaeological assessment is not required. |
| A – Borough wide   | 45%                     | 100% development in APZ | ✓ | 44%      | N/A        |   |
| <b>27 - Approved developments achieving secured by design certification:</b>   |                         |                         |   |          |            |   |
| Schemes applying for certification   | 25                      |                         |   | 18       | 22         | There was a 25% increase in the number of schemes achieving secured by design. 25 schemes applied for certification and 10 achieved the certification. The increase in numbers achieving certification could be linked to a slowly improving economy with more schemes being completed.   |
| Schemes achieving certification  | 10                      | Increase                | ✓ | 8        | 10         |   |
| <b>7 - Funding negotiated from planning (S106) agreements for:</b>             |                         |                         |   |          |            |   |
| Public realm and safety  | £1,729,291              |                         | ↑ | £651,913 | £5,762,266 | There was a significant increase in the amount of S106 secured for the period. This may be the result of an increase in the number of major schemes approved this year.   |
| Archaeology  | £84,087                 | -                       |   | £13,321, | £36,843    | S106 funding for all areas increased compared to the previous two years:<br>Public realm and safety (62% increase)  |
| Conservation   | £50,000                 | -                       |   | £0       | £0         |   |

| Context   | April 2010 – March 2011 | Target |   | 09/10    | 08/09      | Analysis   |
|---|-------------------------|--------|---|----------|------------|--|
| Public Open Space                                       | 620,383                 | -      |   | £219,165 | £1,394,357 | Archaeology (84% increase)<br>Public open space (65% increase)<br>£50,000 of funding was negotiated for conservation this year after 3 years of no funding. This could be because of an increase in number of approved schemes where there is an impact on a conservation area or listed building by a development.  |
| <b>28 - Crimes recorded</b>                             |                         |        |   |          |            |  |
| Crimes recorded   | 36,264                  |        |   | 37,037   | 39,270     | The overall recorded crime in Southwark continued to show a downward trend. Most serious violence (MSV) fell by 34%, and Gun crime reduced by 6.6%. Domestic violence was also reduced by 5% which equated to more than 135 fewer offences. Despite some significant successes, there were increases in some crime types in 2010/11. Personal robbery increased by 19% (just over 250 offences). Across London there was an increase of 9%. Youth violence also increased by 5% and Serious acquisitive crime (offences such as robbery, residential burglary and vehicle crime) increased by 10%.<br><br>The council recognises that crime and fear of crime have a major impact on the way people live their lives and will continue to work in partnership with the crime reduction agencies in tackling crime. |
| % change from 2004/05 level                             | -17%                    |        | ✓ | -15%     | -10%       |  |
| <b>29 - % Residents feeling safe in the local area:</b> |                         |        |   |          |            |  |
| All   | 98%                     | 90%    | ↑ | 92%      | N/A        | Almost all residents (98%) say they feel safe walking in their area alone in the daytime. After dark, almost three quarters say they feel safe. This is higher than the results for last year and may have been influenced by efforts to tackle anti-social behaviour and reduce crime from both the council and the police.<br><br>Source: Southwark Council Reputation Survey 2010   |



## Clean and Green – Natural Environment

### What impact is new development having?

We are continuing to protect and improve open spaces and biodiversity. Our monitoring shows that new development is not taking place in Sites of Importance for Nature Conservation and that the amount of priority habitats in the borough has been increased. We recognise that we have limited information available on how new development is impacting on the natural environment. We have started to collect information on whether developments are achieving Code for Sustainable Homes or BREEAM. We know that no developments have been approved contrary to Environment Agency advice suggesting that there has been no harm to water quality in the borough as a result of new development. We also know that the levels of waste and green house gas emissions in the borough have been steadily decreasing which indicates new development is not having a negative impact on the natural environment.

### Policy implications

In 2009 we adopted two supplementary planning documents on sustainability which are beginning to have an impact on development in the borough. We have reviewed our approach to the natural environment through the Core Strategy which seeks higher environmental standards from new development. This includes setting a target for residential development to meet Code for Sustainable Homes level 4 and different BREEAM targets for non-residential development. We will report back on this in next year's AMR.

50

| Context                         | April 2010 – March 2011 | Target   |   | 09/10  | 08/09 | Analysis   |
|---------------------------------|-------------------------|----------|---|--------|-------|--|
| <b>32 - Habitats in borough</b> |                         |          |   |        |       |  |
| Conservation areas in parks     | 30.4ha                  | Increase | ? | 30ha   | N/A   | According to 1995 ecology survey of the borough, 190ha (23%) of the borough's open space is covered by private gardens, approximately 2% constitutes woodlands. There has been a slight increase in the amount of conservation area in parks however this figure still represents approximately 1% of the borough. |
| Woodland                        | 53.9ha                  | Increase |   | 53.9ha | N/A   |  |
| Private Gardens                 | 190 ha                  | Increase |   | 190ha  | N/A   |  |

| Development outcomes  | April 2010 – March 2011 | Target   |                              | 09/10 | 08/09 | Analysis  |
|---|-------------------------|--|------------------------------|-------|-------|---|
| <b>33A - Approved residential major development achieving Code for Sustainable Homes Accreditation:</b> |                         |  |                              |       |       |   |
| Level 1   |                         |  |                              | N/A   | N/A   | 88% of major residential applications achieved Code for Sustainable Homes Level 3 or higher. Sites achieving Code 4 tended to be council owned sites.<br><br>Data from previous years is too limited for us to provide commentary on whether this represents progress. However, since the adoption of the Core Strategy in April 2011, all major residential schemes are required to meet Code level 4. Therefore, we expect to see significant improvements in following AMR's as more developments approved under the Core Strategy policies are completed. |
| Level 2   |                         |  |                              | N/A   | N/A   |   |
| Level 3   | 17 (65%)                | 100% major schemes to achieve Code Level 3 or higher | ↑                            | 14    | 3     |   |
| Level 4   | 6 (23%)                 |  |                              | 6     | 0     |   |
| Level 5   |                         |  |                              | 0     | 0     |   |
| Level 6   |                         |  |                              | 0     | 0     |   |
| Borough wide  | 23 (88%)                |  |                              | 0     | 0     |   |
| <b>33B - Approved non-residential major development achieving BREEAM Accreditation:</b>                 |                         |  |                              |       |       |   |
| Pass  |                         | 100% major schemes to achieve at least "very good"   | ~                            | N/A   | N/A   | 26 major non-residential developments were permitted in 2010/11 of which we only have BREEAM information for 14 schemes. 11 schemes achieved a BREEAM rating of "very good" and 3 schemes achieved BREEAM "excellent". This is similar to the previous year however it is difficult to determine a trend in the data until we are able to collect information from all applications.  |
| Good  |                         |  |                              | 0     | 1     |   |
| Very Good   | 11                      |  |                              | 16    | 13    |   |
| Excellent   | 3                       | 3  | 3                            |       |       |   |
| B – Non-residential development   |                         | 25%  |                              |       | N/A   |   |
| <b>34 Renewable energy infrastructure in new development:</b>   |                         |  |                              |       |       |   |
|   | N/A                     | Capacity of installations                            | % development with renewable |       |       | Data is not currently available. We are reviewing the way we collect information on this through our planning application process.  |
| Photovoltaic  | N/A                     | N/A  | 30%                          | ?     | N/A   |   |
| Solar Thermal   | N/A                     | N/A  | 23%                          |       | N/A   |   |
| Wind  | N/A                     | N/A  | 5%                           |       | N/A   |   |
| Bio-fuels   | N/A                     | N/A  | 10%                          |       | N/A   |   |
| Other   | N/A                     | N/A  | 38%                          |       | N/A   |   |
| Total   | N/A                     | N/A  |                              |       | N/A   |   |
| % energy demand of new development met  | N/A                     | N/A  | 10%                          |       | N/A   |   |
| Estimated reduction in CO2 emissions  | N/A                     | N/A  | 20%                          |       | N/A   |   |
| <b>35 - % of approved developments with on-site recycling storage and composting facilities</b>         |                         |  |                              |       |       |   |

| Development outcomes   | April 2010 – March 2011 |                         | Target                                  |   | 09/10      | 08/09      | Analysis  |
|--|-------------------------|-------------------------|---|---|------------|------------|---|
| Borough wide   | N/A                     |                         | 100%                                    | ?                                       | N/A        | 42%        | Data is not currently available. We are reviewing the way we collect information on this through our planning application process.  |
| <b>36 Change in the capacity of facilities for waste management by type (tonnes)</b>               |                         |                         |   |   |            |            |   |
|  | Amount completed        | Amount lost or replaced | Net change                              |   | Net change | Net change | There has been no change in the capacity of waste management facilities in the borough. However, we have approved a site for an integrated waste management facility at Old Kent Road waste and this is currently under construction. |
| Landfill   |                         |                         |   | Contribute to regional self-sufficiency | ~          |            |   |
| Recycling/Composting   | 0                       | 0                       | 0                                       |   | 0          | 0          |   |
| Waste to energy  |                         |                         |   |   | 0          | 0          |   |
| Total  |                         |                         |   |   | 0          | 0          |   |
| <b>37 - Tonnage of construction and demolition waste generated and proportion recycled/reused:</b> |                         |                         |   |   |            |            |   |
|  | Amount collected        | % recycled / reused     |   |   | %          | %          | The amount of residential construction and demolition waste collected has increased from 2009/10. Of the amount collected 100% was recycled or reused.  |
| Residential  | 1,303                   | 100%                    | 95% of waste recycled / reused by 2020  | ?                                       | 1,273      | 819        |   |
| Non-Residential  | N/A                     | N/A                     |   |   | N/A        | N/A        | Data is not currently available for commercial waste.   |
| <b>38 - Change in area of development sites covered by vegetation</b>                              |                         |                         |   |   |            |            |   |
| Borough wide   | N/A                     |                         | Increase                                | ?                                       | N/A        | N/A        | Data is not currently available. We have started collecting this information and this will be available next year.  |
| <b>41 Amount of sites of importance for nature conservation (SINCS) lost to new development:</b>   |                         |                         |   |   |            |            |   |
| Number of sites  | 0                       |                         | No net loss                             |   | 0          | None       | No site of importance of nature conservation has been lost to new development. The Canada Water Area Action Plan proposes three new SINC sites in the area and these are due to be adopted in February 2012.                          |
| Area   | 0                       |                         | No net loss                             | ✓                                       | 0          | 0ha        |   |
| <b>42 - Green house gas emissions in Southwark (tonnes of CO2)</b>                                 |                         |                         |   |   |            |            |   |
| From all sources in Southwark  | 1,504,000               |                         |   |   | 1,693,000  | 1,713,000  | The amount of green house gas emissions in the borough has continued to decline. There has been an overall reduction in emissions from all sources of 13% over 2005 levels which is above our target of 8.5%.                         |
| Industry/commercial  | 789,000                 |                         | 8.5% reduction over 2005 levels by 2011 | ✓                                       | 925,000    | 927,000    |   |
| Housing in Southwark   | 456,000                 |                         |   |   | 502,000    | 504,000    |   |
| Transport in Southwark   | 258,000                 |                         |   |   | 265,000    | 281,000    |   |
| Per capita   | 5.3                     |                         |   |   | 6.0        | 6.1        |   |

| Development outcomes  | April 2010 – March 2011 | Target  |   | 09/10    | 08/09   | Analysis   |
|---|-------------------------|---|---|----------|---------|--|
| <b>43- Average annual domestic consumption per capita/meter of: natural gas and electricity</b> |                         |   |   |          |         |  |
| Natural gas   | 11,530                  |   | ✓ | 13,037   | N/A     | The average total gas consumption per meter has decreased to 11,530, and the average total electricity consumption per meter has fallen to 3,300. Domestic consumption per capita of natural gas and electricity is below the national average in Southwark of 16,000 and 4,800 respectively.  |
| Electricity   | 637,355                 |   | ✓ | 3,778    |         |  |
| <b>44 - Annual average levels fine particles (PM10) and nitrogen oxides (NO)</b>                |                         |   |   |          |         |  |
| A – PM10  | 29                      | 23ug/m3   | ! | N/A      | 22ug/m3 | Data from the air quality monitoring station at Old Kent Road show that the levels of PM10 and NO are higher than the target and have increased since 2008/09.   |
| B - NO  | 45                      | 40ug/m3   | ! | n/A      | 38ug/m3 | However, this only represents air quality from a road side air quality monitoring station and is not necessarily representative of the borough as a whole. More accurate readings should be achieved as further air quality monitoring stations are set up across the borough. We are working to secure a new air quality monitoring station at Elephant and Castle which would measure background air quality for Central London and this should be working from April 2012.  |
| <b>45 Municipal waste arisings</b>  |                         |   |   |          |         |  |
| A – Total municipal waste collected (tonnes)  | 115,192                 | By 2010/11 limit waste growth to 2% a year & by 2020 recycle/compost 50% of waste | ✓ | 117,473  | 118,851 | Southwark has consistently reduced the total amount of waste generated year on year. This could be attributed to many factors, principally to the success of council's waste minimisation, a reduction in the quantity of producers and distributors packaging materials and the economic downturn. The increase in the amount of total waste recycled, composted, and used for energy could be due to the implementation of new planning policies. Improvements in recycling services provided by the council and better sorting of bulky residual waste to extract recyclates would also contribute to reduced waste. The percentage disposed of in landfill has also reduced to below 2008/09 levels. |
| B – Household waste (kg/person)   | 386.21kg                |   |   | 395.70kg | 410.56  |  |
| C - % total waste recycled  | 19.39%                  |   |   | 17.36%   | 15.53%  |  |
| C - % composted   | 5.80%                   |   |   | 4.77%    | 5.03%   |  |
| C – used to generate energy   | 34.95%                  |   |   | 32.71%   | 36.48%  |  |
| C - % disposed of in landfill   | 36.61%                  |   |   | 45.15%   | 42.05%  |  |

| Development outcomes  | April 2010 – March 2011  | Target   |   | 09/10  | 08/09  | Analysis  |
|---|--|----------|---|--|--|---|
| <b>46 - Change in priority habitats:</b>  |  |          |   |  |  |   |
| Meadow  | 0.4  | Increase | ✓ | 0.5 ha   | 1.0 ha   | The total area of meadow has been increased by 0.4ha. There was no change in the amount of woodland or Reedbeds/wetlands. We have also created 1 new pond and restored a further 2 ponds as well as providing a Reptile hibernacula in One Tree Hill and 2 new Stag Beetle Loggeries. |
| Woodland  | None   | Increase |   | 0ha  | 0ha  |   |
| Reedbeds/Wetland  | None   | Increase |   | 0.1ha  | 0.5ha  |   |
| Other   | 1 new pond created and 2 restored. 1 Reptile hibernacula created in One Tree Hill, 2 new Stag Beetle Loggeries |          |   | 2 ponds restored and 1 created. 3 Reptile hibernaculas created in Southwark Park | 1 kingfisher bank created, 7 new stag beetle loggeries created. 3 ponds restored and 2 sand martin nesting barrels created |   |
| <b>47 Number of planning permissions granted contrary to the advice of the Environment Agency on flood defence &amp; water quality grounds:</b> |  |          |   |  |  |   |
| Borough wide  | None   | None     | ✓ | 2  | None   | No planning permissions were granted contrary to Environment Agency advice on flooding or water quality grounds, reflecting the borough's positive approach to protecting the flood plain from inappropriate development.   |

# Housing

## What impact is new development having?

Our saved Southwark Plan policies and new Core Strategy policies seek to provide both more housing overall and more affordable housing. New development is helping to meet the needs of some of our residents and people wanting to live in Southwark, despite the impact of the recession. Overall, 1826 net new homes were built, which is 194 units above our current Southwark Plan overall annual target of 1630 net new homes and an increase on the number of homes delivered last financial year. However, this needs to be closely monitored as the Mayor of London adopted a new target for Southwark in July 2011 of 2005 net new homes a year. Of the new homes built, 43% were affordable which is a 7% decrease from last year.

New development has included 11% family housing (dwellings with 3 or more bedrooms). This is a 6% decrease on last year, although it still exceeds our Southwark Plan policy of 10% family housing. This helps to meet the large need in our borough for more family housing. In particular 27% of social rented housing was family housing, which is the sector with the largest need for more family homes. The Core Strategy introduces five new policies on housing, which will be monitored through next year's AMR.

## Policy Implications

For the year 2010/11 our housing target was 1,630, as set out in the Southwark Plan and the London Plan (2008). Next year we will need to meet a higher target, which is set in the newly adopted London Plan (July 2011), of 2,005 net new homes a year. So, although 1,826 homes were built this year, which is a significant achievement, we will need to increase the completion rate if we are to meet our new target.

We need to continue to monitor our policy on the mix of new dwellings, in particular family dwellings. This year saw a slight drop in the completion of homes with more than 3 bedrooms – 11% compared to 17% last year. Through the Core Strategy we have increased the requirement for family housing in the majority of the borough, with the majority of the CAZ and the urban area requiring 20% family homes and the suburban area requiring 30% family homes. We will need to monitor the implementation of this new policy closely to ensure that more family homes are secured in order to meet the increased requirements for family homes.

In June 2011 the Government introduced affordable rent as a new type of affordable housing through a revision to Planning Policy Statement 3 (PPS3). Affordable rent will allow rent levels of up to 80% of market rent to be charged and is let by registered providers of social housing to households who are eligible for social rented housing. The Mayor is currently consulting on how the London Plan housing policies should be interpreted now that affordable rent has been introduced. Our current policies do not include affordable rent as a type of affordable housing and only set policies for private, social rent and intermediate housing. We are maintaining this approach and require a financial appraisal to demonstrate any departure from our existing policies. . The council will look at the financial appraisal and the scheme on a case by case basis.

This approach ensures that the housing built will meet our housing need. We will reconult on our Affordable Housing SPD to clarify our approach in Spring 2012.

| Context   |                         | April 2010 – March 2011 |  | Target  |   | 09/10                                    | 08/09                                    | Analysis   |
|---|-------------------------|-------------------------|--|---|---|--|--|--|
| <b>48 - Change in house prices</b>                                  |                         |                         |  |   |   |  |  |  |
|   | Price                   | % Change                | Ratio of average price to average income |   | ↑ | Ratio of average price to average income | Ratio of average price to average income | The Southwark average house prices released by Hometrack for July – Sept 2011 was £399,352 which is an increase of 10% on last year.   |
| Borough wide average  | £399, 352               | 10%                     |  | -   |   | 8.6                                      | 9.5                                      | House prices vary across the borough with the Village ward in the south of the borough recording the highest overall house prices at £773,384. This area contains many family sized semi and detached homes.   |
| Borough wide lowest quartile  | £225,000                | 4.7%                    |  | -   |   | 8.7                                      | 3.5                                      |  |
| <b>49 - % local dwellings that are not to Decent Homes standard</b> |                         |                         |  |   |   |  |  |  |
| Local Authority Dwellings   |                         | 44.0%                   |  | 0% by 2010                                    | ! | 34.7%                                    | 47.2%                                    | The Council Stock Condition Survey 2010 and updating since shows that 44% of council owned dwellings do not meet the Decent Homes standard. This includes the calculation that 5,500 council homes have become non decent this year, on 1st April. This increase reflects the scale of the council's housing stock and reinforces the significance of the challenge that the council faces in meeting and retaining 100% of council's housing stock as fully compliant with the government standard.               |
| Private dwellings   |                         | 44.3%                   |  | Reduce  | ! | 44.3%                                    | 44.3%                                    | The Council adopted a new investment strategy in May this year, and agreed a 5 year fully funded programme, to invest £326m in meeting the Decent Homes standard. We are also starting the preparation of a 30 year asset management plan for the stock, and also seeking to progress already agreed estate regeneration schemes.<br><br>The Private Sector Housing Condition Survey shows that 44.3 % of the private dwellings (including registered providers' dwellings) do not meet the Decent Homes standard. |
| <b>50 Housing supply</b>  |                         |                         |  |   |   |  |  |  |
|   | New homes built (gross) | Homes lost or replaced  | Gains minus losses (net)                 | Southwark Plan and London Plan (2008) target: | ↑ | Net gain in homes                        | Net gain in homes                        | This year we completed 1,826 net new homes. This is a significant increase on the total completions last year and a positive reflection on the operation of our policies.  |

| Context  | April 2010 – March 2011 |       |   | Target   | 09/10         | 08/09  | Analysis  |
|--|-------------------------|-------|---|--|---------------|--|---|
| <b>50A.</b> Total new homes gained over the previous 5 years                           | 8,307                   | 1,331 | 6,976   | To provide at least 16,300 extra homes between 2006/2007 and 2016/17 | 6,869         | 7,208  | 1,826 homes exceeds our current annual target of 1,630 as set out in the Southwark Plan and the London Plan (2008). The recently adopted London Plan July 2011 has increased our target to 2,005 net new homes a year. Next year we will need to meet the higher completion rate. |
| <b>50B.</b> Homes completed in reporting year  |                         |       |   |  |               |  |   |
| Self contained dwellings   | 1,596                   | 152   | 1,444   |  | 1,334         | 1,041  | Of the 1,826 homes, 1,444 were conventional homes, 235 were non self-contained and 147 were vacant homes brought back into use. 1,395 were new build schemes which is 87% of the total new homes for the year.  |
| Non self-contained dwellings   | 240                     | 5     | 235   |  | -28           | 0  |   |
| Long term vacant dwellings brought into use  | 147                     | 0     | 147   |  | 139           | 142  |   |
| Total  | 1,983                   | 157   | 1,826   | 1,445  | 1,183         | There was a significant increase in the number of non-self contained dwellings compared to last year which is as a result of the increase in student accommodation developments we have seen coming forward.                       |   |
| <b>50C.</b> Additional homes projected to be built between next year and 2025/26       |                         |       | 20,174-28,834   | 20,371-32,223  | 21,687-33,539 |  |   |
| <b>50D.</b> Average number of homes needed each coming year to meet the housing target |                         |       | 1,630 (this will be replaced by a target of 2,005 from 2011/12) | 1,630  | 1,630         | The main schemes were in our growth areas of Canada Water, Elephant and Castle and Peckham.  |   |
|  |                         |       |   |  |               | Over the previous 5 year period, from 2005/06 to 2008/09 we delivered 8,307 including new build, conversions, change of use and vacant homes brought back into use. This equates to annual completion rate of 1,661 net new homes. |   |



**Context**

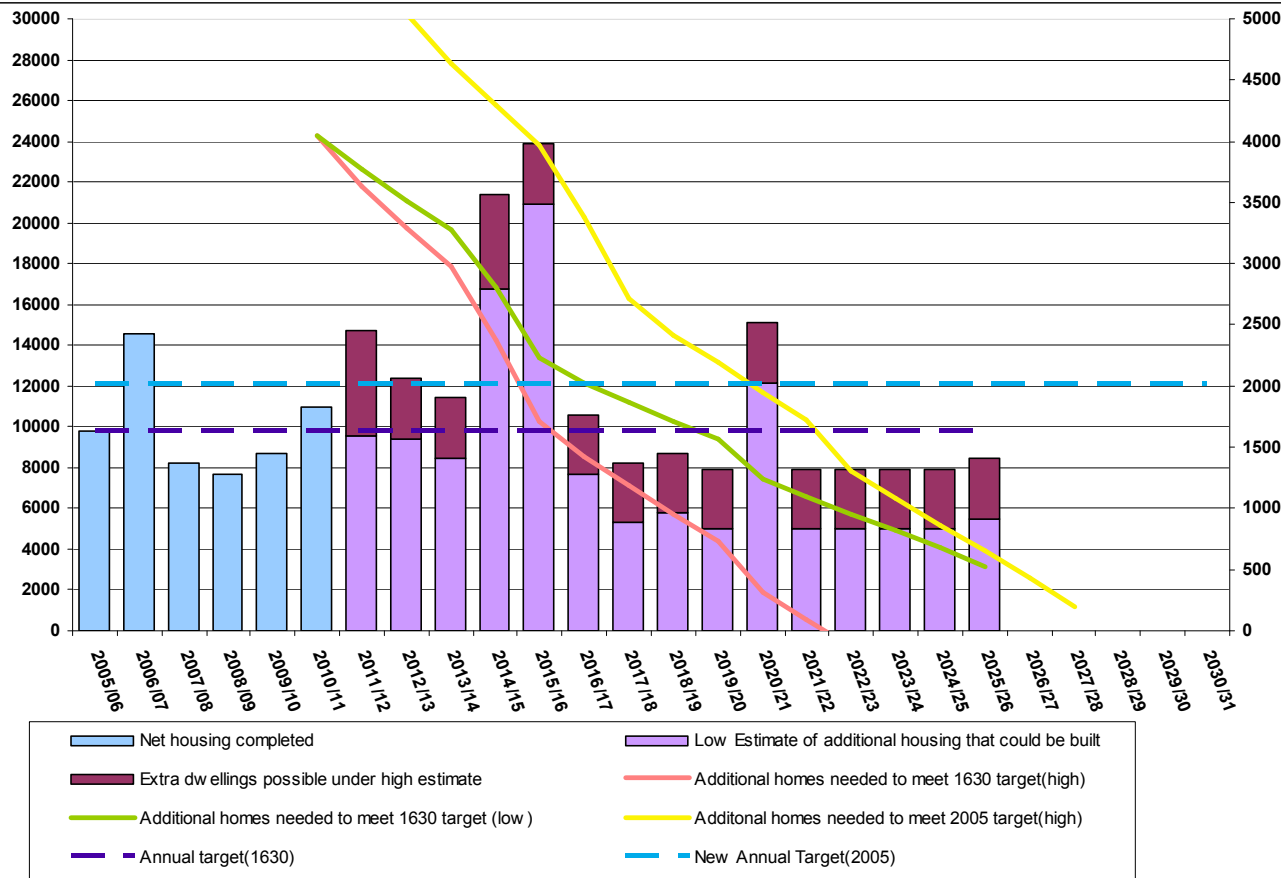
April 2010 – March 2011

Target

09/10

08/09

**Analysis**



This is our housing trajectory, which we update every year to show two estimates of when we think we will meet our housing targets. This year the trajectory shows both the previous 1,630 target and the new 2,005 target to demonstrate the difference between when we will be able to meet the targets. Based on current projections we will struggle to meet the new London Plan target. We put in evidence to explain our concerns with meeting the higher London Plan target at the Examination in Public for the London Plan. However, the new London Plan adopted the higher target.

The trajectory takes into account projections of housing delivery on our Southwark Plan proposals sites, the proposals sites being allocated through the Canada Water area action plan and the sites allocated through the Aylesbury area action plan. It also takes into account projections for five schemes being developed with the council. These are our major estate regeneration schemes of Wooddene, Elmington, Silwood, Coopers Road and East Dulwich Estate. The trajectory also takes into account an expected amount of housing to be delivered on windfall sites. The low figure is based on the estimation of windfall sites from our 2005 Housing Capacity Study and the high estimation is based on recent completions on windfall sites.

The low estimates predicts that we would meet the Core Strategy housing target by 2025/26 and the high estimates predicts that we would meet the target by 2022/23.

**51. Supply of Traveller and Gypsy pitches**

|   | New Traveller and Gypsy homes built | Traveller and Gypsy homes lost or replaced | Gains minus losses | Target range |   |     |     | This is indicator monitors the supply of Traveller and Gypsy pitches and sites. We currently have 38 authorised Travellers and Gypsies pitches in four sites. The four sites are Bridale Close, Burnhill Close, Ilderton Road and Springtide Close. |
|---|-------------------------------------|--|--------------------|--------------|---|-----|-----|---|
| Traveller and Gypsy sites completed in the reporting year | 0                                   | 0  | 0                  | N/A          | ? | N/A | N/A | Through our Core Strategy we have protected these sites and designated them on our proposals map. We have also set out criteria for the allocation of new Traveller and Gypsy sites in the future.  |

**52 - Density of residential development within:**

| Context   |                           | April 2010 – March 2011                       |                                       | Target                            |   | 09/10    | 08/09        | Analysis   |
|---|---------------------------|---|---------------------------------------|-----------------------------------|---|----------|--------------|--|
|   | Average density (hr/ha)   | Number of schemes within target density range | % Schemes within target density range | Target range (habitable rooms/ha) | ↑ | %        | %            | <p>The Southwark Plan sets out density ranges for the different designated density areas in the borough. The density areas are the Central Activity Zone, the Public Transport Accessibility Zone, the Urban Density Zone and the Suburban Zone.</p> <p>A total of 95 residential schemes were completed in 2010/11.</p> <ul style="list-style-type: none"> <li>8 (42%) of the 19 schemes within the Central Activity Zone were within the density target range for this area.</li> <li>7 (58%) of the 12 schemes in the Public Transport Accessibility Zone complied with the UDP density range.</li> <li>36 (64%) out of the 56 schemes in the Urban Density Zone were within the density target range.</li> <li>2 (40%) of the 5 completions in the Suburban Zone were within the density range.</li> </ul> <p>These figures are based on completions data, which means that some of the schemes may have been permitted before the Southwark Plan was adopted. This could explain the low number of schemes meeting our standards.</p> |
| Central Activity Zone (CAZ)                     | 1,139hr/ha                | 8   | 42%                                   | 650-1100                          |   | 33%      | 38%          |  |
| Public Transport Accessibility Zone (PTAZ)      | 764hr/ha                  | 7   | 58%                                   | 200-1100                          |   | 50%      | 75%          |  |
| Urban Zone                                      | 517 hr/ha                 | 36  | 64%                                   | 200-700                           |   | 63%      | 54%          |  |
| Suburban Zone                                   | 236 hr/ha                 | 2   | 40%                                   | 200-350                           |   | 0%       | 50%          |  |
| <b>53A – Amount of new dwellings which are:</b> |                           |   |                                       |                                   |   |          |              |  |
|   | Number of completed units | % of completed units                          |                                       |                                   | ! | %        | %            | <p>11% of the new dwellings had 3 or more bedrooms. This is a 6% decrease on last year, although it still exceeds our policy of 10% family housing. This helps to meet the large need in our borough for more family housing.</p> <p>56% of the new dwellings built had a minimum of 2 bedrooms which meets the target of a majority of new homes having a minimum of 2 bedrooms.</p> <p>Only 1% of dwellings were studio flats, all within the private sector, which is in accordance with the policy of a maximum of 5% studio flats.</p>  |
| Studios   | 28                        | 1%  | Max 5%                                |                                   |   | 2%       | 0%           |  |
| 1 Bedroom                                       | 676                       | 43%   | Majority 2+ bedrooms                  |                                   |   | 34%      | 37%          |  |
| 2 Bedroom                                       | 720                       | 45%   |                                       |                                   |   | 47%      | 51%          |  |
| 3 Bedroom                                       | 141                       | 9%  | Min 10%                               |                                   |   | 13%      | 6%           |  |
| 4 or more Bedrooms                              | 28                        | 2%  | -                                     |                                   |   | 4%       | 3%           |  |
| <b>53B - Size of new dwellings (by tenure):</b> |                           |   |                                       |                                   |   |          |              |  |
|   | % Social                  | % Intermediate                                | % Market                              |                                   | ✓ | 2008/09  |              | Of the 1,596 (net) new homes completed, 904 were market, 274 were social rented and 418 were intermediate.   |
|   |                           |   |                                       |                                   |   | % Social | % Int Market |  |

| Context  | April 2010 – March 2011               |                        |                          | Target   |     | 09/10 | 08/09  | Analysis  |   |
|--|---------------------------------------|------------------------|--------------------------|--|-----|-------|--|---|---|
| Studio   | 0%                                    | 0%                     | 3%                       | Max 5%   |     | 2%    | 0  | 2%  | The homes completed this year meet our Southwark Plan policy target, although there were a high proportion of 1 bedroom properties. This will need to be monitored closely as the Core Strategy introduces a policy for a minimum of 60% of homes to have 2 bedrooms or more. |
| 1 Bedroom  | 32%                                   | 48%                    | 43%                      | Majority 2+ bedrooms   |     | 20%   | 47%  | 38%   |   |
| 2 Bedroom  | 41%                                   | 49%                    | 45%                      |  |     | 42%   | 43%  | 51%   |   |
| 3 Bedroom  | 25%                                   | 3%                     | 7%                       | Min 10%  |     | 26%   | 10%  | 7%  |   |
| 4 or more Bedrooms   | 2%                                    | 0%                     | 2%                       |  |     | 10%   | 0  | 2%  |   |
| <b>54 - Amount of dwellings approved that:</b>   |                                       |                        |                          |  |     |       |  |   |   |
|  | Number of dwellings approved (gross)  | % of Approvals         |                          |  |     | %     | %  | 2,876 (86%) out of the gross units approved in 2009/10 met the Lifetime Homes standard. This is a 1% increase on last year's figures.   |   |
| A – meet lifetime homes standard   | 2,876                                 | 86%                    | 100%                     | ↑  | 85% | 65%   | The proportion of new homes built to our adopted wheelchair standard was only 7% this year, which is less than last year and 3% below the Southwark Plan target of 10% of major developments. We need to closely monitor this to ensure we are applying this policy. |   |   |
| B – are wheelchair accessible  | 231                                   | 7%                     | Min 10%                  |  | 8%  | 10%   |  |   |   |
| <b>55 - Approved developments achieving Building for Life certification:</b>               |                                       |                        |                          |  |     |       |  |   |   |
| Schemes applying for certification   | N/A                                   |                        | Increase                 | ?  | N/A | N/A   | This is not currently being monitored.   |   |   |
| Schemes achieving certification  | N/A                                   |                        |                          |  | N/A | N/A   |  |   |   |
| <b>56 - Amount of completed affordable housing units:</b>                                  |                                       |                        |                          |  |     |       |  |   |   |
|  | Number of dwellings completed (gross) | Overall increase (net) | % of completions (gross) | 50% of all new housing is affordable, 35% as social tenure and 15% as intermediate | !   | %     | %  | Out of the 1,596 (gross) homes completed in 2010/11, 692 (43%) were affordable homes. This is a 7% decrease from last year and does not meet the 2008 London Plan target of 50% of completions to be affordable homes. However, it does exceed the Southwark Plan policy requirements of 40% or 35% of new homes to be affordable homes (depending on the location of the new homes)/ |   |
| Intermediate housing   | 418                                   | 417                    | 26%                      | 20%  |     | 14%   |  |   |   |
| Social housing   | 274                                   | 105                    | 17%                      | 30%  |     | 22%   |  |   |   |
| Total affordable   | 692                                   | 522                    | 43%                      | 50%  |     | 36%   |  |   |   |
| Total for past 3 years   | 1984                                  | 449                    | 48%                      | 45%  |     | 38%   |  |   |   |
| <b>57 - Funding gained from planning (S106) agreements for:</b>                            |                                       |                        |                          |  |     |       |  |   |   |
| Affordable housing   | £300,000                              |                        |                          | ~  | £0  | £1.8m | £300,000 was secured this year as payment in lieu in a section 106 agreement for affordable housing  |   |   |
| <b>57A - Amount of households which are unintentionally homeless and in priority need:</b> |                                       |                        |                          |  |     |       |  |   |   |

| Context  | April 2010 – March 2011                     | Target |   | 09/10                     | 08/09                    | Analysis  |
|--|---|--------|---|---------------------------|--------------------------|---|
| Total  | 510   | Reduce | ? | 468                       | 522                      | The amount of households unintentionally homeless and in priority need has increased in 2010/11 by 9% however the trend over the past few years has seen it steadily decrease.  |
| <b>57B - Amount of households which are in housing need:</b> |   |        |   |                           |                          |   |
| Existing households  | 3,735                                       | Reduce | ? | 3,735                     | 3,735                    | This figure comes from our Housing Requirements Study 2008. Normally we carry out a new study approximately every four years. The figure has not changed as we do not have an updated study.  |
| Projected newly arising need each year                       | 1,734                                       |        |   | 1,734                     | 1,734                    |   |
| <b>57C - Amount of households on the housing register:</b>   |   |        |   |                           |                          |   |
| Total<br>of which new applicants<br>of which transfers       | 17,121<br>11,136<br>No figure for transfers | Reduce | ? | 17,121<br>11,136<br>5,985 | 15,586<br>9,803<br>5,783 | As at September 2010, the number of people on housing register had reached 17,121 of which 11,136(65%) were new applicants. This trend is similar to the trend seen in the previous year. We continue to prioritise the most serious types of housing need and are continuously developing and promoting a range of options for those with a range of needs. We have also sought to meet some of our housing need through the Core Strategy, which seeks to maximise the reasonable amount of affordable housing. |

# Sustainable Transport

## What impact is the new development having?

The Southwark Plan sets a range of maximum car parking standards and minimum cycle parking standards as a means of encouraging more sustainable forms of travel. The number of residential schemes achieving our minimum bicycle parking standards rose significantly by over 20% this year, but it is still well below the target of 100 per cent. We have made good progress in minimising car parking provision, with almost all schemes complying with the maximum standards in the Southwark Plan. This year we also ensured that all major housing schemes within Controlled Parking Zones (CPZs) had restrictions imposed so that residents would be unable to be granted on-street parking permits.

Car ownership has continued to decline in 2010/11, with just under 1000 fewer private cars registered in the borough. Estimated annual traffic flows fell by over 20 million kilometres this year, which at 3 per cent is a steady continuation of the trend experienced in recent years. The Southwark Annual Transport Review 2010 suggests that 38 per cent of journeys continue to be by public transport, with 34 per cent by foot or bike and 27 per cent by car. This is much better than the London-wide picture where only 23 per cent of journeys in 2009 were by foot or bike. More accurate and comprehensive information on modal split should be available in the future.

Although the number of casualties as a result of road collisions has remained fairly constant since 2006, this year witnessed at 33 per cent increase. A considerable proportion of these accidents continue to be on the Transport for London Road Network (TLRN), so there is a clear need to work closely with Transport for London to ensure the safety of the network. This year we also experienced a greater volume of accidents involving cyclists, which could potentially be linked to an increase in cycling in the borough, as evidenced in the council's Annual Transport Report.

## Policy implications and improvements

The data shows that compliance with car parking standards is a particular strength of the borough, with the majority of targets reached. However, despite a significant improvement this year, compliance with parking standards for bikes still falls well below our target. We are aware that there are questions around the accuracy of data collection, particularly for mixed-use schemes where it is difficult to distinguish between the cycling provision available for residents and those for workers or visitors. Improvements in relation to car and cycle parking could, in part, be linked to the fact that the Sustainable Transport SPD is now being used more consistently. We expect comprehensive information to be forthcoming this year to reflect for example, the introduction of the Transport for London Barclays Cycle Hire Scheme. The number of Travel Plans secured with major developments has increased significantly in the latter half of the year, after the creation of a specific post in the Transport Planning team. Data collection has improved since this point and we will continue to improve in this respect over the next 12 months. The 2011/12 Annual Monitoring Report will be the first to be completed since the adoption of the Core Strategy. The Core Strategy builds on some of the principles in the Southwark Plan and Sustainable Transport SPD. Further detailed policies will be provided in Area Action Plans and Supplementary Planning Documents to address locally specific issues.

| Context  | April 2010 – March 2011  |                     | Target                  |                         | 09/10     | 08/09     | Analysis  |  |
|--|--------------------------|---------------------|-------------------------|-------------------------|-----------|-----------|---|--|
| <b>58 – Private car ownership:</b>   |                          |                     |                         |                         |           |           |   |  |
| Borough wide   | 53,887                   |                     | -                       |                         | 54,885    | 55,966    | <p>Car ownership in Southwark fell by 998 in the 2009/10 financial year. This represents a fall of around 2%, which is in contrast to the London wide trend, where car ownership over the same period rose slightly.</p> <p>Current car ownership in Southwark is 53,887. The majority of Wards in the borough recorded a decrease in numbers, with the biggest fall being recorded in East Walworth Rd (8%). South Bermondsey, Nunhead and Village all recorded a slight increase in car ownership.</p> <p>The three wards with the highest levels of car ownership continue to be Village, College and Peckham Rye, whilst the three wards with the lowest levels of car ownership continue to be Chaucer, Faraday and East Walworth.</p> <p>Appendix F shows the breakdown of private car ownership by ward.</p> |  |
| London wide  | 2,418,343                |                     | -                       | ↓                       | 2,417,615 | 2,424,122 |   |  |
| <b>59A - % development that has been complying with UDP car parking standards:</b> |                          |                     |                         |                         |           |           |   |  |
|  | Number schemes complying | % schemes complying | Average parking rate    | Targets                 | ↑         | %         | %   | <p>The proportion of schemes complying with car parking standards has not changed significantly when compared to previous years.</p> <p>Only 3 schemes failed to comply with the car parking standards, 1 in the CAZ and 2 in the Urban Zone.</p> <p>100% of residential developments in the Public Transport Accessibility Zone and Suburban Zone complied with the parking standards.</p> <p>Data on the level of parking in non-residential development is too inconsistent to draw meaningful conclusions from. Of 91 commercial schemes recorded through the London Development Database, only 20 referred to non-residential car parking spaces. This is an area where data collection needs to be</p> |
| Residential – borough wide   | 159                      | 98%                 | 0.3 spaces per dwelling | 100%                    |           | 98%       | 98%   |  |
| Residential – CAZ  | 28                       | 97%                 | 0.2 spaces per dwelling | 0.4 spaces per dwelling |           | 87%       | 87%   |  |
| Residential – PTAZ   | 23                       | 100%                | 0.1 space per dwelling  | 1 space per dwelling    |           | 100%      | 100%  |  |
| Residential – UZ   | 102                      | 98%                 | 0.3 space per dwelling  | 1 space per dwelling    |           | 98%       | 100%  |  |

| Context   | April 2010 – March 2011              |   |                             | Target                    |     | 09/10               | 08/09  | Analysis   |
|---|--------------------------------------|---|-----------------------------|---------------------------|-----|---------------------|--|--|
| Residential – SZ  | 6                                    | 100%                                      | 3.0 space per dwelling      | 1.5-2 spaces per dwelling |     | 0%                  | 100%   | improved for future AMRs.  |
| <b>59B - % development that has been built complying with bicycle parking standards:</b>                  |                                      |   |                             |                           |     |                     |  |  |
|   | % schemes providing 1 space per unit | % schemes meeting UDP policy (1.1 spaces) | Average parking rate        | 100% schemes comply       | ↑   | % schemes complying | % schemes complying  | This year we have recorded a significant increase in the proportion of residential development meeting our cycle parking standards; rising from 34% to 57%. Although this represents good progress, it is still well below the policy target of 100%.<br><br>Part of this rise may be linked to the fact that we adopted a Sustainable Transport SPD in 2008, which is now widely understood and consistently used. The SPD contains information and advice relating to the provision of secure cycle parking. |
| All uses  | N/A                                  | N/A                                       | N/A                         |                           |     | N/A                 | N/A  |  |
| Residential   | 57%                                  |   |                             |                           |     | 34%                 | 8%   |  |
| Non-residential   | N/A                                  | N/A                                       | N/A                         |                           |     | N/A                 | N/A  | There is still some doubt over the accuracy of the information, particularly for mixed-use schemes. Clearly we are making progress, but by improving the way that data is recorded for non-residential developments, we hope to also see an improvement in the proportion of residential schemes meeting the minimum standards in 2011/12.   |
| <b>60 - Amount of approved development in controlled parking zones restricted from on-street parking:</b> |                                      |   |                             |                           |     |                     |  |  |
|   | No. schemes                          | % schemes                                 | 100% new development in CPZ | ✓                         |     | 77                  | 22 Major residential applications have been granted planning permission in Controlled Parking Zones (CPZ) in the 2010/11 financial year.<br><br>Every planning permission was accompanied by a legal agreement to amend the traffic management order so that on-street parking will be restricted.<br><br>We have reached our target of 100% |  |
| Residential   | 22                                   | 100%                                      |                             |                           | 69  | 54                  |  |  |
| Non-residential   | N/A                                  |   |                             |                           | n/a | 23                  |  |  |
| <b>61 - Amount of approved development subject to a travel plan:</b>                                      |                                      |   |                             |                           |     |                     |  |  |



| Context  | April 2010 – March 2011 | Target                |  | 09/10      | 08/09      | Analysis   |  |
|--|-------------------------|-----------------------|--|------------|------------|--|--|
| Borough wide   | 24 (56%)                | 100% of major schemes | ✓  |            | N/A        | All major schemes proposed are required to submit a travel plan, however, the proportion of major schemes with travel plans secured through s106 is just over 50%.<br>A new post was created midway through the financial year and more detailed analysis shows that the proportion of schemes with travel plans after this point has edged towards 100% |  |
| <b>7 - Funding negotiated from planning (S106) agreements for:</b>                       |                         |                       |  |            |            |  |  |
| Transport  | £2,403,791              |                       | ↑  | £3,080,403 | £4,041,152 | The overall amount of funding from S106 funds negotiated for transport was approximately £3.63m. This is split between investment in the Network managed by the council and managed by Transport for London. Overall, this represents an increase in the amount of s106 for investment in transport infrastructure when compared to last year.           |  |
| TFL Transport  | £1,229,876              | -                     | ~  | N/A        | N/A        | This year is the first year we have made a distinction between Strategic/Site Specific Transport investment in Southwark and developer contributions for specific Transport for London schemes, such as Crossrail. We will continue to monitor this in future years.   |  |
| <b>62 - Estimated annual traffic flows (million vehicle kilometres):</b>                 |                         |                       |  |            |            |  |  |
| Borough wide   | Traffic flows           | Change since 2001     | Zero growth in traffic between 2001 and 2011 | ✓          | 848        | 860  | The estimated annual traffic flows in the borough decreased to 825 million km in 2010/11. This represents a reduction of 23 million vehicle kilometres since 2009/10; a 3% reduction. This is comparable to the trends seen in recent years.<br>Overall this represents a 54million kilometre reduction since 2001; a 6% reduction<br>This could be linked to increases in congestion charge fees coupled with significant investment in sustainable travel infrastructure, most recently including the introduction of Transport for London's Barclays Cycle Hire scheme. |
|  | 825                     | -54                   |  |            |            |  |  |
| <b>63 - The number of people killed or seriously injured in road traffic collisions:</b> |                         |                       |  |            |            |  |  |



| Context   | April 2010 – March 2011 |                                      | Target  |   | 09/10 | 08/09 | Analysis   |
|---|-------------------------|--------------------------------------|---|---|-------|-------|--|
| Borough wide  | Casualties              | % change over 1994-1998 average rate | By 2010 reduce to 119 casualties  | ! | 127   | 165   | <p>Although the number of people killed or seriously injured in road traffic collisions has remained fairly constant since 2006, there was a 33% increase between 2009/10 and 2010/11. The number of casualties in the previous year was 169, which includes 22 children casualties. There is a significant (42%) gap between the recorded number of casualties and the 2010 target.</p> <p>Of these incidents, the proportion linked to cyclists has increased in the last year . Also, in the most recent 3 year period, 43% of all collisions occurred on the Transport for London Road Network (TLRN).</p> |
|   | 169                     | -29.29%                              |   |   |       |       |  |
| <b>64 - Proportion of personal travel made on each mode of transport:</b> |                         |                                      |   |   |       |       |  |
| Public Transport  | 39%                     |                                      | Reduce travel by car and increase walking trips by 15% and cycling trips by 80% between 2001 and 2015 | ? | 40%   |       | <p>No significant change in this indicator</p> <p>Source: from London Travel demand Survey 2010.</p>   |
| Walking   | 31%                     |                                      |   |   | 30%   |       |  |
| Cycling   | 3%                      |                                      |   |   | 3%    | 36%   |  |

## **Equalities**

### **Development impacts**

All of the planning documents we prepare are subject to an EqlA which helps to ensure that our policies have a positive impact on everyone in the community. At each stage of consultation we monitor the breakdown of respondents from different demographic groups. We review this and improve our methods of consultation as a result. A Consultation Statement for each document is produced setting out how we met the requirements of the SCI. During this monitoring period, we only consulted on scoping reports. No documents have been adopted during the period of this AMR.

The 2010 Equalities Act has been incorporated into Equalities Impact Assessments that have been prepared since the Act came into effect and this will be reported on from next year. It includes protected characteristics listed under the Act as:

- age
- disability
- gender reassignment
- marriage and civil partnership
- pregnancy and maternity
- race
- religion or belief
- sex
- sexual orientation

The ethnic makeup of Southwark's population changed slightly across different groups, but the overall trend remained the same – nearly 70% of the borough's population identify themselves as white, while nearly one-fifth identify themselves as black/British.

### **Policy implications and improvements**

We are aware that although we carry out much more detailed consultation than set out in statutory requirements, not all demographic groups are always fully represented and we are trying to improve the ways in which we consult local communities. We still need to collect more information on the demographic make-up of people commenting on our planning policies. Our consultation survey we have carried out as part of this AMR looks at this and we will address any issues arising from it in future consultations. We may review the SCI in 2012 depending on the outcomes of the National Planning Policy Framework.

The increase in households that are unintentionally homeless is concerning, rising from 468 to 510 in the past two recording years. This has implications on housing policy, in particular our delivery of affordable housing to ensure we are meeting our targets set by the GLA.

| Context   | April 2010– March 2011 | Target |       | 09/10 | 08/09 | Analysis   |
|---|------------------------|--------|-------|-------|-------|--|
| <b>65A - % population within different ethnic groups:</b> |                        |        |       |       |       |  |
| White   | 65.9%                  | -      | ~     | 64.8  | 64.8% | <p>The mid 2009 ethnicity estimate released by the ONS reveals that nearly two-thirds of Southwark's residents classified themselves as White (slightly up on 2 years ago) while slightly less than one-fifth were Black or Black British. This number is down nearly 3% on mid-2007 figures which has correlated in a slight rise in the number of people identifying themselves as Asian/Asian British. These figures are based on a total population provided by the ONS of 285,600.</p> <p>The ethnic groups can be further sub-divided as:</p> <p><b>White:</b> British/Irish/Other<br/> <b>Mixed:</b> White and Black Caribbean/White and Black African/White and Asian/Other<br/> <b>Asian or Asian British:</b> Indian/Pakistani/Bangladeshi<br/> <b>Black or Black British:</b> Black Caribbean/Black African/Other Black<br/> <b>Other:</b> Other/Chinese</p> <p>Source: ONS Estimated resident population by ethnic group and sex, mid-2009</p> |
| Black/British   | 17.4%                  | -      |       | 20.2% | 20.2% |  |
| Asian/Asian British                                       | 8.4%                   | -      |       | 6.6%  | 6.5%  |  |
| Mixed   | 3.8%                   |        |       | 3.9%  |       |  |
| Other   | 4.5%                   |        |       | 4.6%  |       |  |
| <b>65B-% population within different faith:</b>           |                        |        |       |       |       |  |
| Christian   | 61.6%                  |        | ?     | 61.6% | 61.6% | <p>According 2001 census, the borough has a high proportion of Christians compared to any other religion. People who do not have any faith constitute 18.5% while people from Muslim faith represents 6.9%. Other faiths are smallest faith groups. The council's Christian population is higher than that of London but below England.</p>  |
| Muslim  | 6.9%                   |        |       | 6.9%  | 6.9%  |  |
| Buddhist  | 1.1%                   |        |       | 1.1%  | 1.1%  |  |
| Hindu   | 1.1%                   |        |       | 1.1%  | 1.1%  |  |
| Jewish  | 0.4%                   |        |       | 0.4%  | 0.4%  |  |
| Sikh  | 0.2%                   |        |       | 0.2   | 0.2   |  |
| Other faith   | 0.4%                   |        |       | 0.4%  | 0.4%  |  |
| No faith  | 18.5%                  |        | 18.5% | 18.5% |       |  |
| <b>65C - % population that are:</b>                       |                        |        |       |       |       |  |

| Context   | April 2010– March 2011               | Target |   | 09/10 | 08/09 | Analysis   |
|---|--------------------------------------|--------|---|-------|-------|--|
| Disabled  | 5% claiming benefits,                |        | ? |       |       | As at August 2010 there were 13,160 claiming living disability allowance equating to 5% of residents population. This constitutes 51% of male and 49% female.<br>Source : ONS  |
| No faith  | 18.5%                                |        |   | 18.5% | 18.5% | Source: 2001 Census data   |
| Residents identifying as disabled   | 18.2% of working-aged people (16-64) | -      |   | N/A   | N/A   | 2011 ONS data demonstrates 39,200 people aged 16-64 are disabled. They use a denominator of 215,900 people in that age group, giving a total of 18.2% of that population.<br>Source: ONS Annual population survey, April 2010-March 2011   |
| Gay, Lesbian , Bi-sexual and transgender  | 16,464                               | -      |   | N/A   | N/A   | This is the first time we have collected figures from the LGBT network. These figures are derived from the national average and apportioned to Southwark's population.<br>Source: <a href="http://www.lgbtlondon.com/borough/southwark">www.lgbtlondon.com/borough/southwark</a><br>Figures derived from ONS   |
| <b>66 - % adopted planning documents subject to Equalities Impact Assessment (EqIA):</b>                          |                                      |        |   |       |       |  |
| Planning documents  | 100%                                 | 100%   | ✓ | 100%  | 100%  | We did not consult on any documents during this reporting year so no EqIAs were produced. All documents currently being prepared will also be subject to an EqIA   |
| <b>8 - Percentage of pupils achieving five or more A*-C grade GCSEs or equivalent Including English and maths</b> |                                      |        |   |       |       |  |
| All   | 54.9                                 |        | ↑ | 46%   | 42%   | Ethnicity breakdown indicates that there has been an improvements in the proportion of pupil achieving five or more A* -C grade GCSEs including English and maths across all ethnic groups except Chinese/other ethnic, with pupils from mixed ethnicity category as the most improved<br>The top performers are pupils from Chinese/ other ethnic background followed by pupils from mixed ethnicity. |
| White   | 50%                                  |        |   | 40%   | 46%   |  |
| Black / Black British   | 56%                                  |        |   | 48%   | 47%   |  |
| Asian   | 51%                                  |        |   | 49%   | 52%   |  |
| Chinese / Other Ethnic  | 73%                                  |        |   | 74%   | 66%   |  |
| Mixed ethnicity   | 61%                                  |        |   | 45%   | 49%   |  |
| Female  | 60%                                  |        |   | 54.5% | 54%   |  |

| Context  | April 2010– March 2011 | Target   |       | 09/10  | 08/09  | Analysis  |
|--|------------------------|--|-------|--------|--------|---|
| Male   | 49%                    |  |       | 40%    | 42%    |   |
| <b>22 - Employment rate:</b>   |                        |  |       |        |        |   |
| Borough wide   | 68.4%                  | By 2009/10:<br>1% increase                         | ~     | 67.8%  | 66.0%  | Of the 215,900 people in the borough of working age (16-64), 147,000 of these are employed.<br><br>There are 82,900 people of ethnic minority backgrounds who are aged 16-64 ad within the employment rate. Of these, 50,600 are employed, consisting 61%. This is an increase from 2009/10 figures.<br><br>Southwark is above both the London and nation-wide levels of 59.8% and 59.1% respectively.<br><br>Across all employment groups, the top two occupations within Southwark are Associate professionals and technical occupations and professionals, as measured by the Annual population survey.<br><br>Of the 39,200 people aged 16-64 who are disabled within Southwark, 15,200 of them are employed.<br><br>Source: Annual population survey |
| Minority Ethnic groups   | 61.0%                  | 57.3%  |       | 63.2%  | 57.7%  |   |
| People who are disabled  | 38.8%                  | N/A  |       | 46.3%  | 33%    |   |
| Lone parents<br>50-69 year olds  | N/A                    | 44.9%  |       | N/A    | N/A    |   |
|  | N/A                    | 51.8%  | N/A   | 57.8%  |        |   |
| <b>57A - Amount of households which are unintentionally homeless and in priority need:</b> |                        |  |       |        |        |   |
| Total  | 510                    | By 2010,<br>reduction in<br>homeless<br>households | ↑     | 468    | 522    | The number of households unintentionally homeless and in priority need increased by 42 to 510.<br><br>The breakdown of unintentionally homeless households is as per the figures from 2009/10. Of all the groups, those with the highest proportions were households from other ethnic groups followed by people from black origin. People of white background accounts for only 16% of the total.  |
| % from Black   | 32%                    |  |       | 32%    | 34.7%  |   |
| % from Asian groups  | 1%                     |  |       | 1%     | 2.3%   |   |
| % from other ethnic groups   | 39%                    |  |       | 39%    | 38.9%  |   |
| Not stated   | 12%                    |  |       | 12%    | 6.5%   |   |
| %White   | 16%                    | 16%  | 17.6% |        |        |   |
| <b>57C - Amount of households on the housing register:</b>                                 |                        |  |       |        |        |   |
| Total  | 18,724                 | Reduce   | !     | 17,121 | 15,586 | As at April 1 <sup>st</sup> 2011, the number of households on the housing register increased by 9%, from September 2010.  |
| % from Black/Latin American  | 48.9%                  |  |       | 48.9%  | 47.9%  |   |
| % from Asian groups  | 4.3%                   |  |       | 4.3%   | 3.9%   |   |

| Context   | April 2010– March 2011 |      | Target           |   | 09/10 | 08/09              | Analysis   |   |
|---|------------------------|------|------------------|---|-------|--------------------|--|---|
| % from other ethnic groups  | 15.8%                  |      |                  |   | 12.4% | 15.7%              | Ethnicity breakdown figures remained the same as September 2010. |   |
| % White   | 31.0%                  |      |                  |   | 31.0% | 32.5%              |  |   |
| <b>64 - Proportion of personal travel made on each mode of transport:</b> |                        |      |                  |   |       |                    |  |   |
|   | Walking                | Bike | Public Transport | Close the gap in transport use between people of different backgrounds and groups |       | % not by car 08/09 | % not by car 07/08   | Data on travel by equality groups is not available. |
| All people  | 30%                    | 3%   | 41%              |   |       | 36%                | 70%  |   |
| People who are disable  | N/A                    | N/A  | N/A              |   | ~     | N/A                | N/A  |   |
| People aged over 65   | N/A                    | N/A  | N/A              |   |       | N/A                | N/A  |   |
| Women (travelling at night)   | N/A                    | N/A  | N/A              |   |       | N/A                | N/A  |   |
| Other equalities groups>  | N/A                    | N/A  | N/A              |   |       | N/A                | N/A  |   |

## Area Monitoring

### Development impact

Development in the borough has been taking place mostly in the regeneration areas in line with planning policies for the borough. In Elephant and castle there was an overall gain of 646 new homes which was a substantial increase from previous years. There was also an increase of D1 community use in the wider Peckham and Nunhead Action area of 6,664sqm. In the Aylesbury Action area we have seen the completion of 52 new homes and an increase of 1,386sqm D1 community use.

There has been an increase in housing across the borough, most notably 212 units across the wider Peckham and Nunhead area, with 84% of these new units being affordable.

Overall vacancy rates for retail appear to have fallen across the borough although we only have data for some of the areas including Peckham, Camberwell and Lordship Lane. Vacancy rates for retail have remained the same for Elephant and Castle.

Office space (B1) has increased in the borough. There was a small increase in Elephant and Castle in Peckham and Nunhead there was a loss of B1 floorspace of 3,300sqm as well as 4,459sqm of B2 floorspace which was replaced with residential developments.

### Policy implications

Our planning policies aim to direct new development to our growth areas. The information we have collected shows that the policies are directing new development to the right places. These are areas with good access to public transport and where regeneration will bring improved quality of life to local residents. We need to continue to monitor how our policies are affecting different areas to make sure development in the borough does not negatively impact on any of our local communities.

We also need to make sure we have the right amount of development taking place to provide for mixed and balanced communities in the borough. We need to make sure that we have vibrant town centres with a wide range of retail and leisure facilities. We also need to meet our housing targets by providing a wide range of homes for different people on different incomes. By monitoring how each of the different areas are changing we can help to improve access to jobs and education making sure that everyone in the borough has equal opportunities. Varying our approach to different areas of the borough also helps us to create distinctive places that people enjoy living and working in.

| Development outcomes                        | April 2010– March 2011 |                         |                 | Target (by 2026)   |    | Previous years               |   | Analysis   |   |
|---|------------------------|-------------------------|-----------------|--|----|------------------------------|---|--|---|
|   | Amount completed       | Amount lost or replaced | Overall outcome |  |    | 09/10 Overall                | 08/09 Overall   |  |   |
| <b>Elephant and Castle Opportunity Area</b> |                        |                         |                 |  |    |                              |   |  |   |
| B1 Class                                    | 1152                   | 100                     | 1052            | 45,000 sqm   | !  | -290                         | 0   | The main gain over the year was the completion of business floorspace in the Amelia Street mixed use development. There was a very small change in the amount of retail provision in the area, however this will be expected to change in future years. Our Core Strategy envisages that around 45,000sqm of new shopping and leisure floorspace will be provided at Elephant and Castle, together with 25,000sqm – 30,000sqm of office floorspace. This new target will be monitored next year. We are preparing a Supplementary Planning Document for the Elephant and Castle to show how, where and when new space will be provided. We will be consulting formally on the SPD in December 2011 and January 2012. |   |
| Overall employment uses                     | 1152                   | 100                     | 1052            | Increase   |    | -290                         | 0   |  |   |
| Small business units                        | 755                    | 551                     | 204             | Increase   |    | -290                         | 0   |  |   |
| Shops A1                                    | 533                    | 451                     | 82              | In core area: increase community and leisure facilities and provide 75,000sqm of new retail uses |    | 0                            | 1,000sqm  |  |   |
| Professional A2                             |                        | 0                       |                 |  |    | No completions over 1,000sqm | No completions over 1,000sqm  |  |   |
| Eating A3                                   | 222                    | 0                       | 222             |  |    |                              |   |  |   |
| Drinking A4                                 |                        | 0                       |                 |  |    |                              |   |  |   |
| Take-away A5                                |                        | 0                       |                 |  |    |                              |   |  |   |
| Non-residential institutions (D1)           | 0                      | 2962                    | -2962           |  |    | 9,971                        | None over 1000  |  | Four major housing schemes were completed giving a total net gain of 646 units, a large increase from previous years, as a result of the completion of Printworks on Amelia Street, Castle House, the land adjoining Albert Barnes House – New Kent Road and a site on St. George's Road. |
| Residential institutions (C2)               |                        |                         |                 |  |    | None over 1000               | None over 1,000sqm  |  |   |
| Leisure (D2)                                |                        |                         |                 |  |    |                              | The draft SPD currently being prepared for the Elephant and Castle will provide policy guidance the mix of shops, offices and other town centre uses which should be provided and the amount of new homes that may be built and their location. |  |   |
| New housing completed                       | 646                    | 1                       | 645             | 6000 new homes by 2026   | 21 | 80                           |   |  |   |
| % affordable housing completed              | 36%                    | 0                       | 36%             | 50%  | 0% | 25%                          |   |  |   |
| % affordable that is social                 | 25%                    | 0                       | 25%             | 50%  | 0% | 0%                           |   |  |   |
| % affordable that is intermediate           | 75%                    | 0%                      | 75%             | 50%  | 0% | 100%                         |   |  |   |
| Vacancy rates for retail                    | 8.7%                   |                         |                 | Reduce vacancies   |    | N/A                          | 8.7%  |  |   |
| Vacancy rates for offices                   | N/A                    |                         |                 |  |    | N/A                          | N/A   |  |   |
| Business start-ups                          | 1136                   |                         |                 | Increase 5,000 new jobs by 2026  | ?  | 60                           | N/A   |  |   |
| Local employment rate                       | 1.32                   |                         |                 |  |    | N/A                          | N/A   |  |   |



| Development outcomes  | April 2010– March 2011 |                         |                 | Target (by 2026)                                  |   | Previous years |               | Analysis  |
|---|------------------------|-------------------------|-----------------|---|---|----------------|---------------|---|
|   | Amount completed       | Amount lost or replaced | Overall outcome |   |   | 09/10 Overall  | 08/09 Overall |   |
| Average household income                                    | N/A                    |                         |                 |   |   | N/A            | N/A           | <p>The data for the number of business start ups is based at ward level. The area covers all or parts of the following wards: Faraday, East Walworth, Newington, Cathedrals and Chaucer.</p> <p>The most up to date data for the employment rate is from the Business Rate and Employment Survey from 2009. There were 1.32 jobs per working age resident in Elephant and Castle, compared to 1.18 in Southwark and 0.9 in London possibly indicating that there are jobs but residents in the area are not tapping into those jobs.</p> <p>Data for ward level household income is not available</p> |
| <b>Borough, Bankside and London Bridge Opportunity Area</b> |                        |                         |                 |   |   |                |               |   |
| B1 Class  | 13,927                 | 3,673                   | 10,294          | Improve Business floor space                      | ✓ | 58,850         | 53,631        | In the London Plan and the Core Strategy the naming has now changed so that the London Bridge opportunity area and Bankside and Borough action area are now referred to as the Borough, Bankside and London Bridge opportunity area.  |
| Overall employment uses                                     | 13,967                 | 10,442                  | 3,525           |   |   | 60,165         | 53,631        |   |
| Small business units  | 2,752                  | 1,978                   | 774             |   |   | 264            | 584           |   |
| Shops A1  | 995                    | 48                      | 947             | Increase retail, leisure and community facilities | ✓ | 2,404          | 1,782         | While there has been an amount of new development in the Borough, Bankside and London Bridge Opportunity Area, there has been less completed compared to the 09/10 and 08/09 period, including completion of small residential, mixed use, office, hotel and student accommodation schemes.   |
| Professional A2   | 0                      | 0                       | 0               |   |   | 29             | 1,782         |   |
| Eating A3   | 1067                   | 0                       | 1067            |   |   | 203            | 0sqm          |   |
| Drinking A4   | 0                      | 0                       | 0               |   |   | 918            | 0sqm          |   |
| Take-away A5  | 0                      | 0                       | 0               |   |   | 0              | 0sqm          |   |
| Non-residential institutions (D1)                           |                        |                         |                 |   |   | -1,480         | 1,074sqm      |   |
| Residential institutions (C2)                               | None                   |                         |                 |   |   | 0sqm           |               |   |
| Leisure (D2)  |                        |                         |                 |   |   | 0sqm           |               |   |
| New housing completed                                       | 101                    | 1                       | 100             | 2,500 new homes by 2026                           | ! | 111            | 225           | There has been a net increase of 10,294sqm of B1 office space either as stand alone office buildings or part of a mixed use development. However there has been a c of other B2 and B8 use space, including conversion of 4,380sqm of warehouse space to office space resulting in an overall increase in employment space of 3,525sqm.   |
| % affordable housing completed                              | 9%                     | 0%                      | 9%              | 50%   |   | 25%            | 0%            |   |
| % affordable that is social                                 | 0%                     | 0%                      | 0%              | 70%   |   | 71%            | 0%            |   |
| % affordable that is intermediate                           | 100%                   | 0%                      | 100%            | 30%   |   | 29%            | 0%            |   |
| Vacancy rates for retail                                    |                        |                         |                 | Reduce vacancies                                  | ? | 7%             | 12.1%         |   |
| Vacancy rates for offices                                   |                        |                         |                 |   |   |                |               |   |
| Business start-ups  |                        |                         |                 | Increase  | ? | 445            | N/A           |   |

| Development outcomes                       | April 2010– March 2011 |                         |                 | Target (by 2026)   |                    | Previous years     |                    | Analysis   |
|--|------------------------|-------------------------|-----------------|--|--------------------|--------------------|--------------------|--|
|  | Amount completed       | Amount lost or replaced | Overall outcome |  |                    | 09/10 Overall      | 08/09 Overall      |  |
| Local employment rate                      |                        |                         |                 | 30,000 new jobs by 2026                                      |                    | N/A                | N/A                | There has been a net increase of 947sqm of A1 shop use, though this is a decrease on the previous years and also 1,067sqm of new A3 eating use which is an increase on the previous years.<br><br>There has also been a reduction in the completion of new housing with 100 new dwellings completed over 9 schemes, with 9% of these affordable housing and all were intermediate. The majority of these schemes were small proposals with the larger developments on Borough Road providing 40 new units and Park Street providing 25 new units.  |
| <b>Peckham Action Area</b>                 |                        |                         |                 |  |                    |                    |                    |  |
| B1 & B2 Class                              | 0                      | 0                       | 0               | Improve Business floor space                                 | ✓                  | None over 1000sqm  | -1,560             | The AMR currently reports on developments within the UDP action area core boundary for consistency with existing Southwark Plan policies.. The figures in the table reflect this. This boundary has been expanded to take in the wider area of Peckham and Nunhead and future AMRs will reflect this changed boundary. This analysis reports on both the smaller Core Area and the Wider Action area separately.<br><br>UDP Core Area<br><br>There were no major completions in Peckham action area in the reporting period. Two units in SE15, on Peckham High Street and Maxted Road, saw a reduction in A1 floorspace totalling a loss of 347sqm.<br><br>Peckham town centre continues to trade well. The vacancy rate dropped to 8% compared to 10.4% two years ago.<br><br>There was a small amount of housing completed, although it was a slight increase on the previous two years. All completions were market housing as they were from small schemes which did not meet the affordable housing threshold.<br><br>Through work undertaken on the Peckham and Nunhead AAP |
| Overall employment uses                    | 0                      | 0                       | 0               |  |                    | 44                 | N/A                |  |
| Small business units                       | 0                      | 347                     | -347            |  |                    | 0                  | N/A                |  |
| Shops A1                                   | None                   | None                    | None            | Improve retail floor space, leisure and community facilities | ?                  | 44                 | N/A                |  |
| Professional A2                            | None                   | None                    | None            |  |                    | 43                 | None over 1,000sqm |  |
| Eating A3                                  | None                   | None                    | None            |  |                    | 44                 |                    |  |
| Drinking A4                                | None                   | None                    | None            |  |                    | -175               |                    |  |
| Take-away A5                               | None                   | None                    | None            |  |                    |                    |                    |  |
| Non-residential institutions (D1)          | None                   | None                    | None            |  | None over 1,000sqm | None over 1,000sqm |                    |  |
| Residential institutions (C2) Leisure (D2) | None                   | None                    | None            |  |                    |                    |                    |  |
| New housing completed                      | 14                     | 1                       | 13              | 736 – 1,717  | ✓                  | 9                  | 6                  |  |
| % affordable housing completed             |                        | 0                       |                 | 50%  |                    | 0%                 | 0%                 |  |
| % affordable that is social                |                        | 0                       |                 | 30%  |                    | 0%                 | 25%                |  |

| Development outcomes                                  | April 2010– March 2011 |                         |                 | Target (by 2026) | Previous years |                    | Analysis           |  |
|---|------------------------|-------------------------|-----------------|------------------|----------------|--------------------|--------------------|--|
|   | Amount completed       | Amount lost or replaced | Overall outcome |                  | 09/10 Overall  | 08/09 Overall      |                    |  |
| % affordable that is intermediate                     | 0                      |                         |                 | 70%              |                | 0%                 | 75%                | Towards a preferred option stage, we have identified a number of development sites that have been supported by the Development Capacity Assessment which could provide large amounts of both residential and non-residential use. These will be further refined during the Preferred Options stage of the PNAAP in early 2012.   |
| Vacancy rates for retail<br>Vacancy rates for offices | 8%                     |                         |                 | Reduce vacancies | ?              | N/A                | N/A                |  |
| Business start-ups                                    | N/A                    |                         |                 | Increase         |                | 105                | N/A                | Wider Action Area<br>Residential<br>Across the whole of Peckham and Nunhead, there were 212 net new units completed in the reporting period (324 gross units built). 4 developments had over 50 units built with the largest being 74 new units at the Samuel Jones Industrial Estate.<br>Although there was an overall net gain, there was the loss of 104 units on the site of the New Tuke School, which was the single largest loss of residential units. Of these units, 84% of |
| Local employment rate                                 | N/A                    |                         |                 | Increase         |                | N/A                | 9%                 |  |
| Average household income                              | N/A                    |                         |                 | Increase         |                | N/A                | N/A                |  |
| Non-residential institutions (D1)                     |                        |                         |                 |                  |                |                    |                    |  |
| Residential institutions (C2)<br>Leisure (D2)         | N/A                    |                         |                 |                  | ?              | None over 1,000sqm | None over 1,000sqm |  |

76

| Development outcomes            | April 2010– March 2011       |                         |                 | Target (by 2026) | Previous years |               | Analysis  |
|---------------------------------|------------------------------|-------------------------|-----------------|------------------|----------------|---------------|---|
|                                 | Amount completed             | Amount lost or replaced | Overall outcome |                  | 09/10 Overall  | 08/09 Overall |   |
|                                 |                              |                         |                 |                  |                |               | <p>them were affordable, and of these, 44% were social rented and 56% intermediate.</p> <p>Non-residential</p> <p>A1<br/>There was no additional A1 development outside that specified in the Core Area above.</p> <p>B1 &amp; B2<br/>There was a loss of 3,300sqm of B1 floorspace at the Samuel Jones Industrial Estate which has been redeveloped as residential. There was a loss of 4,459sqm of B2 space at the site of the former Roberts Metal Packaging site at 159-161 Peckham Rye. This has been replaced by residential units.</p> <p>D1<br/>Across the wider area there has been a significant increase in D1 Community facilities. In the monitoring year there has been a net increase of 6,664sqm of community facility floorspace, with a total of 16,344sqm built. This has come primarily from development of existing schools such as the Harris Academy and the re-siting of the Tuke School. There were small losses at the site of several Churches.</p> <p>More information is needed on office vacancies, business start-ups and perceptions of safety in this area. We know from community feedback that many people in the community do not feel safe in Peckham.</p> |
| <b>Canada Water Action Area</b> |                              |                         |                 |                  |                |               |   |
| B1 Class                        | 0                            | 0                       | 0               | Increase         | ?              | 0             | The AMR currently reports on developments within the UDP action area core boundary. The figures in the table reflect this. This boundary has been expanded to take in the wider area of Canada Water and future AMRs will reflect this changed boundary. This Analysis reports on both the smaller UDP area and the LDF Wider Action area separately.   |
| Overall employment uses         | 0                            | 0                       | 0               |                  |                | 360           |   |
| Small business units            | 938                          | 0                       | 938             |                  |                | 526           |   |
| Shops A1                        | 938                          | 0                       | 938             | Increase         | ?              | 166           | <p>retail, leisure and community</p> <p><b>UDP Action Area</b></p>  |
| Professional A2                 | No completions over 1000 sqm |                         |                 |                  |                | N/A           |   |
| Eating A3                       |                              |                         |                 |                  |                |               |   |
| Drinking A4                     |                              |                         |                 |                  |                |               |   |

| Development outcomes  | April 2010– March 2011        |                         |                 | Target (by 2026)   |   | Previous years            |                          | Analysis   |
|---|-------------------------------|-------------------------|-----------------|--|---|---------------------------|--------------------------|--|
|   | Amount completed              | Amount lost or replaced | Overall outcome |  |   | 09/10 Overall             | 08/09 Overall            |  |
| Take-away A5<br>Non-residential institutions (D1)<br>Residential institutions (C2)<br>Leisure (D2)  |                               |                         |                 | facilities   |   |                           |                          | <p>Retail</p> <p>There was an overall increase of A1 floor space which was due to the completion of development on site B2. Expected growth levels for future years are set out in the Canada Water Area Action Plan.</p> <p>The shops in the shopping centre continue to trade well and vacancy rates reduced again this year from 6.1% to 4.8%</p> <p>Residential</p> <p>169 new homes were built constituting 27% affordable and 72% market. All of these homes were new build and took place on site B2.</p> <p><b>LDF and Canada Water AAP Wider Action Area</b></p> <p>Residential</p> <p>Across the new Canada Water Action Area there were 178 units completed. The 9 units outside the Core were at Lower Road and King Stairs Close.</p> |
| New housing completed   | 169                           | 0                       | 169             | 2,000 new homes by 2026                                      | ✓ | 64                        | 63                       |  |
| % affordable housing completed  | 27%                           | 0                       | 27%             | 50%  |   | 31%                       | 33%                      |  |
| % affordable that is social   | 67%                           | 0%                      | 67%             | 70%  |   | 100%                      | 100%                     |  |
| % affordable that is intermediate   | 33%                           | 0%                      | 33%             | 30%  |   | 0%                        | 0%                       |  |
| Vacancy rates for retail  | 4.8                           |                         |                 | Reduce   | ? | N/A                       | 6.1%                     |  |
| Vacancy rates for offices   |                               |                         |                 |  |   | N/A                       | N/A                      |  |
| Business start-ups  |                               |                         |                 | Increase   |   | 95                        | N/A                      |  |
| Local employment rate   |                               |                         |                 | 12,000 new jobs by 2026                                      | ? | N/A                       | N/A                      |  |
| <b>Old Kent Road Action Area</b>  |                               |                         |                 |  |   |                           |                          |  |
| B1 Class<br>B2 Class<br>B8 Class<br>Overall employment uses<br>Small business units   | No completions over 1000 sq m |                         |                 | Improve range of employment uses and protect PIL             | ? | None over 1,000sqm<br>N/A | None over 1000sqm<br>N/A | <p>There was no new development in the Old Kent Road Action Area.</p> <p>Due to a refocusing of resources, the Old Kent Road AAP has been removed from the current LDS. The Core Strategy designates the Old Kent Road area as an action area and provides a vision for the area which together with saved policies in the Southwark Plan provide an adequate policy framework. An Old Kent Road AAP may be rescheduled in the future if resources become available</p>  |
| Shops A1<br>Professional A2<br>Eating A3<br>Drinking A4<br>Take-away A5<br>Non-residential institutions (D1)<br>Residential institutions (C2)<br>Leisure (D2) | No completions                |                         |                 | Improve retail floor space, leisure and community facilities | ? | None over 1000sqm         | None over 1,000sqm       |  |
| New housing completed   | 0                             | 0                       | 0               | Increase   | ! | 0                         | 4                        |  |
| % affordable housing completed  | 0%                            | 0%                      | 0%              | 50%  |   | 0%                        | 0%                       |  |
| % affordable that is social   | 0%                            | 0%                      | 0%              | 50%  |   | 0%                        | 0%                       |  |
| % affordable that is intermediate   | 0%                            | 0%                      | 0%              | 50%  |   | 0%                        | 0%                       |  |

| Development outcomes  | April 2010– March 2011 |                         |                 | Target (by 2026)               |      | Previous years            |   | Analysis   |   |     |     |
|---|------------------------|-------------------------|-----------------|--------------------------------|------|---------------------------|---|--|---|-----|-----|
|   | Amount completed       | Amount lost or replaced | Overall outcome |                                |      | 09/10 Overall             | 08/09 Overall                             |  |   |     |     |
| Vacancy rates for retail  | N/A                    |                         |                 | Reduce vacancies               | ?    | N/A                       | N/A                                       |  |   |     |     |
| Business start-ups<br>Local employment rate   | N/A                    |                         |                 | Increase<br>Increase           | ?    | N/A<br>N/A                | N/A<br>N/A                                |  |   |     |     |
| <b>Bermondsey Spa Action Area</b>   |                        |                         |                 |                                |      |                           |   |  |   |     |     |
| B1 Class<br>Overall employment uses<br>Small business units   | No completions         |                         |                 | Increase business / employment | ?    | -948<br>-948<br>N/A       | None over 1,000sqm<br>N/A                 | An additional 3,216 sqm of community D1 floor space was built this year which was the largest increase in two years. This includes expansion of the Salmon Youth Centre at Marine Street, construction of a new community health centre and the change of use of premises manager's house to a teaching room.<br><br>The number of homes built quadrupled this year compared to last year. Of the 572 homes, 62% were affordable units of which 43% and 57% were social rented and intermediate respectively. This is attributed to the completion of Bermondsey Spa regeneration sites. |   |     |     |
| Shops A1<br>Professional A2<br>Eating A3<br>Drinking A4<br>Take-away A5<br>Non-residential institutions (D1)<br>Residential institutions (C2)<br>Leisure (D2) |                        |                         |                 | Increase                       | ?    | 0<br>3,216                | No completions<br>-1134<br>No completions |  |   |     |     |
| New housing completed   |                        |                         |                 | 27                             | 0    | 27                        | 1,526 – 2,335                             |  | ✓ | 572 | 138 |
| % affordable housing completed  |                        |                         |                 | 96%                            | 0%   | 96%                       | 50%                                       |  |   | 62% | 24% |
| % affordable that is social   |                        |                         |                 | 0%                             | 0%   | 0%                        | 70%                                       |  |   | 43% | 21% |
| % affordable that is intermediate   |                        |                         |                 | 100%                           | 100% | 100%                      | 30%                                       |  |   | 57% | 79% |
| Vacancy rates for retail<br>Vacancy rates for offices   |                        |                         |                 | Reduce vacancies               | ?    |                           | N/A<br>N/A                                |  |   |     |     |
| Business start-ups<br>Local employment rate   |                        |                         |                 | Increase<br>Increase           | ?    | 40<br>N/A                 | N/A<br>N/A                                |  |   |     |     |
| <b>West Camberwell Action Area</b>  |                        |                         |                 |                                |      |                           |   |  |   |     |     |
| Overall B Class uses<br>Small business units  | No completions         |                         |                 | Comply with UDP                | ?    | None over 1,000sqm<br>N/A | None over 1,000sqm<br>N/A                 | 12 net additional dwellings were built. They were all new build and private.<br><br>There were no new non-residential developments in the West Camberwell Action Area.   |   |     |     |
| Shops A1<br>Professional A2<br>Eating A3<br>Drinking A4<br>Take-away A5<br>Residential institutions (C2)  |                        |                         |                 | Comply with UDP                | !    | None over 1,000sqm        | None over 1,000sqm                        |  |   |     |     |

| Development outcomes   | April 2010– March 2011 |                         |                    | Target (by 2026)   |   | Previous years    |                   | Analysis  |
|--|------------------------|-------------------------|--------------------|--|---|-------------------|-------------------|---|
|  | Amount completed       | Amount lost or replaced | Overall outcome    |  |   | 09/10 Overall     | 08/09 Overall     |   |
| Non-residential institutions (D1)<br>Leisure (D2)                                  |                        |                         |                    | Improve<br>Improve   |   |                   |                   | We have changed boundary for the Camberwell Action Area through Core Strategy and we will monitor on that boundary in next year's AMR.<br><br>We will be preparing a supplementary planning document for the Camberwell Action Area . The timetable is set out in our Local Development Scheme. This will cover a wider area of Camberwell including the town centre and the current West Camberwell Action Area.                             |
| New housing completed  | 0                      | 0                       | 0                  | Increase   |   | 12                | 0                 |   |
| % affordable housing completed   | 0%                     | 0%                      | 0%                 | 50%  | ! | 0%                | 0%                |   |
| % affordable that is social  | 0%                     | 0%                      | 0%                 | 50%  |   | 0%                | 0%                |   |
| % affordable that is intermediate  | 0%                     | 0%                      | 0%                 | 50%  |   | 0%                | 0%                |   |
| <b>Aylesbury Action Area</b>   |                        |                         |                    |  |   |                   |                   |   |
| Overall B Class uses   | 0                      | 0                       | 0                  |  | ? | N/A               | N/A               | The Aylesbury Area Action Plan was adopted in January 2010. We now monitor development in the Action Area Core area.  |
| Small business units   | 404                    | 0                       | 404                |  |   | N/A               | N/A               |   |
| Shops A1   | 404                    | 0                       | 404                |  |   |                   |                   | Since adoption of the plan, 404sqm of new A1 retail space has been completed on the Aylesbury Phase 1a site.  |
| Professional A2  |                        |                         |                    |  |   |                   |                   |   |
| Eating A3  |                        |                         |                    |  |   |                   |                   | The completion of works to both Walworth School and Michael Faraday Primary School and the completion of Southwark Resource Centre on the Aylesbury Phase 1a site have resulted in an increase of 1,386sqm new D1 use.  |
| Drinking A4  |                        |                         |                    |  |   |                   |                   |   |
| Take-away A5   |                        |                         |                    |  | ? | N/A               | N/A               |   |
| Residential institutions (C2)<br>Non-residential institutions (D1)<br>Leisure (D2) | 14,941                 | 13,555                  | 1386               |  |   |                   |                   |   |
| <b>Housing Supply</b>  | New homes built        | Homes lost or replaced  | Gains minus losses | To provide approximately 4,200 new homes (1,422 net) within the action area core between 2009 and 2027 |   | Net gain in homes | Net gain in homes | Since adoption of the plan, in the Action Area Core, 52 new units on the first part of the Aylesbury Phase 1a site, out of a total 261 units, have been completed. Construction is currently underway on the rest of the site with the additional units estimated for completion by 2013.<br><br>Of the 52 new units completed, 71% are social units and 29% are intermediate with 52% are two or more bedrooms and 52% flats or maisonettes. |
| Total new homes gained over the previous 5 years in core area                      | N/A                    | N/A                     | N/A                | Average 221 homes per  | ! | N/A               | N/A               |   |
| Homes completed in reporting year in core area                                     | 52                     | 0                       | 52                 |  |   |                   |                   |   |



| Development outcomes  | April 2010– March 2011        |                            |                            | Target (by 2026)                                 | Previous years |               | Analysis |
|---|-------------------------------|----------------------------|----------------------------|--|----------------|---------------|----------|
|   | Amount completed              | Amount lost or replaced    | Overall outcome            |  | 09/10 Overall  | 08/09 Overall |          |
| Total in core area  | 52                            | 0                          | 52                         | year   |                |               |          |
| Additional homes projected to be built by 2016 in core area                   |                               |                            |                            |  |                |               |          |
| Additional homes projected to be built by 2027 in core area                   |                               |                            |                            |  |                |               |          |
| Average number of dwellings required each year to meet the AAP housing target |                               |                            |                            |  |                |               |          |
| <b>Amount of housing completed by tenure on proposal sites</b>                | New homes built               | Homes lost or replaced     | Gains minus losses         |  |                |               |          |
| % private housing completed   | 0                             | 0                          | 0                          | 50%  | N/A            | N/A           |          |
| % affordable housing completed  | 100%                          | 100%                       | 100%                       | 50%  | N/A            | N/A           |          |
| % affordable that is social   | 71%                           | 0%                         | 71%                        | 75%  | N/A            | N/A           |          |
| % affordable that is intermediate   | 29%                           | 0%                         | 29%                        | 25%  | N/A            | N/A           |          |
| <b>Amount of new dwellings which are:</b>                                     | No of completed units (net)   |                            | % of completed units (net) | Core Area  |                |               |          |
| Studio  | 0                             | 0                          | 0                          | Not exceed 3% of all new housing within the core |                |               |          |
| Two or more bedrooms  | 52%                           | N/A                        | 52%                        | At least 70%                                     |                |               |          |
| Three bedroom   | 0                             |                            | 0                          | At least 20%                                     |                |               |          |
| Four bedroom  | 0                             |                            | 0                          | At least 7%                                      |                |               |          |
| Five or more  | 0                             |                            | 0                          | At least 3%                                      |                |               |          |
| <b>Amount of new dwellings completed by type in core area:</b>                | No of completed units (gross) | No of units lost/ replaced | % of completed units (net) | Core Area  |                |               |          |
| Flats or Maisonette   | 52                            | 0                          | 52                         | 60%  |                |               |          |
| Maisonette  | 0                             | 0                          | 0                          | 17%  |                |               |          |
| Houses  | 0                             | 0                          | 0                          | 23%  |                |               |          |
| Total   | 52                            | 0                          | 52                         |  |                |               |          |



| Development outcomes   | April 2010– March 2011           |   |                                       | Target (by 2026)   | Previous years   |               | Analysis |
|--|----------------------------------|---|---------------------------------------|--|--|---------------|----------|
|  | Amount completed                 | Amount lost or replaced                       | Overall outcome                       |  | 09/10 Overall  | 08/09 Overall |          |
| Density of residential developments within core area           | Average Density                  | Number of schemes within target density range | % schemes within target density range |  |  |               |          |
| Urban Density Zone   |                                  |   |                                       | 200-700 habitable rooms/hectare  |  |               |          |
| % of new developments within the core area that connect to CHP |                                  |   |                                       | 100% of new homes within the core area must be connected to CHP and energy |  |               |          |
| Estimated reduction in CO2 emissions                           |                                  |   |                                       | Reduce CO2 emissions by 20%  |  |               |          |
| Greenhouse gas emissions per capita-tonnes of CO2              |                                  |   |                                       |  |  |               |          |
| No of home meeting Code for Sustainable Homes:                 | No of units built reporting year | No of units achieving                         | % of units achieving                  | 100% achieve Code for Sustainable Homes                                    |  |               |          |
| Level 4  |                                  |   |                                       | 100% achieve level 4 before 2016   |  |               |          |
| Level 6  |                                  |   |                                       | 100% achieve level 6 after 2016  |  |               |          |
| <b>Camberwell Neighbourhood Area</b>                           |                                  |   |                                       |  |  |               |          |
| Overall employment uses  |                                  |   |                                       | Comply with UDP  | ?  | N/A           | N/A      |
| Small business units   |                                  |   |                                       |  |  | N/A           | N/A      |
|  |                                  |   |                                       |  | There were no completions for non-residential use during |               |          |

| Development outcomes  | April 2010– March 2011 |                         |                 | Target (by 2026)                                  |   | Previous years     |                    | Analysis   |
|---|------------------------|-------------------------|-----------------|---|---|--------------------|--------------------|--|
|   | Amount completed       | Amount lost or replaced | Overall outcome |   |   | 09/10 Overall      | 08/09 Overall      |  |
| Shops A1<br>Professional A2<br>Eating A3<br>Drinking A4<br>Take-away A5<br>Non-residential institutions (D1)<br>Residential institutions (C2)<br>Leisure (D2) | None completed         |                         |                 | Increase retail, leisure and community facilities | ? | -50                | 1624               | 2010/11.<br>A total of 47 new homes were delivered in the Camberwell Neighbourhood Area, representing a 12% increase on last year.   |
| New housing completed   | 49                     | 2                       | 47              | Increase  | ! | 42                 | 0                  | The developments were a mix of new build and conversions and all of the new units were private housing. Obviously, this fails to meet our targets for delivering new affordable housing. This could be due to the fact that the planning permissions for the larger housing schemes at the former Mary Datchelor School date back to 2007.<br>Data is not available for vacancy rates.                   |
| % affordable housing completed  | 0%                     | 0%                      | 0%              | 50%   |   | 52%                | 0%                 |  |
| % affordable that is social   | 0%                     | 0%                      | 0%              | 70%   |   | 73%                | 0%                 |  |
| % affordable that is intermediate   | 0%                     | 0%                      | 0%              | 30%   |   | 27%                | 0%                 |  |
| Vacancy rates for retail  | n/a                    |                         |                 | Reduce vacancies                                  | ! | 9.6                | n/a                | We have changed boundary of the Camberwell Action Area through Core Strategy and will monitor on that boundary in next year's AMR.<br>We will be preparing a supplementary planning document for the Camberwell Action Area. The timetable is set out in our Local Development Scheme. This will cover a wider area of Camberwell including the town centre and the current West Camberwell Action Area. |
| <b>Lordship Lane Neighbourhood Area</b>   |                        |                         |                 |   |   |                    |                    |  |
| Professional A2   | 0                      | 0                       | 0               | Comply with UDP                                   |   |                    |                    |  |
| Shops A1<br>Professional A2<br>Eating A3<br>Drinking A4<br>Take-away A5<br>Non-residential institutions (D1)<br>Residential institutions (C2)<br>Leisure (D2) | None                   |                         |                 | Protect<br><br>Comply with UDP<br><br>Increase    | ? | None over 1,000sqm | None over 1,000sqm | There were no new developments in this area  |
| Vacancy rates for retail  | 8.1%                   |                         |                 | Reduce vacancies                                  |   | N/A                | 9.2%               |  |
| Shops A1<br>Professional A2   | 0<br>0                 | 0<br>0                  | 0<br>0          | Protect<br>Comply with                            | ? | 0<br>-315          | None over 1,000sqm | There were no new large developments in this area however there was a loss of A3 use due to the conversion of a first floor  |

| Development outcomes  | April 2010– March 2011 |                         |                 | Target (by 2026)             | Previous years |                     | Analysis  |  |
|---|------------------------|-------------------------|-----------------|------------------------------|----------------|---------------------|---|--|
|   | Amount completed       | Amount lost or replaced | Overall outcome |                              | 09/10 Overall  | 08/09 Overall       |   |  |
| Eating A3<br>Drinking A4<br>Take-away A5<br>Non-residential institutions (D1)<br>Residential institutions (C2)<br>Leisure (D2)                                | 0                      | 86                      | -86             | UDP                          |                | 0                   | restaurant to residential use.<br>Data is not available for vacancy rates.<br>We will be preparing a supplementary planning document for the Dulwich. The timetable is set out in our Local Development Scheme. This will cover Dulwich community council area and a small part of Peckham Rye Ward including the town and local centres such as Lordship Lane. Consultation on the SPD is due to take place in early 2012. |  |
| Vacancy rates for retail  | 8.1%                   |                         |                 | Increase<br>Reduce vacancies |                | N/A                 | 9.2%  |  |
| <b>Herne Hill Neighbourhood Areas</b>   |                        |                         |                 |                              |                |                     |   |  |
| Shops A1  | None                   |                         |                 | Protect                      |                | None over 1,000sq m | None over 1,000sq m   | There were no new developments in this area.   |
| Professional A2<br>Eating A3<br>Drinking A4<br>Take-away A5<br>Non-residential institutions (D1)<br>Residential institutions (C2)<br>Leisure (D2)             |                        |                         |                 | Comply with UDP              |                | -315                | 0   | There were no new large developments in this area  |
| Vacancy rates for retail  |                        |                         |                 | Increase<br>Reduce vacancies |                | N/A                 | N/A   | We will be preparing a supplementary planning document for the Dulwich. The timetable is set out in our Local Development Scheme. This will cover Dulwich community council area and a small part of Peckham Rye Ward including the town and local centres such as Herne Hill. Consultation on the SPD is due to take place in early 2012. |
| <b>Dulwich, Nunhead and The Blue Neighbourhood Areas</b>  |                        |                         |                 |                              |                |                     |   |  |
| Shops A1<br>Professional A2<br>Eating A3<br>Drinking A4<br>Take-away A5<br>Non-residential institutions (D1)<br>Residential institutions (C2)<br>Leisure (D2) | None                   |                         |                 | Protect                      |                | None over 1,000sqm  | None over 1,000sqm  | There were no new large developments in this area  |
| Vacancy rates for retail  |                        |                         |                 | Comply with UDP              |                |                     |   | N/A  |
| Vacancy rates for retail  |                        |                         |                 | Increase<br>Reduce vacancies |                | N/A                 | N/A   |  |

## Developing Southwark's Planning Policies

The timetable for the preparation of our planning policies (collectively called the Local Development Framework) is set out in the local development scheme. A new local development scheme for 2011-2015 was published in June 2011. This can be viewed at [http://www.southwark.gov.uk/info/856/planning\\_policy](http://www.southwark.gov.uk/info/856/planning_policy)

This replaced the previous version of the LDS which was published in December 2009 and came into effect in January 2010. Progress on delivery of the local development framework and key changes to the timetable are set out below.

- The Core Strategy was submitted to the Secretary of State for examination-in-public (EIP) in March 2010. This was in accordance with the timescale in the 2010 AMR. It was finally adopted in April 2011. This was 3 months later anticipated in the 2010 AMR and the reason was that the EIP, the timetable for which is set out by the Planning Inspectorate, took longer than had been expected.
- In accordance with the 2010 LDS, the Canada Water Area Action Plan was also submitted to the Secretary of State for examination in March 2010. The 2010 LDS anticipated adoption in September 2011. However, the Planning Inspectorate decided that the EIP should be delayed until the Core Strategy EIP had been completed. The public examination was held in August 2011. Adoption is anticipated in February 2011 and the 2011 LDS has been amended to reflect this timescale. In the 2010 LDS we stated that we would keep the need for further changes to the Canada Water AAP under review. In August 2011, the Daily Mail group confirmed that it would be vacating the Harmsworth Quays print works in 2014. Following a review and further discussions at the EIP, we stated that we would review elements of the AAP which relate to Harmsworth Quays. We will consult informally on issues and options in spring 2012 and on a preferred option in autumn 2012. The next version of the LDS will be amended to reflect this change.
- The 2010 LDS anticipated that the Peckham and Nunhead preferred options consultation would be consulted on from September to November 2010. This did not take place due to the delayed adoption of the Core Strategy as the Core Strategy sets out the overarching vision for Peckham and Nunhead. Due to the time lapse between issues and options and the next stage of consultation due to the delayed Core Strategy and previous issues surrounding the tram and the later provision of Housing and Planning Delivery Grant funding for transport research, we decided to consult on a hybrid document called the "Towards a preferred options". This set out preferred options where possible, and issues and options where key decisions still needed to be decided. Consultation on this stage took place between May and September 2011. The preferred options consultation will take place from February 2012 and this has been reflected in the June 2011 LDS.
- The 2010 LDS anticipated that we would prepare a housing development plan document (DPD). This has been reviewed and because of the level of detail on housing matters contained in the Core Strategy, it was decided that a Housing SPD would not be required. However, we did decide to review the Affordable Housing SPD and the Residential Design Standards SPD to ensure that they reflect the Core Strategy and changes to regional and national policy. We consulted on a revised Residential Design Standards SPD between April and June 2010 and adopted it in October 2010. We consulted on a revised Affordable Housing SPD between June and September 2011. In order to ensure that changes to national planning guidance can be accommodated, we will undertake a further review and will consult again on a revised draft in spring 2012.

- The 2010 LDS anticipated that we would start work on a Development Management development plan document (DPD) in 2011. This timetable has been reviewed. There is no current urgency to prepare a new DM DPD and this work has been put back until 2014, when we will also begin work on a Site Allocations DPD. In the meantime, the majority of the policies in the Southwark Plan were saved in 2010 for a three year period.
- The 2010 LDS signalled that the council would prepare AAPs for Camberwell and Old Kent Road. Due to a refocusing of resources, the Old Kent Road AAP has been removed from the current LDS. The Core Strategy designates the Old Kent Road area as an action area and provides a vision for the area which together with saved policies in the Southwark Plan provide an adequate policy framework. An Old Kent Road AAP may be rescheduled in the future if resources become available. Rather than prepare an AAP for Camberwell, the council will prepare an SPD. Key policies for Camberwell are set out in the Core Strategy and appropriate detailed guidance can be provided in the SPD. Work on the SPD will start in 2012.
- Following the introduction of the Community Infrastructure Levy (CIL) Regulations in 2010, it was decided to move to preparing a CIL schedule rather than reconsult on a revised s106 SPD. The 2011 LDS confirms that the council will consult on a preliminary charging schedule in 2012.
- In early 2010 we consulted on a draft SPD for Bankside, Borough and London Bridge. The intention in the 2010 LDS was that we would reconsult on a revised draft in early 2011. However, following the publication of the Localism Bill which introduced a new neighbourhood planning tier, two neighbourhood planning forums are emerging at Bermondsey and in Bankside. These were awarded vanguard status by the government. Preparation of the BBLB SPD has been put on hold pending further work on the neighbourhood plans. The situation will be reviewed again in March 2012.
- Following a review of resources, SPDs on Aylesbury Public Realm, Bermondsey Site C, Tower Bridge Workshops and Heritage were removed from the 2011 LDS as it was considered that adequate guidance for these areas existed in the Core Strategy and saved Southwark Plan policies.
- Following a review of the existing guidance for Elephant and Castle, it was decided that a refresh of existing guidance was required. A new supplementary planning document for Elephant and Castle has been prepared and is out for consultation between November 2011 and February 2012. Adoption is expected in March 2012. The 2011 LDS reflects this timetable.
- Dulwich SPD was due to be consulted on between May and July 2009 and to be adopted in October 2009. However, it was decided that the Core Strategy needed to be adopted before further progress can be made on the Dulwich SPD. A revised timetable for consultation was set out in the 2011 LDS. Consultation on the draft Dulwich SPD is due to take place in early 2012.

## Appendix A: A Quick Guide to Use Classes

|   |  |
|---|--|
| The Town and Country Planning (Use Classes) Order 1987 puts uses of land and buildings into various categories. Planning permission is not needed for changes of use within the same use class. |  |
| <b>A1 Use Class</b>   | Shops and other retail uses such as hairdressers, post offices and dry cleaners where the service is to visiting members of the public.  |
| <b>A2 Use Class</b>   | Financial or professional services such as banks and estate agents open to visiting members of the public.   |
| <b>A3 Use Class</b>   | Restaurants, snack bars and cafes  |
| <b>A4 Use Class</b>   | Pubs and bars  |
| <b>A5 use Class</b>   | Hot food take-away   |
| <b>B1 Use Class</b>   | Business uses such as offices, research and development and industrial uses that can be carried out in a residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke etc,.                       |
| <b>B2 Use Class</b>   | General industrial uses such as manufacturing and assembly   |
| <b>B8 Use Class</b>   | Warehousing, distribution and storage uses.  |
| <b>C1 Use Class</b>   | Hotels and boarding houses where no significant element of care is provided. It does not include hostels.  |
| <b>C2 Use Class</b>   | 'Residential institutions' such as nursing homes and other accommodation where a significant element of care is provided for the occupants, residential schools, colleges, and training centres and hospitals and secure residential institutions(C2a) |
| <b>C3 Use Class</b>   | Homes where people live together as a single household.  |
| <b>C4 Use Class</b>   | <b>Small Houses in Multiple Occupation</b><br>Residential dwellings containing 3 to 6 unrelated individuals sharing facilities.  |
| <b>D1 Use Class</b>   | 'Non-residential institutions' including libraries, crèches, schools, day-nurseries, museums, places of worship, church halls, health centres  |
| <b>D2 Use Class</b>   | Assembly and leisure uses such as cinemas, nightclubs, casinos, swimming baths and sports halls as described in the Use Classes Order.   |
| <b>Sui Generis (SG)</b>   | A use which does not fall neatly within one of the above use classes e.g. vehicle servicing centres and mixed uses.  |

## Appendix B: Coverage of PPS 12\*\* and Regulation 48\*\* requirements

| Requirement   | Section where covered in AMR   |
|---|--|
| (i) Review progress in preparing local development documents (LDDs) against the timetable and milestones set out in the local development scheme (LDS). Where milestones are not being met the AMR will need to set out reasons why** | - Section 3.1  |
| (ii) and (iii) Assess the extent to which policies in LDDs are being implemented**, including what impact they are having on achieving monitoring targets, including those relating to housing provision**                            | - Section 3.1 (what policies being implemented)<br>- Section 2.3 (impact of policies against monitoring targets) |
| (ii) Where policies are not being implemented, explain why and set out what steps are to be taken to ensure implemented; or to amended or replace the policy**  | - Sections 3.1 and 3.2   |
| (iv) Identify the significant sustainability effects implementation of the policies in LDDs is having and whether they are as intended; and   | - Section 2.3  |
| (v) and (vi) Set out whether policies are to be amended or replaced because they are not working as intended or no longer reflect national and regional policy. .   | - Section 3.2  |
| (vii) the extent to which any local development order, where adopted, or simplified planning zone is achieving its purposes and if not whether it needs adjusting or replacing**.   | There are no local development orders or simplified planning zones un the borough.                               |
| (viii) if policies or proposals need changing, the actions needed to achieve this.  | - Section 3.2  |

\* *Planning Policy Statement 12 – Local Development Frameworks*. These requirements are also set out in *Table 3.2, Section 3 - Local Development Framework Monitoring: A Good Practice Guide*, Department of Communities and Local Government (formerly the ODPM), March 2005 (<http://www.communities.gov.uk/index.asp?id=1143905>)

\*\* requirement of Regulation 48 of the Town and Country Planning (Local Development) (England) Regulations 2004

## Appendix C: Information Sources

### Sources of data for each indicator

| Indicator   | Data source  | Note |
|---|--|------|
| <b>Life Chances</b>   |  |      |
| 1 Change in population size and age   | Current population: ONS 2010 mid year estimate ( <a href="http://neighbourhood.statistics.gov.uk/">http://neighbourhood.statistics.gov.uk/</a> )   |      |
| 2 Aggregated Index of Multiple Deprivation  | Indices of Deprivation 2010<br>The English Indices of Deprivation 2010 - Corporate - Department for Communities and Local Government   |      |
| 3 Life Expectancy   | Southwark Primary Care Trust Records   |      |
| 4 Admissions to hospital per 1,000 people   | Southwark Primary Care Trust Records   |      |
| 5 <b>Community Uses (Class D1) (excluding art and culture) completed</b>  | London Development Database  | 1    |
| 6 Change in the amount of publicly accessible open space  | London Development Database  |      |
| 7 Funding gained from planning agreements   | S106 Balances Report 2010/11   |      |
| 8 % pupils achieving five or more A*-C grade GCSEs or equivalent including English and Math.                                    | DFES Pupil Level Data  | 2    |
| <b>Consultation</b>   |  |      |
| 9 % adopted planning documents and approved applications consulted on in accordance with the Statement of Community Involvement | Southwark Planning Policy records  |      |
| 10 Profile of people involved in consultation   | Southwark Planning Policy records  |      |
| 11 Participant satisfaction with consultation   | Southwark Planning Policy records  |      |
| <b>Poverty and Wealth Creation</b>  |  |      |
| 12 Vacancy rates for offices and retail   | Estate Gazette Report 2010 and GLA Town Centre Health Checks Report <a href="http://www.london.gov.uk/mayor/strategies/sds/town_centre_assessment.jsp">www.london.gov.uk/mayor/strategies/sds/town_centre_assessment.jsp</a> |      |
| 13 Change in household income levels (top/median/lowest).   | Annual Survey of Hours and Earnings (Nomis)  | 2    |
| 14 Floorspace completed for B class uses  | London Development Database  | 1    |
| 15 The amount of employment land available by use class   | London Development Database  | 1    |
| 16 Completed office, retail, institution and leisure uses   | London Development Database  | 1    |
| 17 Net loss/gain of small business units (less than 235sqm)   | London Development Database  | 1    |
| 18 Completed floorspace for arts and cultural uses (Class D1)   | London Development Database  | 1    |
| 19 Hotel bed spaces completions   | London Development Database  | 1    |
| 20 Business Births and Deaths per 10,000 adult population   | ONS Business Demography data <a href="http://National Statistics Online - Product">National Statistics Online - Product</a>  |      |
| 21 The employment and economic inactivity rate  | Annual Population Survey data <a href="http://www.nomisweb.co.uk">www.nomisweb.co.uk</a>   | 2    |
| <b>Clean and Green – Built Environment</b>  |  |      |
| 22 Number of listed items   | English Heritage   |      |
| 23 % borough covered by CA and APZ  | Southwark Planning Policy records  |      |
| 24 Development which is on previously developed land and open space   | London Development Database  | 3    |



| Indicator   | Data source   | Note |
|---|---|------|
| 25 Listed buildings at risk and approved to be demolished in the reporting year   | Southwark Design and Conservation records   |      |
| 26 Approved development for which there is an archaeological assessment   | Southwark Design and Conservation records   |      |
| 27 Developments that have secured by design certification.  | Metropolitan Police, Southwark Police Force   |      |
| 28 Annual Crime Levels  | Southwark Police Performance Unit ( <a href="http://www.saferSouthwark.org.uk">www.saferSouthwark.org.uk</a> )  |      |
| 29 % Residents feeling safe in the local area   | Southwark Council Reputation Survey 2010  | 2    |
| <b>Clean and Green – Natural Environment</b>  |   |      |
| 32 Habitats in borough  | GIGL data and council data  |      |
| 33 Amount of approved development achieving BREEAM/Code for Sustainable Homes accreditation   | Southwark Development Management records  |      |
| 34 Energy efficiency of new development   | No data available   |      |
| 35 Renewable energy installations   | No data available   |      |
| 36 Change in the capacity of facilities for waste management by type (tonnes)   | Limited data available, main source is council data   |      |
| 37 Tonnage of construction and demolition waste generated and proportion recycled/reused:   | Southwark Waste team  |      |
| 38 Change in area of development sites covered by vegetation  | No data available   |      |
| 41 Sites of importance for nature conservation (SINCs) lost to new development  | Southwark Design and Conservation records   |      |
| 42 CO2 emissions, per capita and by sector  | DEFRA <a href="http://www.naei.org.uk">www.naei.org.uk</a> , National Indicator NI186   |      |
| 43 Average annual domestic consumption of natural gas and electricity   | Communities of local Government   |      |
| 44 Annual average levels fine particles (PM10) and nitrogen oxides (NO)   | London Air Quality Network site   |      |
| 45 Municipal waste arisings and how it is managed   | Council Waste Management Service Performance Data, Environment and Housing Department, see <a href="http://www.defra.gov.uk/environment/statistics/wastats">www.defra.gov.uk/environment/statistics/wastats</a> | 4    |
| 46 Change in priority habitats  | Council data, Ecology Officer   |      |
| 47 The number of planning permissions granted contrary to the advice of the Environment Agency on flood defence and water quality grounds.        | Environment Agency High Level Target 6 Report <a href="http://www.environment-agency.gov.uk">www.environment-agency.gov.uk</a>  |      |
| <b>Housing</b>  |   |      |
| 48 Change in house prices (top/median/lowest by size)   | Southwark Market Trends Bulletin  |      |
| 49 % local authority and private sector dwellings that are not decent   | Private Sector House Condition Survey   |      |
| 50 Housing completions and trajectory   | London Development Database and Southwark Planning Policy records   | 5    |
| 51 Supply of Traveller and Gypsy sites  | London Development Database   |      |
| 52 Density of new residential development   | London Development Database   |      |
| 53 Size of new residential development  | London Development Database   |      |
| 54 Dwellings meeting lifetime homes standard and dwellings that are wheelchair accessible   | London Development Database   |      |
| 55 Approved development achieving Building for Life accreditation   | No data available   |      |
| 56 Affordable housing units completed, by tenure split  | London Development Database   | 6    |
| 57 Households which are unintentionally homeless and in priority need, and are in housing need. Households on the Housing Register as at 1 April) | ORS Housing Requirements Survey and i-world database  | 2    |
| <b>Sustainable Transport</b>  |   |      |

| Indicator   | Data source   | Note |
|---|---|------|
| 58 Car ownership  | Department for Transport  |      |
| 59 Car parking provision  | London Development Database (car parking)   |      |
| 59 % development that has been built complying with bicycle parking standards<br>B                | London Development Database   |      |
| 60 Development that is restricted from having on-street parking permits                           | Southwark Public Realm records and London Development Database  |      |
| 61 Amount of approved development subject to a travel plan  | Southwark Planning Policy records   |      |
| 62 Estimated traffic flows per annum  | Department for Transport, Road Traffic Statistics for Local Authorities<br><a href="http://www.dft.gov.uk/pgr/statistics/datatablespublications/roadtraffic/traffic/rtstatisticsla/roadtrafficstatisticsforloca5434">www.dft.gov.uk/pgr/statistics/datatablespublications/roadtraffic/traffic/rtstatisticsla/roadtrafficstatisticsforloca5434</a> |      |
| 63 The number of people killed or seriously injured in road traffic collisions                    | London Road Safety Unit data<br><a href="http://www.tfl.gov.uk/corporate/projectsandschemes/roadsandpublicspaces/2840.aspx">www.tfl.gov.uk/corporate/projectsandschemes/roadsandpublicspaces/2840.aspx</a>  |      |
| 64 Proportion of personal travel made on each mode of transport overall and by equalities groups. | London Area Transport Study   | 2    |
| <b>Equalities</b>   |   |      |
| 65 % of population in: (i) ethnic groups (ii) faith (iii) disability/LLTI (iv) sexuality          | ONS mid- year 2010  | 2    |
| 66 % of adopted planning documents subject to EQIA  | Southwark Planning Policy records   |      |

| Notes |  |
|-------|--|
| 1     | Data not complete. London Development Database does not track <u>all</u> developments less than 1,000sqm   |
| 2     | Data not available for all equalities groups   |
| 3     | Previously developed land has the same definition as in PPS3   |
| 4     | Figures only include waste collected by the council. Commercial waste can be collected by private contractors who do not make information available.   |
| 5     | The housing trajectory is based on previous trends in windfall development, estimates of housing that will be built on allocated sites (based on Southwark Plan density standards) and council estimates of allocation site phasing (Property Division) <u>See Appendix E</u>  |
| 6     | Affordable housing completions are based on 'conventional supply', that is self-contained housing. This is because non-self contained housing does not meet local affordable housing needs. The figures quoted therefore do not count each individual non-self contained dwelling. Where cluster flats are provided, the cluster is counted as one dwelling. |

## Appendix D: Historic development completion trends

|    | A                  | B   | C           | D          | E           | F           | G          | H           | I           | J           | K           | L           | M           | N           | O           | P           |
|----|--------------------|---|-------------|------------|-------------|-------------|------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| 1  |                    |   | 1997/98     | 1998/99    | 1999/00     | 2000/01     | 2001/02    | 2002/03     | 2003/04     | 2004/05     | 2005/06     | 2006/07     | 2007/08     | 2008/09     | 2009/10     | 2010/11     |
| 2  | <b>COMPLETIONS</b> |   |             |            |             |             |            |             |             |             |             |             |             |             |             |             |
| 3  |                    | Total non self-contained dwellings completed (gross)  | 780         | 35         | 498         | 559         | 119        | 121         | 77          | 292         | 96          | 342         | 0           | 123         | 0           | 240         |
| 4  |                    | Total non self-contained units completed (net)        | 780         | 35         | 498         | 559         | 119        | 101         | 33          | 257         | 96          | 318         | 0           | 91          | -28         | 235         |
| 5  |                    | Total self-contained dwellings completed (gross)      | 1903        | 1143       | 902         | 1139        | 1316       | 949         | 2025        | 1827        | 1774        | 2248        | 1751        | 1134        | 1400        | 1596        |
| 6  |                    | Total self-contained dwellings completed (net)        | 1537        | 567        | 491         | 654         | 717        | 855         | 1375        | 1228        | 1395        | 1958        | 1248        | 1041        | 1344        | 1444        |
| 7  |                    | Total dwellings completed (gross)                     | 2683        | 1178       | 1400        | 1698        | 1435       | 1070        | 2102        | 2119        | 1870        | 2590        | 1751        | 1257        | 1400        | 1836        |
| 8  |                    | Total dwellings completed (net)                       | 2317        | 602        | 989         | 1213        | 836        | 956         | 1408        | 1485        | 1491        | 2276        | 1248        | 1132        | 1316        | 1679        |
| 9  |                    |   |             |            |             |             |            |             |             |             |             |             |             |             |             |             |
| 10 |                    | Total dwellings completed on allocation sites (gross) | N/A         | N/A        | N/A         | N/A         | N/A        | N/A         | N/A         | N/A         | 26          | 237         | 470         | 251         | 695         | 1127        |
| 11 |                    | Total dwellings completed on allocation sites (net)   | N/A         | N/A        | N/A         | N/A         | N/A        | N/A         | N/A         | N/A         | 26          | 236         | 441         | 251         | 685         | 1127        |
| 12 |                    | Total dwellings from windfall development (gross)     | N/A         | N/A        | N/A         | N/A         | N/A        | N/A         | N/A         | N/A         | 1748        | 2011        | 1281        | 883         | 705         | 469         |
| 13 |                    | Total dwellings from windfall development (net)       | N/A         | N/A        | N/A         | N/A         | N/A        | N/A         | N/A         | N/A         | 1369        | 1722        | 807         | 790         | 649         | 317         |
| 14 |                    |   |             |            |             |             |            |             |             |             |             |             |             |             |             |             |
| 15 |                    | Vacant housing brought into use                       | 30          | 70         | 71          | 97          | 97         | 66          | 149         | 174         | 137         | 147         | 120         | 142         | 139         | 147         |
| 16 |                    | Housing falling vacant                                |             |            |             |             |            |             |             |             |             |             |             |             |             |             |
| 17 |                    | Net vacant homes brought back into use                | 30          | 70         | 71          | 97          | 97         | 66          | 149         | 174         | 137         | 147         | 120         | 142         | 139         | 147         |
| 18 |                    | <b>NET CHANGE IN TOTAL HOUSING SUPPLY</b>             | <b>2347</b> | <b>672</b> | <b>1060</b> | <b>1310</b> | <b>933</b> | <b>1022</b> | <b>1557</b> | <b>1659</b> | <b>1628</b> | <b>2423</b> | <b>1368</b> | <b>1274</b> | <b>1455</b> | <b>1826</b> |

# APPENDIX E: Housing Proposal Sites and Council’s Major Regeneration Schemes

| PROPOSALS SITES      |   | C = Completed UC = Under construction PC = Partial completion NS = not started |             |             |              |             |                             |              |                |                  |                              |             |                  |
|----------------------|---|--|-------------|-------------|--------------|-------------|-----------------------------|--------------|----------------|------------------|------------------------------|-------------|------------------|
| Site No.             | Address   | STATUS   | Estimations |             |              |             | Year likely to be completed | Approval ref | Actual         |                  |                              |             |                  |
|                      |   |  | Gross (low) | Net (low)   | Gross (high) | Net (high)  |                             |              | Year Completed | Amount Completed | Gross (proposed to be built) | Net         | Ward             |
| <b>General sites</b> |   |  | <b>612</b>  | <b>612</b>  | <b>612</b>   | <b>612</b>  |                             |              |                | <b>80</b>        | <b>842</b>                   | <b>842</b>  |                  |
| 1P                   | 5-11 Sumner St  | UC   | 229         | 229         | 229          | 229         | 2015/16                     | 10-AP-0577   |                |                  | 233                          | 233         | Cathedrals       |
| 5P                   | Potters field coach park  | NS   | 75          | 75          | 75           | 75          | 2020/21                     | 03-AP-0336   |                |                  | 386                          | 386         | Riverside        |
| 49P                  | Manor Place Depot   | NS   | 145         | 145         | 145          | 145         | 2016/17                     |              |                |                  |                              |             | Newington        |
| 57P                  | 6-28 Sylvan Grove   | NS   | 26          | 26          | 26           | 26          | 2015/16                     |              |                |                  |                              |             | Livesey          |
| 59P                  | 272-304 Camberwell Road   | NS   | 60          | 60          | 60           | 60          | 2015/16                     | 06-AP-0774   |                |                  | 60                           | 60          | Camberwell Green |
|                      | 286-292 Camberwell Road   | NS   |             |             |              |             |                             | 06-AP-1250   |                |                  | 14                           | 14          | Camberwell Green |
| 67P                  | Former Mary Datchelor School Site                                     | PC   | 51          | 51          | 51           | 51          | 2015/16                     | 07-AP-0020   |                |                  | 90                           | 90          | Brunswick Park   |
|                      |   | C  |             |             |              |             |                             |              | 2009/10        | 39               |                              |             | Brunswick Park   |
|                      |   | C  |             |             |              |             |                             |              | 2010/11        | 41               |                              |             | Brunswick Park   |
| 45P                  | 17-29 Blue Anchor Lane and 20 Bombay Street                           | NS   | 5           | 5           | 5            | 5           | 2015/16                     | 04-AP-0650   |                |                  | 33                           | 33          | South Bermondsey |
|                      | 17-21 Blue Anchor Lane  | UC   |             |             |              |             |                             | 08-AP-1219   |                |                  | 5                            | 5           | South Bermondsey |
| 46P                  | 1-13 Bombay Street, 41-47 Blue Anchor Land and 51-53 Blue Anchor Lane | UC   | 21          | 21          | 21           | 21          | 2015/16                     | 08-AP-1744   |                |                  | 21                           | 21          | South Bermondsey |
| <b>Canada Water</b>  |   |  | <b>2700</b> | <b>2700</b> | <b>2700</b>  | <b>2700</b> |                             |              |                | <b>479</b>       | <b>2554</b>                  | <b>2550</b> |                  |
| 7P (CWAAP3)          | Downtown  | NS   | 263         | 263         | 263          | 263         | 2012/13                     | 08-AP-1563   |                |                  | 212                          | 212         | Surrey Docks     |
| 27P (CWAAP5)         | Site A Canada Water   | UC   | 668         | 668         | 668          | 668         | 2015/16                     | 09-AP-1870   |                |                  | 668                          | 668         | Rotherhithe      |
| 28P(CWAAP6)          | Site B Canada Water   | PC   | 169         | 169         | 169          | 169         | 2010/11                     |              |                |                  |                              |             | Rotherhithe      |

**PROPOSALS SITES** C = Completed UC = Under construction PC = Partial completion NS = not started

| Site No.      | Address   | STATUS | Estimations |           |              |            | Year likely to be completed | Actual       |                |                  |                              |     |              |              |
|---------------|---|--------|-------------|-----------|--------------|------------|-----------------------------|--------------|----------------|------------------|------------------------------|-----|--------------|--------------|
|               |   |        | Gross (low) | Net (low) | Gross (high) | Net (high) |                             | Approval ref | Year Completed | Amount Completed | Gross (proposed to be built) | Net | Ward         |              |
| 30P           | Site D Canada Water   | C      |             |           |              |            |                             | 07-AP-2588   | 2009/10        | 63               | 63                           | 63  | Rotherhithe  |              |
|               |   | C      |             |           |              |            |                             | 08-AP-2388   | 2009/10        | 169              | 169                          | 169 | Rotherhithe  |              |
|               |   | C      |             |           |              |            |                             | 09-AP-1311   | 2009/10        | 5                | 5                            | 1   | Rotherhithe  |              |
|               |   | C      |             |           |              |            |                             | 06-AP-009    | 2007/08        | 242              | 242                          | 242 | Rotherhithe  |              |
| 31P(CWAAP8)   | Site E Canada Water   | NS     | 140         | 140       | 140          | 140        | 2013/14                     |              |                |                  |                              |     | Rotherhithe  |              |
| 32P (CWAAP9)  | Mulberry Business Park  | NS     | 256         | 256       | 256          | 256        | 2013/14                     | 07-AP-2806   |                |                  | 256                          | 256 | Rotherhithe  |              |
| 34P (CWAAP11) | Quebec Industrial Estate  |        | 250         | 250       | 250          | 250        | 2016/17                     |              |                |                  |                              |     | Surrey Docks |              |
|               | Decathlon site, Surrey Quays Leisure Park, Surrey Quays Shopping Centre and overflow Car Park |        | 532         | 532       | 532          | 532        | 2015/16                     |              |                |                  |                              |     |              | Rotherhithe  |
| CWAAP7        | Canada Water Site C   | NS     |             |           |              |            |                             | 09-AP-1783   |                |                  | 430                          | 430 | Rotherhithe  |              |
| 29P           |   | NS     |             |           |              |            |                             |              |                |                  |                              |     |              | Rotherhithe  |
| 36P           |   | NS     |             |           |              |            |                             |              |                |                  |                              |     |              | Rotherhithe  |
| 35P           | Site F Canada Water   | NS     |             |           |              |            |                             |              |                |                  |                              |     |              | Rotherhithe  |
| 48P (CWAAP23) | St Georges Wharf  | NS     | 60          | 60        | 60           | 60         | 2014/15                     |              |                |                  |                              |     |              | Surrey Docks |
| CWAAP2        | Ajacent Surrey Docks Stadium Salter Road  | NS     | 100         | 100       | 100          | 100        | 2014/15                     |              |                |                  |                              |     |              | Rotherhithe  |
| CWAAP10       | 24-28 Quebec Way  | NS     | 50          | 50        | 50           | 50         | 2017/18                     |              |                |                  |                              |     |              | Surrey Docks |
| 37P (CWAAP12) | Hamsworth Quays Rotherhithe Police Station and Landale House                                  | NS     |             |           |              |            |                             | 08-AP-1999   |                |                  | 509                          | 509 | Rotherhithe  |              |
| CWAAP14       | 23 Rotherhithe Old Road   | NS     | 2           | 2         | 2            | 2          | 2017/18                     |              |                |                  |                              |     |              | Rotherhithe  |
| CWAAP15       | 41-55 Rotherhithe Old Road  | NS     | 14          | 14        | 14           | 14         | 2012/13                     |              |                |                  |                              |     |              | Rotherhithe  |
| CWAAP16       |   | NS     | 15          | 15        | 15           | 15         | 2011/12                     |              |                |                  |                              |     |              | Rotherhithe  |

94

C = Completed UC = Under construction PC = Partial completion NS = not started

**PROPOSALS SITES**

| Site No.          | Address   | STATUS | Estimations |            |              |            | Year likely to be completed | Approval ref | Actual         |                  |                              | Ward |              |
|-------------------|---|--------|-------------|------------|--------------|------------|-----------------------------|--------------|----------------|------------------|------------------------------|------|--------------|
|                   |   |        | Gross (low) | Net (low)  | Gross (high) | Net (high) |                             |              | Year Completed | Amount Completed | Gross (proposed to be built) |      | Net          |
| CWAAP18           | 247-251 Lower Road  | NS     | 15          | 15         | 15           | 15         | 2015/16                     |              |                |                  |                              |      | Surrey Docks |
| CWAAP19           | Tavern Quay(East and West)  | NS     | 112         | 112        | 112          | 112        | 2011/12                     |              |                |                  |                              |      | Surrey Docks |
| CWAAP20           | Surrey Docks Farm   | NS     | 1           | 1          | 1            | 1          | 2011/12                     |              |                |                  |                              |      | Surrey Docks |
| CWAAP21           | Dockland Settlement   | NS     | 28          | 28         | 28           | 28         | 2013/14                     |              |                |                  |                              |      | Surrey Docks |
| CWAAP22           | Odessa Street Youth Club  | NS     | 25          | 25         | 25           | 25         | 2014/15                     |              |                |                  |                              |      | Surrey Docks |
| <b>Bermondsey</b> |   |        | <b>746</b>  | <b>458</b> | <b>932</b>   | <b>897</b> |                             |              | <b>812</b>     | <b>1541</b>      | <b>1393</b>                  |      |              |
| 11P               | Site U - Lupin point parking structure  | NS     | 18          | 18         | 18           | 18         | 2012/13                     |              |                |                  |                              |      | Riverside    |
| 12P               | Site F - Giles House, Carlton House, Darney House   | UC     | 264         | 158        | 264          | 229        | 2011/12                     | 04-AP-0102   |                |                  |                              |      | Riverside    |
|                   | Site FSU, Bermondsey SPA  | NS     |             |            |              |            | 2012/13                     | 09-AP-0519   |                |                  | 319                          | 242  | Riverside    |
|                   | St James Church of England  | NS     |             |            |              |            | 2011/12                     | 10-AP-3069   |                |                  | 0                            | -1   | Riverside    |
|                   | Salmon Youth Centre   | C      |             |            |              |            |                             | 06-AP-1201   | 2010/11        |                  | 26                           | 26   | Riverside    |
|                   | Salmon Youth Centre   | C      |             |            |              |            |                             | 04-AP-0549   | 2009/10        | 2                | 2                            | 2    | Riverside    |
| 13P               | Site S - Casby House Parking Structure  | NS     | 37          | 37         | 37           | 37         | 2011/16                     |              |                |                  |                              |      | Riverside    |
| 15P               | Neckinger Estate Land bounded by Abbey St, Old Jamaica Rd, Rouel Rd and Frean St, Spa Rd, Thurland Rd, Dockley Rd, End St | NS     | 139         | -43        | 325          | 325        | 2011/12                     |              |                |                  |                              |      | Grange       |
| 16P(SiteL)        |   | UC     | 33          | 33         | 33           | 33         | 2011/12                     | 09-AP-1874   |                |                  | 33                           | 33   | Riverside    |

95

**PROPOSALS SITES** C = Completed UC = Under construction PC = Partial completion NS = not started

| Site No. | Address  | STATUS | Estimations |           |              |            | Year likely to be completed | Actual       |                |                  |                              |     |           |
|----------|--|--------|-------------|-----------|--------------|------------|-----------------------------|--------------|----------------|------------------|------------------------------|-----|-----------|
|          |  |        | Gross (low) | Net (low) | Gross (high) | Net (high) |                             | Approval ref | Year Completed | Amount Completed | Gross (proposed to be built) | Net | Ward      |
| 17P      | Part Phase1, Part Site E and H Bermondsey SPA  | C      |             |           |              |            |                             | 06-AP-0323   | 2009/10        | 167              | 167                          | 167 | Riverside |
|          | Site West Phase 1i Bermondsey SPA  | C      |             |           |              |            |                             | 06-AP-0374   | 2009/10        | 114              | 114                          | 110 | Riverside |
|          | Land bounded by Abbey Street, Old Jamaica Road Site E(West)                                      | C      |             |           |              |            |                             | 09-AP-2193   | 2009/10        | 6                | 6                            | 6   | Riverside |
|          | Rising Sun, Old Jamaica Road Site H - Land bounded by Frean St, Thurland Rd, Spa Rd and Ness St. | C      |             |           |              |            |                             | 06-AP-0322   | 2008/09        | 44               | 44                           | 44  | Riverside |
| 18P      |  |        | 100         | 100       | 100          | 100        | 2012/13                     |              |                |                  |                              |     | Riverside |
| 19P      | St James Road Open Space   | C      |             |           |              |            |                             | 06-AP-1236   | 2008/09        | 49               | 49                           | 49  | Riverside |
| 20P      | Site C & T - Land bounded by Spa Rd, Neckinger Grange Walk and The Grange                        | UC     | 90          | 90        | 90           | 90         | 2016/21                     | 06-AP-2272   |                |                  | 90                           | 90  | Grange    |
|          | Bermondsey SPA C5  | NS     |             |           |              |            |                             | 10-AP-3010   |                |                  | 205                          | 160 | Grange    |
|          | Cube House, 5 Spa Road   | C      |             |           |              |            |                             | 04-ap-2350   |                |                  | 1                            | 1   | Grange    |
|          | Final Furlong  | C      |             |           |              |            |                             | 05-AP-0566   | 2007/08        | 16               | 16                           | 16  | Grange    |
|          | Final Furlong  | C      |             |           |              |            |                             | 05-AP-0566   | 2008/09        | 45               | 45                           | 45  | Grange    |
| 21P      | Site G - 82-92 Spa Rd and 94-118 Spa Rd  | NS     | 48          | 48        | 48           | 48         | 2011/16                     | 09-AP-1098   |                |                  | 48                           | 28  | Grange    |
|          | Queens Arm P.H, 78 Spa Road  | UC     |             |           |              |            |                             | 10-AP-0174   |                |                  | 7                            | 6   | Grange    |
| 22P      | Site O - Land bounded by Dunlop Place, Spa Road and  | C      |             |           |              |            |                             | 07-AP-0804   | 2009/10        | 157              | 157                          | 157 | Grange    |

96

**PROPOSALS SITES** C = Completed UC = Under construction PC = Partial completion NS = not started

| Site No.                   | Address   | STATUS | Estimations |             |              |             | Year likely to be completed | Actual       |                |                  |                              |             | Ward |                  |
|----------------------------|---|--------|-------------|-------------|--------------|-------------|-----------------------------|--------------|----------------|------------------|------------------------------|-------------|------|------------------|
|                            |   |        | Gross (low) | Net (low)   | Gross (high) | Net (high)  |                             | Approval ref | Year Completed | Amount Completed | Gross (proposed to be built) | Net         |      |                  |
|                            | Rouel St.   |        |             |             |              |             |                             |              |                |                  |                              |             |      |                  |
| 23P                        | Site D - 89 Spa Road<br>Bermondsey SPA A<br>,Land bounded by<br>Grange Road | C      |             |             |              |             |                             | 05-AP-2617   | 2009/10        | 138              | 138                          | 138         | 138  | Grange           |
| 25P                        | Site B - Land between<br>1 and 45 Alscot Rd                                 | C      |             |             |              |             |                             | 03-AP-0910   | 2006/07        | 74               |                              | 74          | 74   | Grange           |
| 26P                        |   | NS     | 17          | 17          | 17           | 17          | 2011/16                     |              |                |                  |                              |             |      | Grange           |
| <b>Elephant and Castle</b> |   |        | <b>4906</b> | <b>3694</b> | <b>4906</b>  | <b>3714</b> |                             |              |                | <b>429</b>       | <b>1894</b>                  | <b>1823</b> |      |                  |
| 8P                         | Manna Ash House   | NS     | 50          | 50          | 50           | 50          | 2016/17                     |              |                |                  |                              |             |      | Cathedrals       |
| 9P                         | Library St NHO  | NS     | 38          | 38          | 38           | 38          | 2020/21                     | 08-AP-2427   |                |                  | 40                           | 38          |      | Cathedrals       |
| 10P                        | 21 Harper Road  | NS     | 34          | 34          | 34           | 34          | 2014/15                     |              |                |                  |                              |             |      | Chaucer          |
| 38P                        | Prospect house<br>playground, St<br>Georges Rd                              | C      | 15          | 15          | 15           | 15          | 2020/21                     | 08-AP-2409   | 2010/11        | 15               | 15                           | 15          | 15   | Cathedrals       |
| 39P                        | Elephant and Castle<br>Core Area  | PC     | <b>4200</b> | <b>2988</b> | <b>4200</b>  | <b>3008</b> | 2014/15                     |              |                | <b>414</b>       | <b>1839</b>                  | <b>1770</b> |      |                  |
|                            | Herbert Morrison<br>House   | NS     |             |             |              |             | 2012/13                     | 02-AP-1852   |                |                  | 4                            | 4           |      | East<br>Walworth |
|                            | 191-193 Walworth<br>Road  | NS     |             |             |              |             |                             | 02-AP-2217   |                |                  | 5                            | 2           |      | East<br>Walworth |
|                            | 28 Wansey Street  | NS     |             |             |              |             |                             | 301360       |                |                  | 1                            | 1           |      | East<br>Walworth |
|                            | 32 New Kent Road  | NS     |             |             |              |             |                             | 07-AP-0315   |                |                  | 1                            | 1           |      | East<br>Walworth |
|                            | Wansey Street   | C      |             |             |              |             |                             | 04-AP-2114   | 2006/07        | 31               | 31                           | 31          | 31   | Walworth         |
|                            | Newington Industrial<br>Estate,Crampton<br>Street                           | C      |             |             |              |             |                             | 04-AP-0544   | 2007/08        | 195              | 195                          | 195         | 195  | Newington        |
|                            | Crampton Street   | UC     | 186         | 186         | 186          | 186         | 2010/11                     | 06-AP-2426   | 2007/08        | 8                | 8                            | -9          | -9   | Newington        |

97



**PROPOSALS SITES** C = Completed UC = Under construction PC = Partial completion NS = not started

| Site No. | Address   | STATUS | Estimations |           |              |            | Year likely to be completed | Actual       |                |                  |                              |     | Ward           |
|----------|---|--------|-------------|-----------|--------------|------------|-----------------------------|--------------|----------------|------------------|------------------------------|-----|----------------|
|          |   |        | Gross (low) | Net (low) | Gross (high) | Net (high) |                             | Approval ref | Year Completed | Amount Completed | Gross (proposed to be built) | Net |                |
|          | Elephant Road (Ex Volvo site)   | NS     | 230         | 230       | 230          | 230        | 2014/15                     | 05-AP-1693   |                |                  | 230                          | 230 |                |
|          | London Park Hotel   | NS     | 470         | 470       | 470          | 470        | 2015/16                     | 07-AP-0760   |                |                  | 470                          | 470 | Cathedrals     |
|          | Elephant and Castle Leisure Centre  | NS     |             |           |              |            |                             | 06-AP-2217   |                |                  | 5                            | 3   | Cathedrals     |
|          | Elephant and Castle Leisure Centre  | NS     | 450         | 450       | 450          | 450        | 2020/21                     | 07-AP-0315   |                |                  | 1                            | 1   | Cathedrals     |
|          | Castle Industrial Estate, New Kent Rd/ Deacon Way   | UC     | 373         | 373       | 373          | 373        | 2014/15                     | 08-AP-2403   |                |                  | 373                          | 373 | East Walworth  |
|          | The Castle, Walworth Road   | C      |             |           |              |            |                             | 021290       | 2004/05        |                  | 5                            | 5   | Newington      |
|          | Elphant and Castle Leisure Centre, Browning Settlement Former Printing Works, Steedman Street | UC     |             |           |              |            |                             | 08-AP-0769   |                |                  | 4                            | 2   | East Walworth  |
|          |   | C      |             |           |              |            |                             | 0200357      | 2006/07        | 88               | 88                           | 88  | Newington      |
|          |   | C      |             |           |              |            |                             | 0200357      | 2005/06        | 25               | 25                           | 25  | Newington      |
|          |   | C      |             |           |              |            |                             | 06-AP-2166   | 2007/08        | 5                | 5                            | -5  | Newington      |
|          |   | C      |             |           |              |            |                             | 08-AP-0553   | 2010/11        | 2                | 2                            | 2   | Newington East |
|          | 30-32 Wansey Street   | C      |             |           |              |            |                             | 08-AP-1377   | 2008/09        | 2                | 2                            | 2   | Walworth       |
|          | Browning Settlement,3 Browning Street   | C      |             |           |              |            |                             | 08-AP-0769   | 2009/10        | 4                | 4                            | 2   | East Walworth  |
|          | 44B Brandon Street  |        |             |           |              |            |                             | 04-AP-1835   | 2006/07        | 2                | 2                            | 1   | East Walworth  |
| 40P      | Albert Barnes House, New Kent Road  | C      | 52          | 52        | 52           | 52         | 2015/16                     | 08-AP-2406   | 2010/11        | 52               | 52                           | 52  | Chaucer        |
| 42P      | 153-163 Harper Rd   | NS     | 66          | 66        | 66           | 66         | 2012/13                     | 10-AP-2081   |                |                  | 72                           | 52  | Chaucer        |

C = Completed UC = Under construction PC = Partial completion NS = not started

**PROPOSALS SITES**

| Site No.       | Address  | STATUS | Estimations |            |              |             | Year likely to be completed | Approval ref | Actual         |                  |                              |            | Ward             |
|----------------|--|--------|-------------|------------|--------------|-------------|-----------------------------|--------------|----------------|------------------|------------------------------|------------|------------------|
|                |  |        | Gross (low) | Net (low)  | Gross (high) | Net (high)  |                             |              | Year Completed | Amount Completed | Gross (proposed to be built) | Net        |                  |
| 43P            | Thornton House, Beckway Street and Comus Place<br>Land to the south west of Stewart House and bound by Leroy and Aberdour Street | UC     | 37          | 37         | 37           | 37          | 2020/21                     | 08-AP-2411   |                |                  | 37                           | 25         | East Walworth    |
| 44P            | Land bound by Brandon St and Larcom St South West  | NS     | 23          | 23         | 23           | 23          | 2020/21                     |              |                |                  |                              |            | Grange           |
| 50P            | Nursery Row Park car parks, Wadding and Brandon St   | UC     | 18          | 18         | 18           | 18          | 2012/13                     | 08-AP-2440   |                |                  | 18                           | 18         | East Walworth    |
| 51P            | Welsford Street garages/parking area south of Thorburn Sq  | NS     | 134         | 134        | 134          | 134         | 2018/19                     |              |                |                  |                              |            | East Walworth    |
| 54P            | Royal Rd - former social services day centre   | NS     | 27          | 27         | 27           | 27          | 2015/16                     |              |                |                  |                              |            | South Bermondsey |
| 55P            | Land immediately located to the south east of Bolton Crescent and Camberwell New Rd  | UC     | 96          | 96         | 96           | 96          | 2015/16                     | 09-AP-2388   |                |                  | 96                           | 96         | Newington        |
| 58P            |  | UC     | 116         | 116        | 116          | 116         | 2010/11                     | 07-AP-2801   |                |                  | 103                          | 103        | Newington        |
| <b>Peckham</b> |  |        | <b>911</b>  | <b>909</b> | <b>1291</b>  | <b>1289</b> |                             |              |                | <b>348</b>       | <b>434</b>                   | <b>433</b> |                  |
| 60P            | Units 1-31 Samuel Jones Industrial Estate  | UC     | 195         | 195        | 195          | 195         | 2015/16                     | 05-AP-1949   | 2010/11        | 195              | 195                          | 195        | Peckham          |
|                | 69A Peckham Grove, Samuel Jones industrial Estate  | C      |             |            |              |             |                             | 04-AP-1601   | 2008/09        | 110              | 110                          | 110        | Peckham          |

**PROPOSALS SITES** C = Completed UC = Under construction PC = Partial completion NS = not started

| Site No. | Address  | STATUS | Estimations |           |              |            | Year likely to be completed | Actual       |                |                  |                              |     | Ward     |          |
|----------|--|--------|-------------|-----------|--------------|------------|-----------------------------|--------------|----------------|------------------|------------------------------|-----|----------|----------|
|          |  |        | Gross (low) | Net (low) | Gross (high) | Net (high) |                             | Approval ref | Year Completed | Amount Completed | Gross (proposed to be built) | Net |          |          |
| 62P      | Cator Street, Commercial Way   | NS     | 85          | 85        | 85           | 85         | 2016/21                     |              |                |                  |                              |     | Peckham  |          |
| 63P      | Sumner House   | NS     | 37          | 37        | 87           | 87         | 2011/12                     |              |                |                  |                              |     | Peckham  |          |
| 64P      | Flaxyard Site, 1-52 Peckham High Street  | NS     | 173         | 173       | 173          | 173        | 2015/16                     |              |                |                  |                              |     | Peckham  |          |
|          |  | C      |             |           |              |            |                             | 05-AP-0282   | 2008/09        | 1                | 1                            | 1   | Peckham  |          |
|          |  | NS     |             |           |              |            |                             | 08-AP-1464   |                |                  | 1                            | 1   | Peckham  |          |
|          |  | C      |             |           |              |            |                             | 08-AP-2835   |                |                  | 3                            | 3   | Peckham  |          |
|          |  | NS     |             |           |              |            |                             | 05-AP-0995   |                |                  | 1                            | 1   | Peckham  |          |
|          |  | C      |             |           |              |            |                             | 05-AP-1816   | 2005/06        | 2                | 2                            | 2   | Peckham  |          |
| 65P      | 35 Peckham High Street   | NS     | 39          | 39        | 91           | 91         | 2011/12                     |              |                |                  |                              |     | Peckham  |          |
|          |  | C      |             |           |              |            |                             | 07-AP-1988   |                |                  | 1                            | 1   | Peckham  |          |
|          |  | NS     |             |           |              |            |                             | 09-AP-0285   |                |                  | 3                            | 2   | Peckham  |          |
|          |  | NS     |             |           |              |            |                             |              |                |                  |                              |     |          |          |
| 68P      | Peckham Wharf, Peckham Hill Street   | NS     | 26          | 26        | 61           | 61         | 2014/15                     |              |                |                  |                              |     | The Lane |          |
|          |  | NS     |             |           |              |            |                             |              |                |                  |                              |     |          |          |
| 69P      | Peckham Rye Station Environs including all of Station Way, 2-10 Blenheim Grov3 and 74-82a Rye Lane | NS     | 88          | 88        | 88           | 88         | 2025/26                     |              |                |                  |                              |     | The Lane |          |
| 70P      | Cinima Site and multi-storey car park, Moncrieff St  | NS     | 51          | 51        | 51           | 51         | 2020/21                     |              |                |                  |                              |     | Nunhead  |          |
| 71P      | Tuke School and 2 Woods Road   | NS     | 182         | 180       | 425          | 423        | 2014/15                     | 03-AP-1417   | 2006/07        | 40               | 40                           | 40  | 40       | The Lane |
|          | Copeland Rd bus garage, 117-149 Rye La, 1-27 Bournemouth Rd and                                    | PC     |             |           |              |            |                             |              |                |                  |                              |     |          |          |

100

C = Completed UC = Under construction PC = Partial completion NS = not started

**PROPOSALS SITES**

| Site No.             | Address   | STATUS | Estimations |             |              |             | Year likely to be completed | Actual       |                |                  |                              |     | Ward             |  |
|----------------------|---|--------|-------------|-------------|--------------|-------------|-----------------------------|--------------|----------------|------------------|------------------------------|-----|------------------|--|
|                      |   |        | Gross (low) | Net (low)   | Gross (high) | Net (high)  |                             | Approval ref | Year Completed | Amount Completed | Gross (proposed to be built) | Net |                  |  |
|                      | 133-151 Copeland Rd   |        |             |             |              |             |                             |              |                |                  |                              |     |                  |  |
|                      |   | UC     |             |             |              |             |                             | 06-AP-0995   |                |                  | 61                           | 61  | The Lane         |  |
|                      |   | NS     |             |             |              |             |                             | 11-AP-0914   |                |                  | 9                            | 9   | The Lane         |  |
| 72P                  | Copeland Rd car park and site on corner of Copeland Rd and Rye Lane | NS     | 35          | 35          | 35           | 35          | 2020/21                     | 05-AP-1812   |                |                  | 7                            | 7   | The Lane         |  |
| <b>Aylesbury</b>     |   |        | <b>1503</b> | <b>1503</b> | <b>1503</b>  | <b>1503</b> |                             |              | 0              | 0                | 461                          | 420 |                  |  |
| AAP1a                | Aylesbury Estate  | NS     | 259         | 259         | 259          | 259         | 2011/12                     |              |                |                  |                              |     | Faraday          |  |
| AAAP1                | Aylesbury Estate. Phase 1a, 1-41                                    | UC     | 311         | 311         | 311          | 311         | 2015/16                     | 07-AP-0046   |                |                  | 260                          | 260 | Faraday          |  |
|                      | 1-41 Little Bradenham   | UC     |             |             |              |             |                             | 09-AP-0244   |                |                  | 149                          | 108 | Faraday          |  |
|                      | Red Lion Row  | C      |             |             |              |             |                             | 07-CO-0135   | 2010/11        | 52               | 52                           | 52  | Faraday          |  |
| AAAP2                | Aylesbury Estate  | NS     | 311         | 311         | 311          | 311         | 2020/21                     |              |                |                  |                              |     | Faraday          |  |
| AAAP3                | Aylesbury Estate  | NS     | 311         | 311         | 311          | 311         | 2020/21                     |              |                |                  |                              |     | Faraday          |  |
| AAAP4                | Aylesbury Estate  | NS     | 311         | 311         | 311          | 311         | 2020/21                     |              |                |                  |                              |     | Faraday          |  |
| <b>Major Schemes</b> |   |        | <b>743</b>  | <b>743</b>  | <b>743</b>   | <b>743</b>  | Year likely to be completed |              |                |                  | 0                            | 0   |                  |  |
|                      | Woodene   | NS     | 320         | 320         | 320          | 320         | 2015/16                     |              |                |                  |                              |     | Livesey          |  |
|                      | Elmington   | NS     | 223         | 223         | 223          | 223         | 2014/15                     |              |                |                  |                              |     | Camberwell Green |  |
|                      | Silwood   | NS     | 127         | 127         | 127          | 127         | 2014/15                     |              |                |                  |                              |     | Rotherhithe      |  |
|                      | Coopers Road  | NS     | 46          | 46          | 46           | 46          | 2014/15                     |              |                |                  |                              |     | South Bermondsey |  |

101

**PROPOSALS SITES** C = Completed UC = Under construction PC = Partial completion NS = not started

| Site No.                            | Address      | STATUS | Estimations  |              |              |              | Year likely to be completed | Actual       |                |                  |                              |             | Ward             |
|-------------------------------------|--------------|--------|--------------|--------------|--------------|--------------|-----------------------------|--------------|----------------|------------------|------------------------------|-------------|------------------|
|                                     |              |        | Gross (low)  | Net (low)    | Gross (high) | Net (high)   |                             | Approval ref | Year Completed | Amount Completed | Gross (proposed to be built) | Net         |                  |
|                                     | East Dulwich | NS     | 27           | 27           | 27           | 27           | 2015/16                     |              |                |                  |                              |             | South Camberwell |
| <b>Totals (as at March 31 2011)</b> |              |        | <b>12121</b> | <b>10619</b> | <b>12687</b> | <b>11458</b> |                             |              |                | <b>2148</b>      | <b>7726</b>                  | <b>7461</b> |                  |

## Appendix F: Private Car ownership breakdown by ward

| <b>Electoral Ward</b>     | <b>Licensed at 31/03/11</b> | <b>Licensed at 31/03/10</b> | <b>Change from 2010 to 2011</b> |
|---------------------------|-----------------------------|-----------------------------|---------------------------------|
| Brunswick Park            | 2256                        | 2300                        | -44                             |
| Camberwell Green          | 2245                        | 2348                        | -103                            |
| Cathedrals                | 2085                        | 2174                        | -89                             |
| Chaucer                   | 1966                        | 2034                        | -68                             |
| College                   | 3690                        | 3746                        | -56                             |
| East Dulwich              | 3276                        | 3327                        | -51                             |
| East Walworth             | 1579                        | 1710                        | -131                            |
| Faraday                   | 1879                        | 1981                        | -102                            |
| Grange                    | 2192                        | 2238                        | -46                             |
| Livesey                   | 2217                        | 2256                        | -39                             |
| Newington                 | 2030                        | 2044                        | -14                             |
| Nunhead                   | 2666                        | 2659                        | 7                               |
| Peckham                   | 2429                        | 2475                        | -46                             |
| Peckham Rye               | 3521                        | 3544                        | -23                             |
| Riverside                 | 2423                        | 2480                        | -57                             |
| Rotherhithe               | 2309                        | 2385                        | -76                             |
| South Bermondsey          | 2331                        | 2282                        | 49                              |
| South Camberwell          | 2564                        | 2614                        | -50                             |
| Surrey Docks              | 3174                        | 3175                        | -1                              |
| The Lane                  | 2877                        | 2964                        | -87                             |
| Village                   | 4140                        | 4101                        | 39                              |
| Unknown Ward              | 38                          | 48                          | -10                             |
| <b>Total in Southwark</b> | <b>53887</b>                | <b>54885</b>                | <b>-998</b>                     |

## CONTACT US

Copies of the annual monitoring report are available by contacting the planning policy team.

Address: Planning Policy, Planning and Transport, Regeneration and Neighbourhoods, FREEPOST P.O. Box 64529 , London, SE1P 5LX

Telephone: 020 7525 5471 (between 9am-5pm, Monday-Friday)

Email: [planningpolicy@southwark.gov.uk](mailto:planningpolicy@southwark.gov.uk).

The annual monitoring report is also free to download at [www.southwark.gov.uk/amr](http://www.southwark.gov.uk/amr) and can be viewed at libraries, area housing offices, and the one stop shop addresses which can be found:

[http://www.southwark.gov.uk/a\\_to\\_z/service/2015/one\\_stop\\_shops](http://www.southwark.gov.uk/a_to_z/service/2015/one_stop_shops)

[http://www.southwark.gov.uk/info/437/libraries\\_and\\_locations](http://www.southwark.gov.uk/info/437/libraries_and_locations)

[http://www.southwark.gov.uk/info/200027/Council\\_tenant\\_information/1351/area\\_housing\\_offices](http://www.southwark.gov.uk/info/200027/Council_tenant_information/1351/area_housing_offices)

If you require this document in large print, Braille or audiotape please contact us on 020 7525 5539.

**Arabic**

هذه الوثيقة أعدت من قبل فريق سياسة تخطيط بلدية ساوثارك.  
هذه الوثيقة ستأثر على القرارات التي اتخذت حول تخطيط وتطوير استعمال الأرض في ساوثارك.  
إذا اردت أن تطلب المزيد من المعلومات أو من الاستشارة بلغتك يرجى القيام بزيارة دكان (وان ستوب شوب) وأعلم الموظفين هناك باللغة التي تريدها. إن عناوين دكاكين (وان ستوب شوب) موجود في أسفل هذه الصفحة

**Bengali**

সাদ্ধাৰ্ক কাউন্সিলেৰ প্ৰাৰ্থনাঃ পলিচি টিম এই দলিলটি প্ৰকাশ কৰেছে। এই দলিলটি সাদ্ধাৰ্কে জমি ব্যবহাৰেৰ পৰিকল্পনা ও উন্নয়ন সম্পৰ্কিত সিদ্ধান্তগুলিৰ উপৰ প্ৰভাৱ ৰাখবে। আপনি যদি আপনাৰ ভাষায় অতিৰিক্ত তথ্য ও পৰামৰ্শ চান তাহলে অনুগ্রহ কৰে ওয়ান ষ্টপ শপে যাবেন এবং কি ভাষায় এটা আপনাৰ দ্ধৰকাৰ তা কৰ্মচাৰীদেৰ জানাবেন। ওয়ান ষ্টপ শপগুলোৰ ঠিকানা এই পৃষ্ঠাৰ নিচে দেয়া হল।

**French**

Ce document est produit par l'équipe de la politique du planning de la mairie de Southwark. Ce document affectera les décisions prises sur le planning de l'utilisation des terrains et du développement dans Southwark. Si vous avez besoin de plus de renseignements ou de conseils dans votre langue, veuillez vous présenter au One Stop Shop et faire savoir au personnel la langue dont vous avez besoin. Les adresses des One Stop Shops sont au bas de cette page.

**Somali**

Dukumeentigan waxa soo bandhigay kooxda Qorshaynta siyaasada Golahaasha Southwark. Dukumeentigani wuxuu saamaynayaa go'aanaddii lagu sameeyey isticmaalka dhuulka ee qorshaynta iyo horumarinta ee Southwark. Haddii aad u baahan tahay faahfaahin dheeraad ah ama talo ku saabsan luqadaada fadlan booqdo dukaanka loo yaqaan (One Stop Shop) xafiiska kaalmaynta kirada guryaha shaqaalaha u sheeg luqada aad u baahan tahay. Cinwaanada dukaamada loo yaqaan (One Stop Shops) xafiisyada kaalmaynta kirada guryaha waa kuwan ku qoran bogan hoosteedda.

**Spanish**

Este documento ha sido producido por el equipo de planificación de Southwark. Este documento afectará las decisiones que se tomarán sobre uso de terrenos, planificación y desarrollo en Southwark. Si usted requiere más información o consejos en su idioma por favor visite un One Stop Shop y diga a los empleados qué idioma usted requiere. Las direcciones de los One Stop Shops están al final de esta página.

**Tigrinya**

እዚ ሰነድ (ጽሑፍ) ብሳዕርክ ካውንስል (Southwark) ናይ ውጥን መምርሒ ጉጅለ ዝተዳለወ እዩ ። እዚ ሰነድዚ ኣብ ሳዕርክ ናይ መሬት ኣጠቓቕማ መደብን ስብዕትን ኣብ ዝግበሩ ውሳኔታት ለውጢ ከምጽእ ይኸእል ኢዩ ። ተወሳኺ ሓበሬታን ምኽርን ብድንገትኩም እንተደለኹም ናብ ጥን ስቶፕ ሾፕ (one stop shop) ብምኻድ ንትረኽቡዎ ሰራሕተኛ ትደልዩዎ ድንገት ንገርዎ ። ናይ ጥን ስቶፕ ሾፕ ኣድረሻ ኣብ ታሕቲ ተጻሒፉ ይርከብ ።



|                                    |                                |   |  |
|------------------------------------|--------------------------------|---|--|
| <b>Item No.</b><br>7.              | <b>Classification:</b><br>Open | <b>Date:</b><br>20 December 2011                                  | <b>Meeting Name:</b><br>Planning Committee |
| <b>Report title:</b>               |                                | Clarification of Southwark's affordable housing planning policies |  |
| <b>Ward(s) or groups affected:</b> |                                | All   |  |
| <b>From:</b>                       |                                | Strategic Director of Regeneration & Neighbourhoods               |  |

## RECOMMENDATION

1. That planning committee note for information:
  - Clarification of Southwark's affordable housing planning policies.
  - Background to the national and regional changes to affordable housing.

## BACKGROUND INFORMATION

2. The Core Strategy (2011), saved Southwark Plan (2007) and area actions plans set out the council's planning policies on affordable housing. The adopted (2008) and draft (2011) Affordable Housing supplementary planning documents (SPDs) set out more detailed guidance on implementing the affordable housing policies.
3. Since adopting the Core Strategy and preparing the revised Affordable Housing SPD 2011, national government has made changes to the definition and delivery of affordable housing. These changes are now being reflected in regional policy.
4. This report is for information to clarify Southwark's affordable housing policies. It does not introduce or amend existing planning policies. It also provides a background to the national and regional changes to affordable housing.

### *Changes to national and regional policy*

5. The most important change introduced by national government, which will have an impact of the delivery of affordable homes in Southwark, is the introduction of a new type of affordable housing called affordable rent. Affordable rent is a type of affordable housing offered at up to 80% of the local market rent and for a tenancy that can range from two years to a lifetime. Affordable rent will be offered by registered providers of social housing through the usual lettings/nominations process to new tenants.
6. The council has commented on the consultation documents introducing this new type of affordable housing. In January 2011. The council responded to the Government's consultation on its White Paper "Local Decisions: Fairer Future for Social Housing". The White Paper outlined the planned introduction of "affordable" flexible tenure rents. Although the consultation did not seek specific views on allowing registered providers to charge up to 80% market rents, the council's response noted serious concerns relating to how affordable rent would work in this borough. One of our biggest concerns was the affordability of the product for those people on our waiting list. Our initial modeling showed that it would be unlikely for rent to be affordable to people on our waiting list, particularly those in need of family homes. Therefore the response commented that the council would not support registered providers providing up to 80% market rents in Southwark.

7. In February 2011, the Homes and Communities Agency ('HCA') published its '2011-2015 Affordable Homes Programme – Framework', setting out its approach to funding the provision of new affordable housing. The *Framework* document also set out the government's intention to largely replace social rented housing with a new tenure, *affordable rent*, at rents of up to 80% of market rents.
8. This new tenure was then consulted as an update to Planning Policy Statement 3 (PPS3) in March 2011. The draft PPS3 included affordable rent as a type of affordable housing, alongside social rent and intermediate. It set out that it cannot be classed as intermediate housing, but is a separate type of affordable housing. The council put in a response to the amendment to highlight the concern of affordable rent and that we did not feel that the product would be affordable to the majority of current housing applicants in Southwark.
9. However, the amended PPS3 was adopted in June 2011, introducing the third type of affordable housing. Subsequently the National Planning Policy Framework was released, which will eventually replace all the PPSs including PPS3, and again includes affordable rent as a type of affordable housing. The council put in a response to this consultation.
10. The Mayor of London has subsequently produced two consultation documents to take into account the changes to PPS3 and affordable rent. His adopted London Plan (July 2011) does not include policies on affordable rent, but acknowledges that an early alteration will soon be produced to take it into account. He is currently consulting on a minor early alteration to the London Plan which recognises affordable rent as a type of affordable housing, and requires boroughs to group affordable rent within the target for social rented housing. He is also consulting on an affordable housing supplementary planning guidance note which provides information on how to consider affordable rent as part of the adopted London Plan. The council will be putting in responses on both these consultation documents.
11. Alongside the changes to national planning policy, there are a number of wider changes that will affect the delivery and affordability of affordable housing relating to the welfare system.

#### *Welfare changes*

12. From 1 April 2011, for all new claimants, Local Housing Allowance was reduced from the median to the 30<sup>th</sup> Percentile of the Broad Rental Market Area. Existing claimants (assuming there has been no change in their circumstances), have transitional protection of 9 months after their first yearly review date after the change was introduced in April 2011. This means that for those whose review date was in April 2011 their benefit will reflect the new LHA rates from January 2012, and those with a review date of March 2012 will see their benefit reflecting the new LHA rates in December 2012.
13. From October 2013, Universal Credit (UC) will replace most current working age benefits. For non working households a cap will be placed on the maximum amount payable; currently understood to be £350 per week for a single person household and £500 per week for a couple / family household; this includes all housing costs.
14. The UC cap will have a disproportionate affect on London residents, particularly those residing in inner London boroughs such as Southwark, as no allowance has been made for the higher living costs associated with living in the capital.

15. Initial modeling of the impact of the introduction of Universal Credit provides the data in the table below. As an example, it shows that a couple with two children in a two bedroom flat could afford to pay £251.91 a week once Universal Credit is introduced. This would mean they could potentially afford to pay a maximum of 67% of market rent.

*Figures based on Southwark weekly averages. Housing element of UC is based on UC cap minus total claimed benefits excluding housing costs. Modeling data may change with further information and Government policy clarification.*

| Household & Bedroom need | Maximum Housing element of UC | LHA rate (August 2011) | Target rent | Market rent (2010/11 Q4) | Affordable rent (80%) | Max % of Market Rent that is affordable. |
|--------------------------|-------------------------------|------------------------|-------------|--------------------------|-----------------------|--|
| <b>1 Bed</b>             |                               |                        |             |                          |                       |  |
| Single, 35+              | 284.55                        | 184.62                 | 96.88       | 284.95                   | 227.96                | 100%                                     |
| Couple                   | 397.25                        | 184.62                 | 96.88       | 284.95                   | 227.96                | 139%                                     |
| <b>2 Bed</b>             |                               |                        |             |                          |                       |  |
| Couple + 1C              | 315.89                        | 230.77                 | 110.76      | 375.11                   | 300.09                | 84%                                      |
| Couple + 2C              | 251.91                        | 230.77                 | 110.76      | 375.11                   | 300.09                | 67%                                      |
| Lone + 1C                | 353.19                        | 230.77                 | 110.76      | 375.11                   | 300.09                | 94%                                      |
| Lone + 2C                | 289.21                        | 230.77                 | 110.76      | 375.11                   | 300.09                | 77%                                      |
| <b>3 Bed</b>             |                               |                        |             |                          |                       |  |
| Couple + 3C              | 187.93                        | 288.46                 | 124.18      | 427.77                   | 342.22                | 44%                                      |
| Couple + 4C              | 123.95                        | 288.46                 | 124.18      | 427.77                   | 342.22                | 29%                                      |
| Lone + 3C                | 225.23                        | 288.46                 | 124.18      | 427.77                   | 342.22                | 53%                                      |
| Lone + 4C                | 161.25                        | 288.46                 | 124.18      | 427.77                   | 342.22                | 38%                                      |
| <b>4 Bed</b>             |                               |                        |             |                          |                       |  |
| Couple + 5C              | 59.97                         | 369.23                 | 139.69      | 572.44                   | 457.95                | 10%                                      |
| Couple + 6C              | -4.01                         | 369.23                 | 139.69      | 572.44                   | 457.95                | -1%                                      |
| Lone + 5C                | 97.27                         | 369.23                 | 139.69      | 572.44                   | 457.95                | 17%                                      |
| Lone + 6C                | 33.29                         | 369.23                 | 139.69      | 572.44                   | 457.95                | 6%                                       |

16. For comparison, the table below sets out average weekly market rent across the borough's nine postcodes and for different sized dwellings.

*Average weekly market rents 2010-2011*

| Area      | Studio | 1      | 2      | 3      | 4+     |
|-----------|--------|--------|--------|--------|--------|
| Southwark | 206.99 | 275.35 | 354.76 | 409.10 | 545.64 |
| SE1       | 266.01 | 354.69 | 452.10 | 523.39 | 578.29 |
| SE5       | 147.19 | 210.16 | 264.99 | 320.38 | 516.99 |
| SE11      | 182.11 | 285.35 | 368.44 | 434.59 | 676.35 |
| SE15      | 168.11 | 202.45 | 264.43 | 325.97 | 465.85 |
| SE16      | 211.23 | 253.56 | 334.71 | 455.24 | 547.02 |
| SE17      | 210.43 | 264.74 | 329.97 | 387.14 | 492.71 |
| SE21      | 160.99 | 193.00 | 272.52 | 312.28 | 621.02 |
| SE22      | 172.50 | 205.79 | 284.67 | 341.64 | 537.07 |
| SE24      | 147.88 | 205.68 | 270.59 | 312.05 | 610.15 |

### *Social housing grant*

17. Historically Southwark has had the policy position of only supporting social housing grant for affordable housing provision in addition to the policy requirement (i.e. anything above the minimum 35% affordable housing policy). However, since the

recession we have supported social housing grant to encourage the delivery of more affordable home.

18. The grant process and allocations has been restructured by the Homes and Communities Agency, with changes that will affect the viability of delivery social rented homes in Southwark.
19. Under the 2008-11 National Affordable Homes Programme the average social housing grant was £120,000 per unit for social rent and £36,000 per unit for intermediate housing .Under the 2011-15 Affordable Homes Programme registered providers (RPs) in London requested funding from the HCA on the basis of an average of £33,600 for affordable rent and £15,400 per unit for intermediate housing. Charging rents of up to 80% of market rent on both new build and a proportion of relets assists RPs to bridge the gap in funding created by the reduction in grant.
20. Eleven RPs that work in Southwark have signed contracts with the HCA to deliver the 2011-15 Affordable Homes Programme. This includes all the major RPs currently developing in Southwark.
21. Eleven RPs that work in Southwark have signed contracts with the HCA to deliver the Affordable Homes Programme. This includes all the major RPs developing in Southwark.

## **CONSULTATION**

22. The Planning and Compulsory Purchase Act 2004 (as amended by the Planning Act 2008) and our Statement of Community Involvement (2008) require consultation to be ongoing and informal to guide the overall approach to consultation on planning policy documents.
23. This committee report is clarifying the planning policy position in light of recent changes, and is not introducing new policy. The Core Strategy, saved Southwark Plan, area action plans and affordable housing SPDs were all consulted on in accordance with the Statement of Community Involvement.

## **KEY ISSUES FOR CONSIDERATION**

### *Emerging policy*

24. The changes outlined in the background section of this report, including changes to welfare and social housing grant will all have an impact on the delivery, viability and affordability of affordable housing. The changes in national policy to include affordable rent also need to be considered.
25. As well as the national government adoption of affordable rent in PPS3, the draft National Planning Policy Framework (NPPF) includes affordable rent as a type of affordable housing. However, neither document sets out detailed guidance on how local authorities should take affordable rent into account in their planning policies.
26. Regional policy through the adopted London Plan (2011) does not include policies on affordable rent, but acknowledges that the Mayor will be consulting on an alteration to the London Plan to take this into account. The early alteration to the London Plan is currently out for consultation until the 20 December, and the council is putting in a response to the consultation document. The Mayor is also consulting on a draft Housing supplementary planning guidance note until February 2012.

*Clarification of Southwark's affordable housing planning policies*

27. Core Strategy policy 6 requires as much affordable housing on developments of 10 or more units as is financially viable. It requires a minimum of 35% affordable housing units.
28. The Core Strategy also defines what is meant by affordable housing, to include two types of affordable housing: social rented and intermediate housing. Saved Southwark Plan policy 4.4 sets out the required tenure mix within the required affordable housing. It requires a tenure split of 70% social rented and 30% intermediate housing across the majority of the borough.
29. Where the policy minimum requirement cannot be met, applicants are required to submit a financial appraisal to demonstrate why the policy requirement or mix of affordable housing cannot be delivered. The council will look at the financial appraisal and the scheme on a case by case basis.
30. We have carried out a number of studies that support this approach. Firstly, it is important to note that the existing Core Strategy and saved Southwark Plan policies are based on a balance between meeting the large need for more affordable housing in Southwark and ensuring schemes are viable and can be delivered. Evidence underpinning the Core Strategy looked at housing need and viability, specifically the Strategic Housing Market Assessment (2010), Southwark Housing Requirements Study (2009) and the Affordable Housing Viability Study (2010). The studies highlight the need for more affordable housing in Southwark, particularly more social rented housing and also highlight the low average income of those in housing need.
31. Following the introduction of the idea of affordable rent, we carried out some initial modeling to look at the impact of charging up to 80% of market rent. Our initial modeling showed that up to 80% of market rent is unlikely to be affordable to the majority of current housing applicants in Southwark, particularly those requiring larger family homes. We provided information on this as part of our responses to national government consultations.
32. We also carried out two detailed studies to consider the impact of affordable rent. The initial study: Affordable Rent in Southwark looks at the affordability of affordable rent across the nine different postcode areas of Southwark. It models a range of scenarios from 40% to 80% market rents for one, two, three and four bedrooms dwellings. It reinforces our initial modeling, showing that it will be very difficult for people in housing need to afford the affordable rent model, particularly family homes.
33. The second study: Impact of the affordable rent tenure on the viability of developments in Southwark, looks at the viability of affordable rent in Southwark. It builds on the work in the initial study, looking at the viability of a number of options across the nine postcodes. The study recommends maintaining our existing policy of a split between social rent and intermediate, and requiring a financial appraisal to justify a departure from our adopted policy.
34. Each study built on our existing evidence which justified the adopted Southwark policies on affordable housing. Both the further studies reinforce the appropriateness of continuing to apply the existing adopted policies to ensure that the housing built meets our housing need.

*Exceptions to policy*

35. There may be cases where the financial appraisal justifies to the satisfaction of the council, that the policy requirement of amount or mix of affordable housing cannot be delivered.
36. In these cases we will look at the scheme on a case by case basis.
37. In April 2011, the council wrote to all the registered providers active in Southwark, setting out options that should be applied in light of the national changes introducing affordable rent, reducing grant funding and the changes to the welfare system.
38. The options set out in the letter, from Councillor Fiona Colley, Cabinet Member for Regeneration and Corporate Strategy, dated 15 April 2011, should still be applied when the policy requirement cannot be met.
39. The options are:

**Option 1**

- Developing properties at a percentage of market rent that is significantly less than 80%, by use of cross subsidy.

**Option 2**

- Providing the majority of new build (e.g. 75%) at 'affordable rent', to enable the provision of some social rented homes (e.g. 25%)

**Option 3**

- Concentrating on providing one and two bed homes at up to 80% market rent level on the basis of providing three bed plus homes at social rent.

40. These options will help to ensure that where the policy requirement cannot be met, we continue to prioritise the delivery of affordable housing that meets our underlying housing need.

*Next steps*

41. In the draft Affordable Housing SPD 2011 we set out that we would look at the implications on the new definition of affordable housing for Southwark as part of the consultation on the SPD. Having done this through the production of our two further studies, we are currently maintaining the Core Strategy, saved Southwark Plan and area action plan policies, supporting by the Affordable Housing SPDs.
42. We will review whether this continues to be the case as the emerging national and regional policies become adopted policy.
43. We are proposing to consult on an updated draft Affordable Housing SPD (to replace both the draft 2011 and adopted 2008 versions) in spring 2012. At this point the National Planning Policy Framework should be adopted and the Mayor of London may have adopted his Housing SPG, providing more clarity on the wider policy position. This will be an appropriate time to consider whether we need more guidance in our Affordable Housing SPD.

## Community impact statement

44. This report is clarifying existing policy and does not introduce new policy or guidance. Sustainability appraisals and equality impact assessments have already been carried out for the Core Strategy and area action plan policies.

## BACKGROUND DOCUMENTS

| Background paper   | Held at  | Contact                         |
|--|--|---------------------------------|
| Core strategy April 2011   | Regeneration and Neighbourhoods  | Sandra Warren<br>0207 525 5471  |
| Saved Southwark Plan 2007  | Department<br>5 <sup>th</sup> Floor  | Sandra Warren<br>0207 525 5471  |
| Affordable Housing supplementary planning document 2008  | 160 Tooley Street<br>London SE1 2QH  | Sandra Warren<br>0207 525 5471  |
| Draft Affordable Housing supplementary planning document 2011  |  | Sandra Warren<br>0207 525 5471  |
| Statement of Community Involvement 2008  |  | Sandra Warren<br>0207 525 5471  |
| Background study: Affordable Rent in Southwark   | Regeneration and Neighbourhoods  | Alison Squires<br>020 7525 5644 |
| Background study: Impact of the affordable rent tenure on the viability of developments in Southwark | Department<br>5 <sup>th</sup> Floor<br>160 Tooley Street<br>London SE1 2QH | Alison Squires<br>020 7525 5644 |

## APPENDICES

| Appendix |  |
|----------|--|
| None     |  |

## AUDIT TRAIL

|   |  |                          |
|---|--|--------------------------|
| <b>Lead Officer</b>   | Steven Platts, Strategic Director of Regeneration & Neighbourhoods |                          |
| <b>Report Author</b>  | Alison Squires, Team Leader Planning Policy                        |                          |
| <b>Version</b>  | Final  |                          |
| <b>Dated</b>  | 8 December 2011  |                          |
| <b>Key Decision?</b>  | No   |                          |
| <b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b> |  |                          |
| <b>Officer Title</b>  | <b>Comments sought</b>   | <b>Comments included</b> |
| Strategic Director of Communities, Law & Governance                     | Yes  | No                       |
| Departmental Finance Manager  | Yes  | Yes                      |
| Cabinet Member  | Yes  | No                       |
| <b>Date report sent to Constitutional Team</b>                          |  | 8 December 2011          |

|                                    |                                |                                  |  |
|------------------------------------|--------------------------------|----------------------------------|--|
| <b>Item No.</b><br>8.              | <b>Classification:</b><br>Open | <b>Date:</b><br>20 December 2011 | <b>Meeting Name:</b><br>Planning Committee |
| <b>Report title:</b>               |                                | Development Management           |  |
| <b>Ward(s) or groups affected:</b> |                                | All                              |  |
| <b>From:</b>                       |                                | Deputy Chief Executive           |  |

## RECOMMENDATIONS

1. That the determination of planning applications, or formal observations and comments, the instigation of enforcement action and the receipt of the reports included in the attached items be considered.
2. That the decisions made on the planning applications be subject to the conditions and/or made for the reasons set out in the attached reports unless otherwise stated.
3. That where reasons for decisions or conditions are not included or not as included in the reports relating to an individual item, they be clearly specified.

## BACKGROUND INFORMATION

4. The council's powers to consider planning business are detailed in Part 3F which describes the role and functions of the planning committee and Part 3H which describes the role and functions of community councils. These were agreed by the annual meeting of the council on 19 May 2010 and amended on 20 October 2010. The matters reserved to the planning committee and community councils exercising planning functions are described in parts 3F and 3H of the Southwark Council constitution. These functions were delegated to the planning committee.

## KEY ISSUES FOR CONSIDERATION

5. In respect of the attached planning committee items members are asked, where appropriate -
6. To determine those applications in respect of site(s) within the borough, subject where applicable, to the consent of the Secretary of State for Communities and Local Government and any directions made by the Mayor of London.
7. To give observations on applications in respect of which the council is not the planning authority in planning matters but which relate to site(s) within the borough, or where the site(s) is outside the borough but may affect the amenity of residents within the borough.



8. To receive for information any reports on the previous determination of applications, current activities on site, or other information relating to specific planning applications requested by members.
9. Each of the following items are preceded by a map showing the location of the land/property to which the report relates. Following the report, there is a draft decision notice detailing the officer's recommendation indicating approval or refusal. Where a refusal is recommended the draft decision notice will detail the reasons for such refusal.
10. Applicants have the right to appeal to Planning Inspector against a refusal of planning permission and against any condition imposed as part of permission. Costs are incurred in presenting the Council's case at appeal which may be substantial if the matter is dealt with at a public inquiry.
11. The sanctioning of enforcement action can also involve costs such as process serving, court costs and of legal representation.
12. Where either party is felt to have acted unreasonably in an appeal the inspector can make an award of costs against the offending party.
13. All legal/Counsel fees and costs as well as awards of costs against the council are borne by the regeneration and neighbourhood's budget.

#### **Community impact statement**

- 14 Community impact considerations are contained within each item.

#### **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

##### **Strategic Director of Communities, Law & Governance**

15. A resolution to grant planning permission shall mean that the development & building control manager is authorised to grant planning permission. The resolution does not itself constitute the permission and only the formal document authorised by the committee and issued under the signature of the development & building control manager shall constitute a planning permission. Any additional conditions required by the committee will be recorded in the minutes and the final planning permission issued will reflect the requirements of the planning committee.
16. A resolution to grant planning permission subject to legal agreement shall mean that the development & building control manager is authorised to issue a planning permission subject to the applicant and any other necessary party entering into a written agreement in a form of words prepared by the strategic director of legal and democratic services, and which is satisfactory to the development & building control manager. Developers meet the council's legal costs of such agreements. Such an agreement shall be entered into under section 106 of the Town and Country Planning Act 1990 or under another appropriate enactment as shall be determined by the strategic director of legal & democratic services. The planning permission will not be issued unless such

an agreement is completed.

17. Section 70 of the Town and Country Planning Act 1990 as amended requires the council to have regard to the provisions of the development plan, so far as material to the application, and to any other material considerations when dealing with applications for planning permission. Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that where, in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise.
18. The Southwark Plan is part of the Development Plan along with the Core Strategy and London Plan. Some of the detailed Southwark plan policies were 'saved' in July 2010 with permission from the Secretary of State. Some of these policies have now been superseded by policies in the Aylesbury Area Action Plan and the Core Strategy which was adopted on 6 April 2011. The enlarged definition of "development plan" arises from s38(2) of the Planning and Compulsory Purchase Act 2004. Where there is any conflict with any policy contained in the development plan, the conflict must be resolved in favour of the policy which is contained in the last document to be adopted, approved or published, as the case may be (s38(5) Planning and Compulsory Purchase Act 2004).
19. Government policy on planning obligations is contained in the Office of the Deputy Prime Minister Circular 05/2005. Provisions of legal agreements must fairly and reasonably relate to the provisions of the development plan and to planning considerations affecting the land. The obligation must also be such as a reasonable planning authority, duly appreciating its statutory duties can properly impose, i.e. it must not be so unreasonable that no reasonable authority could have imposed it. Before resolving to grant planning permission subject to a legal agreement members should therefore satisfy themselves that the subject matter of the proposed agreement will meet these tests. From 6 April 2010 the Community Infrastructure Levy regulations (CIL) have given these policy tests legal force.

Regulation 122 provides that "a planning obligation may only constitute a reason for granting planning permission if the obligation is:

- a. necessary to make to the development acceptable in planning terms;
- b. directly related to the development; and
- c. fairly and reasonably related to the scale and kind to the development."

20. Government policy on planning obligations is contained in the Office of the Deputy Prime Minister Circular 05/2005. Provisions of legal agreements must fairly and reasonably relate to the provisions of the development plan and to planning considerations affecting the land. The obligation must also be such as a reasonable planning authority, duly appreciating its statutory duties can properly impose, i.e. it must not be so unreasonable that no reasonable authority could have imposed it. Before resolving to grant planning permission subject to a legal agreement members should therefore satisfy themselves that the subject matter of the proposed agreement will meet these tests.

**BACKGROUND DOCUMENTS**

| Background Papers  | Held At   | Contact  |
|--|---|--|
| Council Assembly Agenda June 27 2007 and Council Assembly Agenda January 30 2008 | Constitutional Team<br>Communities, Law & Governance<br>2 <sup>nd</sup> Floor 160 Tooley Street<br>PO Box 64529<br>London SE1 5LX | Kenny Uzodike<br>020 7525 7236                                 |
| Each planning committee item has a separate planning case file                   | Council Offices, 5th Floor<br>160 Tooley Street,<br>London SE1 2TZ  | The named case Officer as listed or Gary Rice<br>020 7525 5437 |

**AUDIT TRAIL**

|   |   |                          |
|---|---|--------------------------|
| <b>Lead Officer</b>   | Deborah Collins, Strategic Director of Communities, Law & Governance              |                          |
| <b>Report Author</b>  | Nagla Stevens, Principal Planning Lawyer<br>Kenny Uzodike, Constitutional Officer |                          |
| <b>Version</b>  | Final   |                          |
| <b>Dated</b>  | 25 October 2010   |                          |
| <b>Key Decision</b>   | No  |                          |
| <b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b> |   |                          |
| <b>Officer Title</b>  | <b>Comments sought</b>  | <b>Comments included</b> |
| Strategic Director of Communities, Law & Governance                     | Yes   | Yes                      |
| Deputy Chief Executive  | No  | No                       |
| Head of Development Management  | No  | No                       |

## ITEMS ON AGENDA OF THE PLANNING COMMITTEE

on Tuesday 20 December 2011

|                   |   |                 |              |
|-------------------|---|-----------------|--------------|
| <b>Appl. Type</b> | Full Planning Permission  | <b>Reg. No.</b> | 11-AP-1987   |
| <b>Site</b>       | LONDON BRIDGE STATION SITE BOUNDED BY TOOLEY STREET (INCLUDING 64-84) , JOINER STREET, ST THOMAS STREET AND BERMONDSEY STREET, LONDON SE1 | <b>TP No.</b>   | TP/151-D     |
|                   |   | <b>Ward</b>     | Grange       |
|                   |   | <b>Officer</b>  | Gordon Adams |

**Recommendation** GRANT SUBJECT TO LEGAL AGRT, GLA AND SOS***Item 8/1a*****Proposal**

Application made under the provisions of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011 seeking demolition of listed train shed, part of St Thomas Street wall, 64-84 Tooley Street, and arches together with closure of Weston Street and Stainer Street in order to provide a new station layout including: construction of a new street-level station concourse, new replacement facades on Tooley Street and St Thomas Street, new roof canopies, landscaping and other works associated with the station. Land use is to comprise station concourse, station ancillary space, operational car park, station loading bay, Class 'A' retail uses, and leisure (Class D1, D2 and sui generis uses).

|                   |  |                 |              |
|-------------------|--|-----------------|--------------|
| <b>Appl. Type</b> | Listed Building Consent  | <b>Reg. No.</b> | 11-AP-2079   |
| <b>Site</b>       | LONDON BRIDGE STATION SITE BOUNDED BY TOOLEY STREET (INCL 64-84), JOINER STREET, ST THOMAS STREET, BERMONDSEY STREET, LONDON SE1 | <b>TP No.</b>   | TP/151-D     |
|                   |  | <b>Ward</b>     | Grange       |
|                   |  | <b>Officer</b>  | Gordon Adams |

**Recommendation** GRANT PERMISSION***Item 8/1b*****Proposal**

Demolition of train shed over platforms 9-16 at London Bridge Station, including main roof structure and supporting walls, in connection with the Thameslink Programme and associated development of London Bridge Station (ref 11-AP-1987).

|                   |  |                 |              |
|-------------------|--|-----------------|--------------|
| <b>Appl. Type</b> | Conservation Area Consent  | <b>Reg. No.</b> | 11-AP-2080   |
| <b>Site</b>       | LONDON BRIDGE STATION SITE BOUNDED BY TOOLEY STREET (INCL 64-84), JOINER STREET, ST THOMAS STREET, BERMONDSEY STREET, LONDON SE1 | <b>TP No.</b>   | TP/151-D     |
|                   |  | <b>Ward</b>     | Grange       |
|                   |  | <b>Officer</b>  | Gordon Adams |

**Recommendation** GRANT PERMISSION***Item 8/1c*****Proposal**

Demolition of 64-84 Tooley Street (former South Eastern Railway Office Building) in connection with the Thameslink Programme and the associated redevelopment of London Bridge Station (ref 11-AP-1987).

|                   |  |                 |              |
|-------------------|--|-----------------|--------------|
| <b>Appl. Type</b> | Listed Building Consent  | <b>Reg. No.</b> | 11-AP-3423   |
| <b>Site</b>       | LONDON BRIDGE STATION VIADUCT ARCHES, CRUCIFIX LANE AND ST THOMAS STREET, LONDON SE1 9SP | <b>TP No.</b>   | TP/151-D     |
|                   |  | <b>Ward</b>     | Grange       |
|                   |  | <b>Officer</b>  | Gordon Adams |

**Recommendation** GRANT PERMISSION***Item 8/1d*****Proposal**

Works associated with the repair, refurbishment and re-use of the railway viaduct arches on St Thomas Street, including the creation of new shopfronts and service openings, in connection with the Thameslink Programme and redevelopment of London Bridge Station (ref 11-AP-1987).

## ITEMS ON AGENDA OF THE PLANNING COMMITTEE

on Tuesday 20 December 2011

**Appl. Type** Full Planning Permission  
**Site** BANKSIDE HOUSE, 24 SUMNER STREET, LONDON, SE1 9JA

**Reg. No.** 11-AP-2566  
**TP No.** TP/1547-A  
**Ward** Cathedrals  
**Officer** Gordon Adams

**Recommendation** GRANT SUBJECT TO LEGAL AGREEMENT

*Item 8/2***Proposal**

Demolition of eighth floor and mezzanine in order to construct a three floor extension to provide an additional 104 student rooms, associated minor facade alterations, access, landscape, public realm works and cycle storage.

**Appl. Type** Full Planning Permission  
**Site** DOCKLAND SETTLEMENT AND LAND ADJOINING, ROTHERHITHE STREET,  
 LONDON, SE16 5LJ

**Reg. No.** 11-AP-2242  
**TP No.** TP/271-287A  
**Ward** Surrey Docks  
**Officer** Kiran Chauhan

**Recommendation** GRANT SUBJECT TO LEGAL AGREEMENT

*Item 8/3***Proposal**

Demolition of existing buildings, and erection of 28 residential dwellings (6x1 bed; 13x2 bed; 9x3 bed) within a part three, part four storey building at the southern end of the site with associated car parking, cycle storage and amenity spaces. Erection of a new single storey community building (maximum height approximately 7 metres above ground) on the northern part of the site, accessed from Salter Road, providing general hall, meeting spaces and sports facilities, and a new flood-lit external sports pitch.

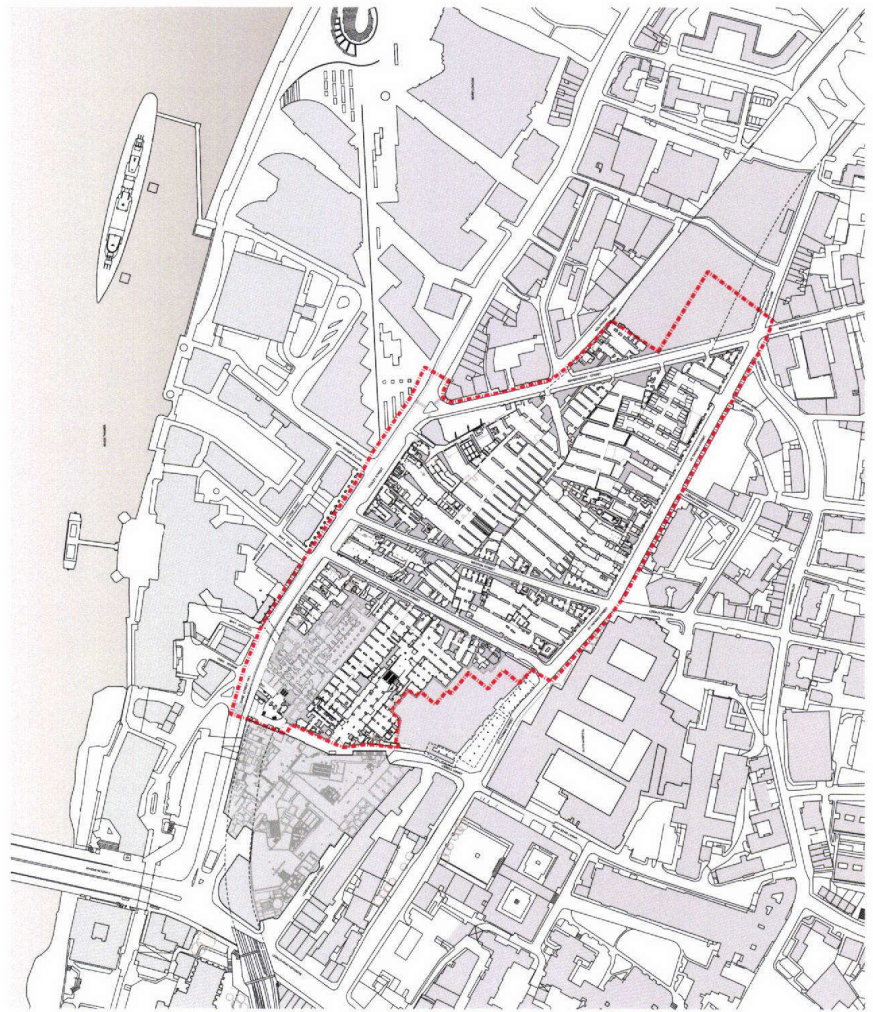
# Agenda Item 8.1

SCANNED ON  
- 8 JUL 2011  
PLANNING (JR)

DO NOT SCALE  
THIS DRAWING  
FOR ANY PURPOSES  
OTHER THAN AS  
INDICATED  
BY THE  
DRAWING  
TITLE  
BLOCK

LEGEND:  
- - - PLANNING BOUNDARY  
NOTE:  
REFER TO DRAWING  
FOR THE LOCATIONS OF ALL SECTIONS  
AND ELEVATIONS.

London Borough of Southwark  
Received on:  
27 JUN 2011  
**11 AP 1987**  
Planning Case File



|     |      |                     |      |    |      |
|-----|------|---------------------|------|----|------|
| NO. | REV. | DESCRIPTION         | DATE | BY | CHK. |
| 1   |      | PLANNING SUBMISSION |      |    |      |

PLANNING SUBMISSION

WSP GRIMSHAW

Network Rail

THAMESLINK PROGRAMME  
LONDON BRIDGE STATION

EXISTING SITE PLAN

DATE: 11 JUN 2011  
SCALE: 1:1000  
DRAWN BY: JR  
CHECKED BY: JR

PROJECT NO: NG20-WSP-URG-AR-500000

ISSUE: 1

|                        |  |                                  |  |
|------------------------|--|----------------------------------|--|
| <b>Item No.</b><br>8.1 | <b>Classification:</b><br>OPEN   | <b>Date:</b><br>20 December 2011 | <b>Meeting Name:</b><br>PLANNING COMMITTEE |
| <b>Report title:</b>   | <p><b>Development Management planning application</b></p> <p><b>Address:</b><br/>LONDON BRIDGE STATION SITE BOUNDED BY TOOLEY STREET (INCLUDING 64-84), JOINER STREET, ST THOMAS STREET AND BERMONDSEY STREET, LONDON SE1</p> <p><b>Application for Full Planning Permission</b>                      Reference <b>11-AP-1987</b></p> <p><b>Proposal:</b><br/>Application made under the provisions of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011 seeking demolition of listed train shed, part of St Thomas Street wall, 64-84 Tooley Street, and arches together with closure of Weston Street and Stainer Street in order to provide a new station layout including: construction of a new street-level station concourse, new replacement facades on Tooley Street and St Thomas Street, new roof canopies, landscaping and other works associated with the station. Land use is to comprise station concourse, station ancillary space, operational car park, station loading bay, Class 'A' retail uses, and leisure (Class D1, D2 and <i>sui generis</i> uses).</p> <p><b>Application for Listed Building Consent</b>                      Reference <b>11-AP-2079</b></p> <p><b>Proposal:</b><br/>Demolition of train shed over platforms 9-16 at London Bridge Station, including main roof structure and supporting walls, in connection with the Thameslink Programme and associated development of London Bridge Station.</p> <p><b>Application for Conservation Area Consent</b>                      Reference <b>11-AP-2080</b></p> <p><b>Proposal:</b><br/>Demolition of 64-84 Tooley Street (former South Eastern Railway Office Building) in connection with the Thameslink Programme and the associated redevelopment of London Bridge Station.</p> <p><b>Application for Listed Building Consent</b>                      Reference <b>11-AP-3423</b></p> <p><b>Proposal:</b><br/>Works associated with the repair, refurbishment and re-use of the railway viaduct arches on St Thomas Street, including the creation of new shopfronts and service openings, in connection with the Thameslink Programme and redevelopment of London Bridge Station.</p> |                                  |  |

|                                    |                                |   |
|------------------------------------|--------------------------------|---|
| <b>Ward(s) or groups affected:</b> | Grange and Riverside           |   |
| <b>From:</b>                       | HEAD OF DEVELOPMENT MANAGEMENT |   |
| <b>Application Start Date</b>      | 06/07/2011                     | <b>Application Expiry Date</b> PPA application – no expiry date |

## RECOMMENDATION

- 1
  - a) That planning permission is GRANTED subject to conditions and the applicant entering into an appropriate legal agreement by no later than 30 March 2012, and subject to referral to the Mayor of London and the Secretary of State for Communities and Local Government (11-AP1987);
  - b) That Listed Building Consent is GRANTED subject to conditions (11-AP-2079 and (11-AP-3423);
  - c) That Conservation Area Consent is GRANTED subject to conditions (11-AP-2080);
  - d) If it is resolved to grant planning permission, that it is confirmed that the environmental information has been taken into account as required by Regulation 3(4) of the Town and Country Planning (Environmental Impact Assessments) Regulations 2011;
  - e) That it is confirmed that, following issue of the decision, the Head of Development Management should place a statement on the Statutory Register pursuant to Regulation 24 of the Town and Country Planning (Environmental Impact Assessments) Regulations 2011 which contains the information required by Regulation 21 and that for the purposes of Regulation 24(1)(c) the main reasons and considerations on which the Planning Committee's decision was based shall be set out as in this report;
  - f) In the event that the requirements of (a) are not met by 30 March 2012, the Head of Development Management be authorised to refuse planning permission for the reasons set out under paragraph 267.

## BACKGROUND INFORMATION

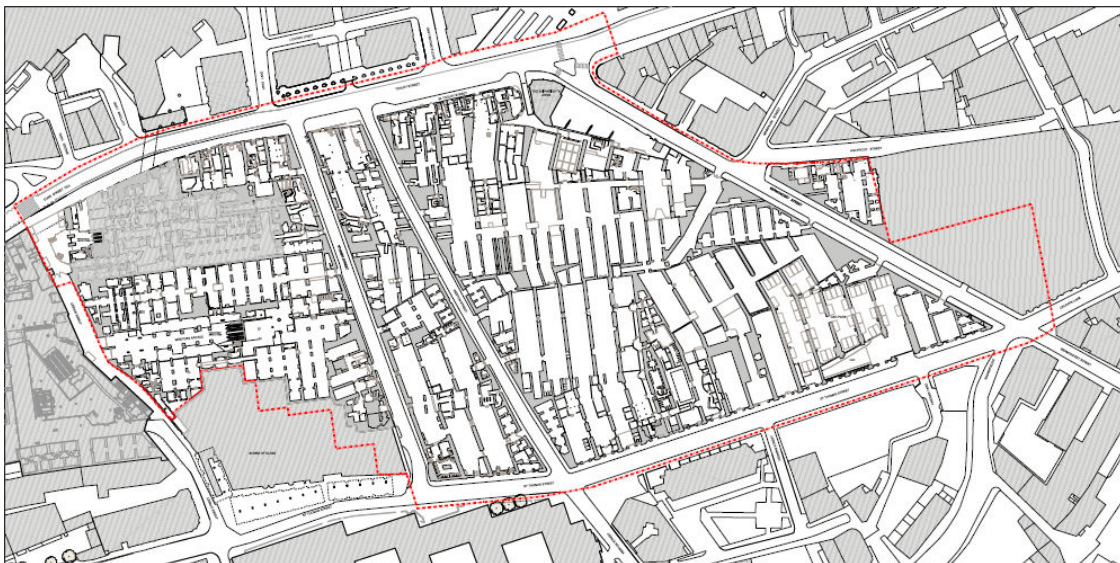
### Site location and description

- 2 London Bridge Station is located in the north of the borough and is 150 metres south east of London Bridge. The application site is bounded by Tooley Street to the north, Bermondsey Street to the east, St Thomas Street to the south, and Joiner Street to the west, although the upper levels extend over these boundaries. Stainer and Weston Streets run north/south beneath the tracks of the station between Tooley and St Thomas Streets.
- 3 In the south west corner of the station is the Shard which is under construction whilst

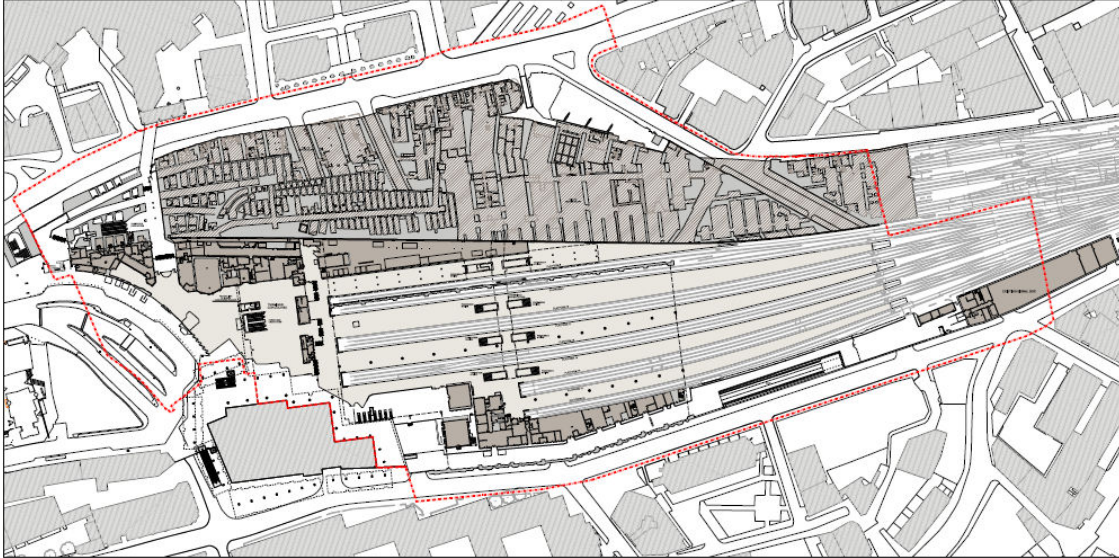


the London Underground serving the Jubilee and Northern lines is accessed off Joiner Street to the west. To the west of the site on the upper level is the London Bridge Bus Station (currently being redeveloped) and London Bridge Place (currently under construction). Within the site boundary is the South Eastern Railway building (64-84 Tooley Street) which is adjacent to the Shipwright Arms pub. To the east of the pub in Bermondsey Street is a private car park owned by Network Rail.

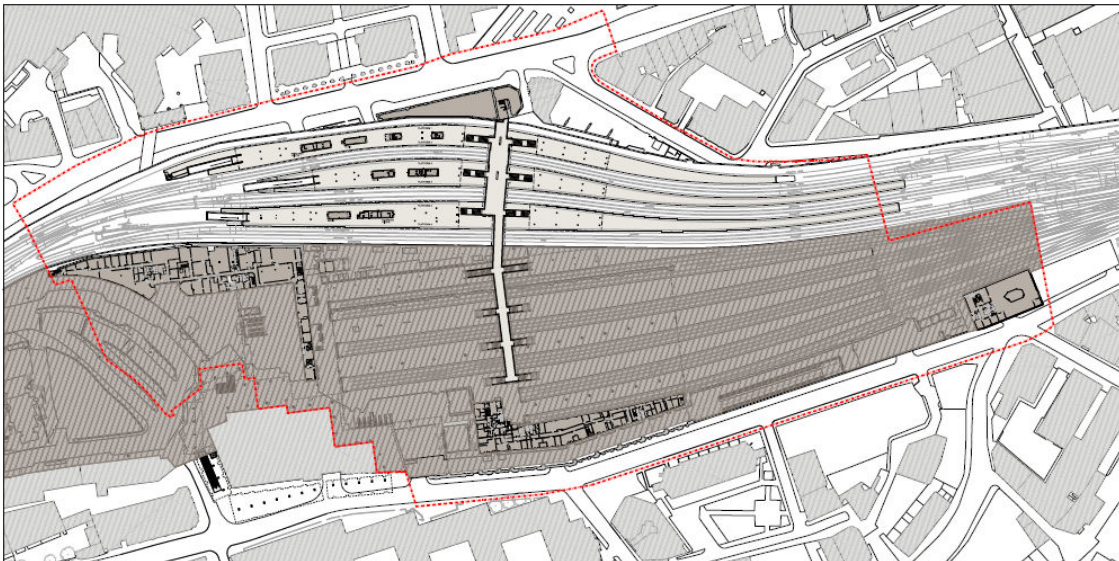
- 4 To the north lies the London Bridge Hospital, London Bridge City, Hays Galleria, and More London. There are residential and commercial uses across the northern end of Bermondsey Street whilst to the south of the station there is car parking, commercial buildings, and Guy's Hospital.
- 5 When the station originally opened in 1836, trains coming from Greenwich arrived at the terminating platforms with the current shed erected over the tracks between 1864 and 1867. In 1864, the station was widened and the tracks pushed through and past the station to provide access to Waterloo Junction (Waterloo East) and Cannon Street stations respectively, thereby creating the through platforms.
- 6 The terminating platforms and through platforms are at different heights and were established and operated by different private companies until nationalisation of the railways during World War I. The concourse for the terminating platforms is beyond the end of the tracks to the west as well as having access to Joiner Street and to the Western Arcade via escalators whilst the concourse for the through platforms is a corridor below the tracks but above street level. This corridor is accessed from the terminating concourse, escalators from Joiner Street, and an escalator overpass from the Cottons Centre on the northern side of Tooley Street. Finally, there is an over-track footway that traverses the through platforms and terminating platforms.



**Fig 1. Existing street level plan**



**Fig 2. Existing terminating platform plan**



**Fig 3. Existing through platform plan**

7 Currently within the arches and vaults beneath the tracks and ground floor of 64-84 Tooley Street are the following occupiers:

- London Dungeons
- Takeaway Chicken shop
- Coopers pub
- Skinkers pub
- Platform pub
- On Your Bike (including TfL cycle store facility)
- The Britain at War Museum
- Tuli Restaurant
- Shunt Theatre (vacant)
- Southwark Playhouse

- Topnotch gym
- T47 Sports Venue (indoor football)
- Arch Climbing Wall
- Tower Paintball
- Furniture store
- Western Arcade retail shops
- Station car park

8 In addition to the above, there is office floorspace contained within the South Eastern Railway building at 64-84 Tooley Street.

### **Thameslink Programme**

9 This planning application relates to the provision of a new station, however, it is useful to provide some background to the Thameslink Programme that the new station will link into.

10 The Thameslink Programme was subject to two public inquiries in 2001 and 2005 and approval was issued in 2006 under the provisions of the Transport and Works Act (TWA) 1992 to upgrade and expand the Thameslink rail network to provide new and longer trains between a wider range of stations to the north and to the south of London without requiring passengers to change trains in London. Work includes platform lengthening to allow 12 car trains, major station remodeling to St Pancras, Kings Cross, Blackfriars, and London Bridge, new railway infrastructure, and additional rolling stock.

11 London Bridge Station as part of the Thameslink Programme proposes to:

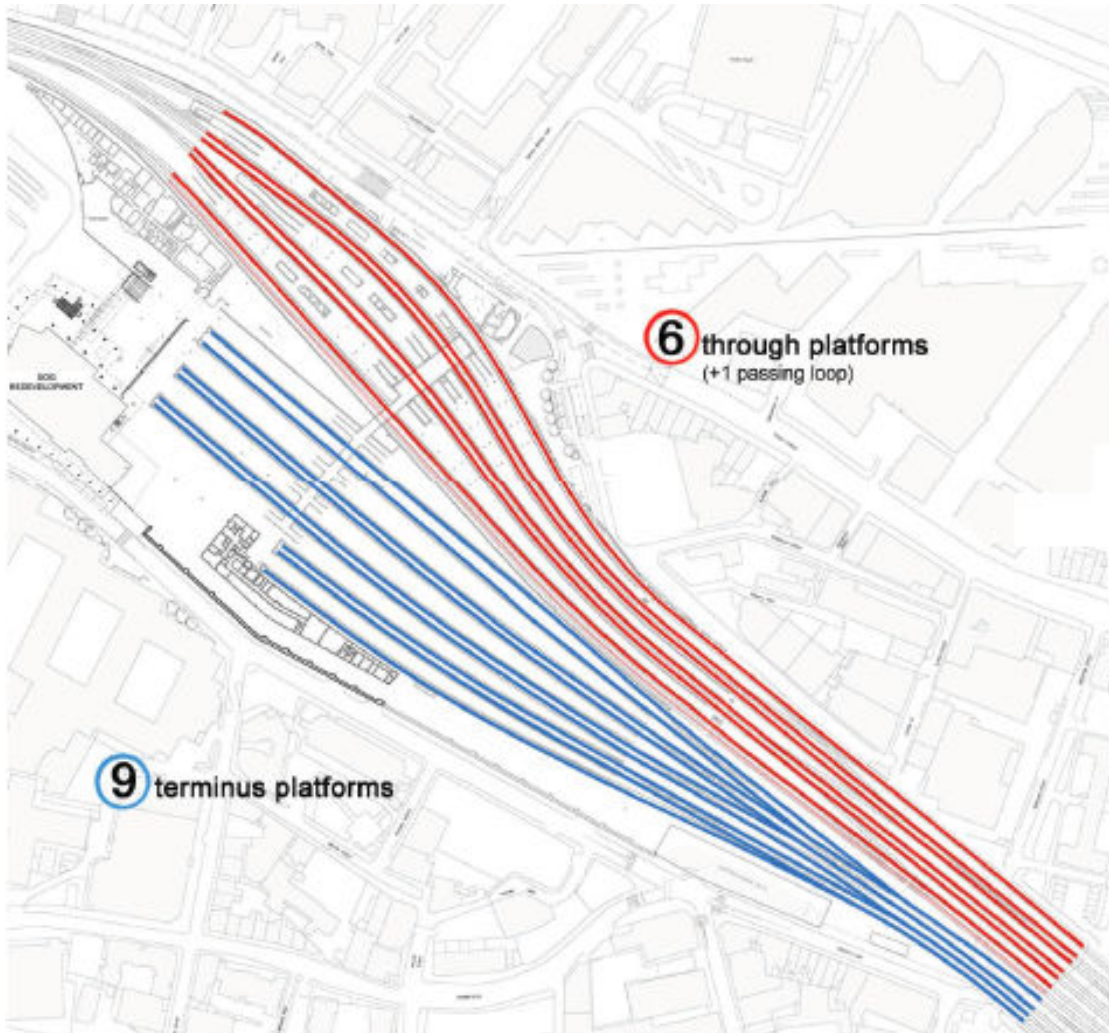
- Increase the number of train routes through Central London by up to 300% with 24 train paths at peak times
- Increase capacity with longer 12 car trains
- Remove bottlenecks, the worst of which are at London Bridge Station
- Provide direct access to more destinations
- Reduce crowding on London Underground by allowing passengers to travel straight through without changing onto the tube.

12 London Bridge Station is a major bottleneck for the Thameslink services; Network Rail advise that without the implementation of the track and platform works at London Bridge Station, 80% of the Thameslink Programme benefits cannot be delivered. The track and platform works allowed for through the TWA cannot be delivered without a new concourse for the station.

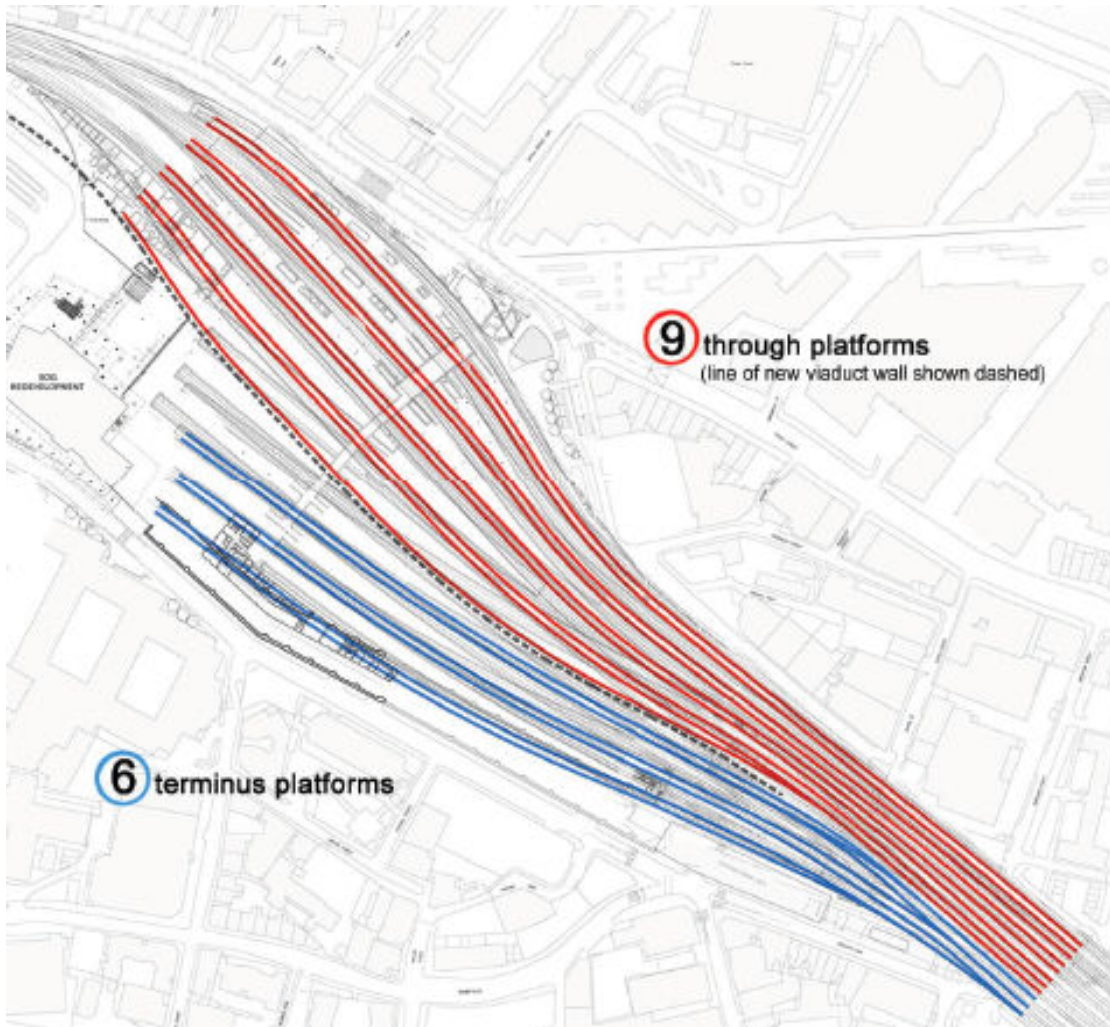
13 At London Bridge, the alignment of the tracks between the through and terminating platforms will change. Currently, there are 6 through platforms and 9 terminating platforms; this is to change to 9 through platforms and 6 terminating platforms (see plan below). The change in track work is well advanced to the west of the station with a new viaduct constructed up to the point of the bus station; this is then to link in with the new station layout and track alignment. With the new track alignment, there will be 18 Thameslink trains per hour as opposed to the one per hour currently.



- 14 The realigned tracks have approval under the TWA Order although they would not align with the existing station layout. For example, access ramps would no longer align with platforms and the roof columns would sit in the new track beds. Hence the need for a new station to facilitate the Thameslink works.



**Fig 4 Existing Track Alignment**



**Fig 5 Approved Track Configuration**

### **2003 Masterplan permission**

- 15 A planning application was submitted by Railtrack (now Network Rail) in 2000 seeking permission for a new station layout and new air rights office building above. This scheme also proposed a street level concourse in broadly the same location as the current proposal. Planning permission was granted in 2003 with the scheme comprising the following:

- Permanent closure of Weston Street and Stainer Street to pedestrian and vehicular traffic
- Street level concourse with entrances onto Tooley Street and St Thomas Street
- Demolition of 64-84 Tooley Street and the terminating platform roof
- New retail space including a supermarket
- 65m high office building over the tracks
- 14 storey office building at 84 Tooley Street.

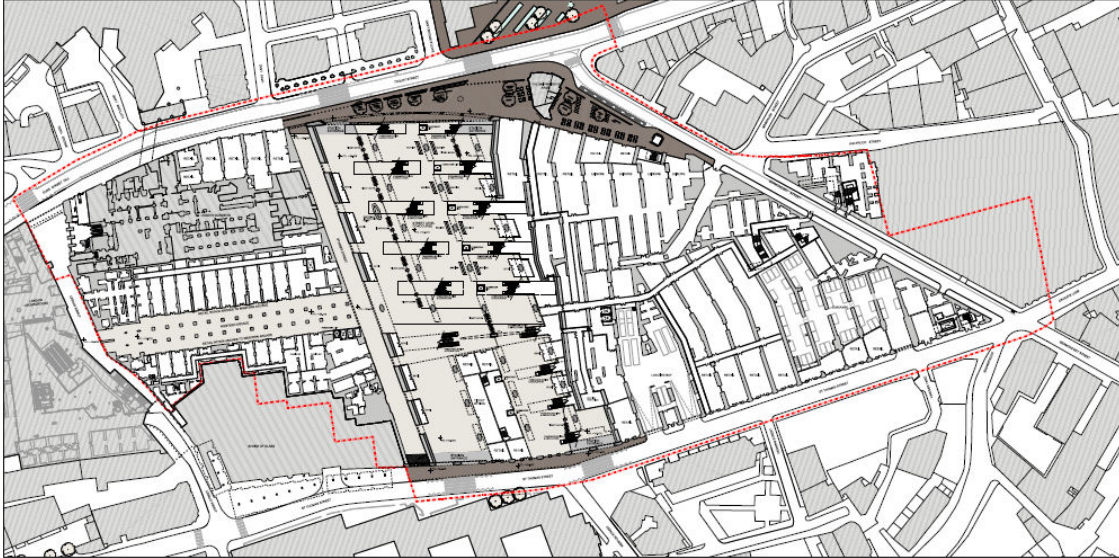
### **Details of proposal**

- 16 As well as facilitating the Thameslink Programme, the main purpose behind the redevelopment of the station is to provide a single concourse to serve all platforms as opposed to the disjointed two concourses that currently serve the through and terminating platforms. The new concourse will link in with the new alignment of the tracks thereby creating a significant increase in the passenger circulation area and improvement in ease of movement through the station and beyond.

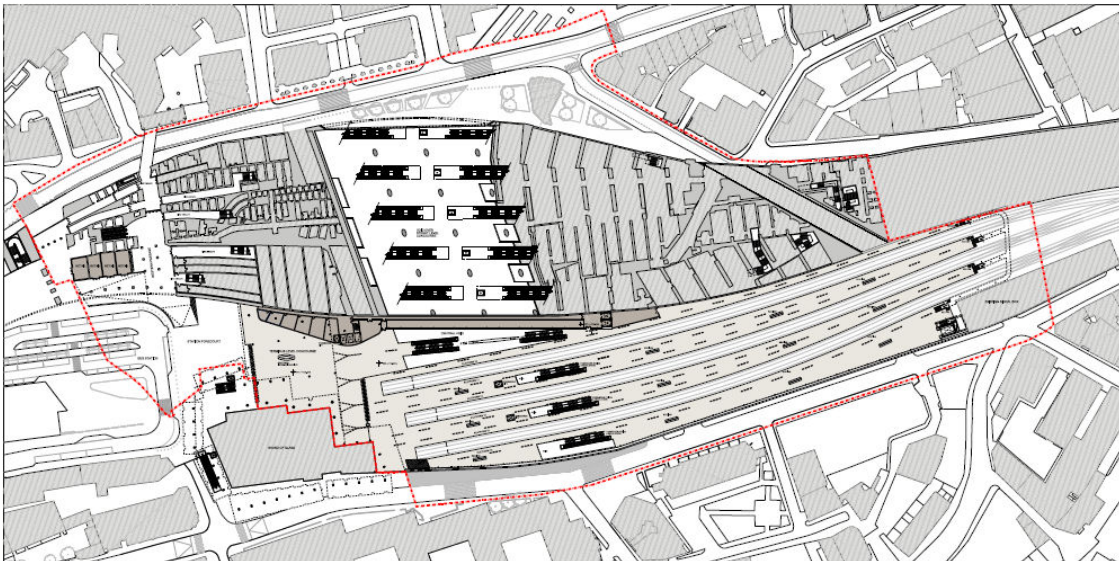
#### New street level concourse

- 17 The existing corridor concourse for the through platforms is to be decommissioned and a new main concourse serving all platforms is to be created at street level beneath the tracks between Tooley Street and St Thomas Street. Comprising both paid and unpaid areas, it will extend from the existing alignment of Stainer Street to the Shipwright Arms with new entrances on Tooley Street and St Thomas Street and will be roughly the size of a football pitch.
- 18 The new concourse will require the removal of a significant amount of vaults as well as the permanent closure of Stainer and Weston Streets beneath the station. Weston Street will make way for the concourse whilst Stainer Street will be retained as a pedestrian thoroughfare.
- 19 The existing Western Arcade that currently provides access up to the terminating platforms is to have the escalators removed and will be extended through to connect with the pedestrianised Stainer Street and new concourse. It is to be widened and will have retail space contained within arches extending out from both sides of the arcade.
- 20 Passengers arriving at the new concourse will access the platforms above via escalators and stairs at either side of the concourse for the through platforms which will deposit them at one of two points roughly 1/3 from either end of any platform. In addition, there are lifts within the centre of the concourse, giving access to all platforms.
- 21 There are single escalators to the terminating platform which has its upper concourse retained and reconfigured to connect with the new roof and plaza being erected by the Shard developers. There will also be unpaid access via escalators and lifts to the street level concourse below.



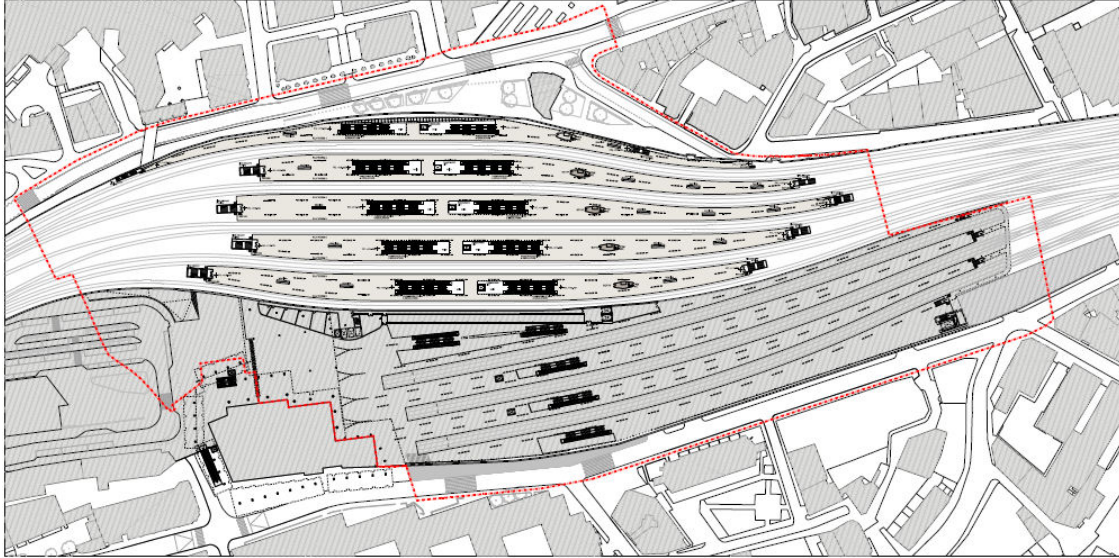


**Fig 6. Proposed new street level concourse**



**Fig 7. Proposed terminating platforms and concourse**

- 22 There are 49 gates in the current station layout whilst the new street level concourse and terminating concourse increases the number of gates to 80.



**Fig 8. Proposed through platforms**

#### Demolition and new elevations

- 23 The new concourse involves the demolition of 64-84 Tooley Street and the train shed over the terminating platforms and will result in new elevations onto Tooley Street and St Thomas Street.
- 24 The elevation to Tooley Street is created under the existing viaduct and maintains a band of brickwork that connects with the existing brick viaducts on either side of the new concourse. Beneath the band is a large colonnaded glass facade that is bordered by polished concrete edges and columns. There are new entrances at either side of the facade whilst above the viaduct rises the curved roof canopy that has a fractured glass element beneath the canopy edge. Shopfronts are also to be provided to the newly created retail arches in Bermondsey Street.
- 25 The building line of the St Thomas Street elevation is set back slightly to align with the base of the Shard which will result in a wider pavement. The facade is to be made up of contemporary brick that connects with the existing brick viaduct to the east and the brick base of the Shard to the west and incorporates simple arches that have polished concrete edging and steel linings to the station entrances. The new roof rises in waves above the new entrances before creating a ripple effect along the length of the St Thomas Street elevation to Bermondsey Street.
- 26 Within the existing St Thomas Street arches, there will be a new arch created to access the new service area whilst the remaining arches are to be restored and new shopfronts/facades provided within the arch openings.

#### Roof

- 27 It is proposed to erect a series of roof canopies that cover the length of all the platforms. As the canopies come in from the east and west, they start to rise and gently twist, with the northern edge opening to form a raised 'eyebrow' aligning with the street level concourse below.



- 28 The 'eyebrow' rises to 19.5 metres on the Tooley Street elevation whilst the St Thomas Street elevation comprises a series of small waves from the Bermondsey Street end, rising with two larger curves over the two new entrances. Within the concourse, at its highest the canopies rise to 19.5m (equivalent to 6.5 residential storeys) above the concourse level within the access voids.
- 29 The roof will also rise up and connect with the recently completed glass canopy over the terminating platform concourse erected by the Shard developer. The edge of each canopy has been curved outwards over the tracks at the point of the concourse below and linked with tapering louvered sections of roof – this will give the roof a visual connection from north to south.
- 30 It is to be finished in silver aluminium and will have glazing to the northern 'eyebrow' elements as well as to low level glazed strip elements on the southern edge, both of which allow natural light down into the street level concourse.

#### Land use

- 31 The new station will provide the following uses:

|  |           |
|--|-----------|
| Station Concourse                        | 17,511sqm |
| Station ancillary                        | 12,583sqm |
| Station operational car park             | 2,100sqm  |
| Station loading bay                      | 1,556sqm  |
| 'A' (retail) Use Classes                 | 6,889sqm  |
| Leisure (D1, D2 and <i>sui generis</i> ) | 2,407sqm  |

- 32 The retail space is to be provided within the expanded Western Arcade and Tooley Street arches as well as new retail space at the northern end of Bermondsey Street and within St Thomas Street. Other locations within the street level and terminating concourses make up the total contribution.
- 33 The leisure use is to be provided within a central section of the vaults and accessed via Bermondsey Street. There is to be a dedicated service area off St Thomas Street as well as the retention of the operational car park whilst the remaining space is to be ancillary use required for the operation of the station and its occupiers.
- 34 At the southern end of the street level concourse is a double height accommodation block that is to contain station operation uses as well as retail elements on the ground floor. In addition, there are public toilets located to the south of the Western Arcade
- 35 The London Dungeons are not part of the application and will remain in place during construction and afterwards.

Public realm

- 36 The demolition of 64-84 Tooley Street will create a new public plaza in front of the new entrance onto Tooley Street. This triangular area will be paved and incorporate tree planting and landscaping. There will be a line of bollards and granite seating along the pavement edge and provision for public art.
- 37 Another public space area is proposed in the area currently occupied by the private car park on Bermondsey Street. This large area will be in front of the new retail arches and will include cycle parking, tree planting, space for outdoor eating, and general landscaping. Adjacent to this space is an 8 bay taxi rank to replace the current one in Tooley Street.

Construction

- 38 Under the TWA approval, Network Rail has permission to close St Thomas Street from Stainer Street to Bermondsey Street for the duration of construction. This will be used in conjunction with the work site that has been established on the former car park on the south side of St Thomas Street.
- 39 The Department for Transport has stipulated that the station must remain operational during construction. As such, the construction of the new station will be incremental, starting from the southern edge and progressing north; as terminating platforms are completed, they can be re-opened to passengers. Once the works have progressed three quarters through the platforms, the construction will move to the northern edge and begin working south; as through platforms are complete, they will re-open to passengers.

**Planning history**

- 40 The last major redevelopment of the station took place from 1972-1978 and was known as 'Operation London Bridge'. This involved considerable alterations to the through platforms and resulted in the current canopies, over-track access, and main concourse roof at the western end of the station.
- 41 London Bridge Station Masterplan (LBS ref 00-AP-0333 and 08-AP-0832): planning permission granted for redevelopment of the station to provide a street level concourse and provision of retail space as well as construction of an office building rising to 67m comprising 43,000sqm of floorspace.
- 42 The above planning permission was granted in 2003 and was technically implemented in 2008. The new station layout broadly followed that which is currently proposed but the scheme involved the erection of a large air-rights office block above the station rising to approximately 16 storeys. This planning permission has been technically implemented in that foundation works were commenced although Network Rail are not pursuing the scheme and have come in with this new application.

Transport Works Act (TWA) Order

- 43 Under the TWA, the realignment of the tracks to increase the number of through platforms has already been approved. A public inquiry was held in 2001 and a second

was held in 2005 to address issues highlighted at the first inquiry. Approval was issued in 2006.

### St Thomas Street arches

- 44 Following submission of the planning application, the Secretary of State notified the Council that he had accepted English Heritage's recommendation to list the arches in St Thomas Street from the train shed to Crucifix Lane. As a result of this, a second Listed Building Consent was submitted as part of the proposal.

### **Planning history of adjoining sites**

- 45 There are a number of major sites in the surrounding area that have either been granted permission or are under construction:

London Bridge Tower (the Shard) (LBS ref 01-AP-0476): planning permission granted for redevelopment of Southwark Towers for a 306m tower for offices, hotel, residential and public viewing areas. This development is currently under construction and nearing completion.

London Bridge Place (LBS ref 07-AP-0815): planning permission granted for redevelopment of New London Bridge House for an 18 storey office building. This development is currently under construction.

London Bridge Bus Station (LBS ref 10-AP-0162): planning permission granted for redevelopment of bus station to provide 21 bus stands, taxi rank and ancillary facilities. This development is currently under construction and due to be operational in time for the Olympics.

Capital House (the Quill) (LBS ref 09-AP-2657): planning permission granted for demolition of Capital House, and erection of a 21 and 31 storey building (2 basement levels plus ground and 30 upper) to a maximum height of 108.788m (14,738sqm GEA) to provide 470 student accommodation units (sui generis) on floors 1-27 (13,289sqm GEA), ancillary bar, gym, library and student hub on floors 28, 30, retail/cafe units (flexible class A1, A3 use) (286sqm GEA) at ground floor level, 261 cycle parking spaces, 2 disabled car parking spaces and 1 service bay at basement level, associated refuse and recycling, and an area of public open space.

A judicial review claim has made against the decision of the council and against the Secretary of State; it was dismissed by the High Court of Justice on 28 October 2011 although the claimant has lodged an appeal.

## **KEY ISSUES FOR CONSIDERATION**

### **Summary of main issues**

- 46 The main issues to be considered in respect of this application are:
- a) the principle of the development in terms of land use and conformity with strategic policies
  - b) Environmental Impact Assessment

- c) New station layout
- d) Design
- e) Demolition of Listed Building and building in a Conservation Area
- f) Impact on adjoining occupiers
- g) Transport
- h) Archaeology
- i) Planning obligations
- j) Sustainability

### **Planning policy**

47 The statutory development plans for the borough comprise the London Plan 2011, the Southwark Core Strategy 2011, and saved policies of The Southwark Plan (2007).

48 The site is located within the:

- Central Activities Zone (CAZ)
- London Bridge Opportunity Area
- Borough, Bermondsey and Rivers Archaeological Priority Zone
- Air Quality Management Area
- London Bridge District Town Centre
- London Bridge Strategic Cultural Area.

49 In addition, the site is identified as Proposal Site 4P which lists Uses Required as Transport Development. Any other uses compatible with improved public transport are accepted with no other use allowed.

50 The terminating platform train shed and St Thomas Street arches are Grade II listed whilst 64-84 Tooley Street lies within the Tooley Street Conservation Area.

51 The following listed buildings are adjacent to the site:

- Shipwright Arms, Tooley Street
- The Counting House, Tooley Street
- 47 and 49 Tooley Street
- 29-31 Tooley Street
- London Bridge Hospital, 17-25 Tooley Street
- Denmark House, 15 Tooley Street
- Bridge over north end of Joiner Street.

52 Core Strategy 2011

Strategic Policy 1 – Sustainable development

Strategic Policy 2 – Sustainable transport

Strategic Policy 3 – Shopping, leisure and entertainment

Strategic Policy 4 – Places to learn and enjoy

Strategic Policy 10 – Jobs and businesses

Strategic Policy 11 – Open spaces and wildlife

Strategic Policy 12 – Design and conservation

Strategic Policy 13 – High environmental standards

53 Southwark Plan 2007 - saved policies

|             |   |
|-------------|---|
| Policy 1.1  | Access to Employment Opportunities.                             |
| Policy 1.3  | Preferred office locations                                      |
| Policy 1.7  | Development within town and local centres.                      |
| Policy 1.8  | Location of developments for retail and other town centre uses. |
| Policy 1.11 | Arts, culture and tourism uses                                  |
| Policy 2.1  | Enhancement of community facilities                             |
| Policy 2.5  | Planning Obligations.   |
| Policy 3.1  | Environmental effects.  |
| Policy 3.2  | Protection of Amenity.  |
| Policy 3.3  | Sustainability Assessment.                                      |
| Policy 3.4  | Energy Efficiency.  |
| Policy 3.6  | Air Quality.  |
| Policy 3.7  | Waste Reduction.  |
| Policy 3.9  | Water.  |
| Policy 3.11 | Efficient Use of Land.  |
| Policy 3.12 | Quality in Design.  |
| Policy 3.13 | Urban Design.   |
| Policy 3.14 | Designing Out Crime.  |
| Policy 3.15 | Conservation of the Historic Environment.                       |
| Policy 3.17 | Listed buildings  |
| Policy 3.18 | Setting of Listed Building and Conservation Areas.              |
| Policy 3.19 | Archaeology.  |
| Policy 3.22 | Important Local Views.  |
| Policy 5.1  | Locating Developments.  |
| Policy 5.2  | Transport Impacts.  |
| Policy 5.3  | Walking and Cycling.  |
| Policy 5.4  | Public Transport Improvements.                                  |
| Policy 5.5  | Transport Development Areas.                                    |
| Policy 5.6  | Car Parking.  |

54 London Plan 2011

|             |  |
|-------------|--|
| Policy 2.5  | Sub-regions  |
| Policy 2.9  | Inner London   |
| Policy 2.10 | Central Activities Zone – strategic priorities           |
| Policy 2.11 | Central Activities Zone – strategic functions            |
| Policy 2.12 | Central Activities Zone – predominantly local activities |
| Policy 2.13 | Opportunity Areas and Intensification Areas              |
| Policy 2.15 | Town Centres   |
| Policy 3.1  | Ensuring equal life chances for all                      |
| Policy 4.1  | Developing London's economy                              |
| Policy 4.2  | Offices  |
| Policy 4.7  | Retail and town centre development                       |
| Policy 4.8  | Supporting a successful and diverse retail sector        |
| Policy 4.12 | Improving opportunities for all                          |
| Policy 5.1  | Climate change mitigation                                |
| Policy 5.2  | Minimising carbon dioxide emissions                      |
| Policy 5.3  | Sustainable design and construction                      |

Policy 5.4 Retrofitting  
 Policy 5.7 Renewable energy  
 Policy 5.9 Overheating and cooling  
 Policy 5.12 Flood risk management  
 Policy 5.13 Sustainable drainage  
 Policy 5.15 Water use and supplies  
 Policy 5.18 Construction, excavation and demolition waste  
 Policy 5.21 Contaminated land  
 Policy 6.1 Strategic approach (Transport)  
 Policy 6.2 Providing public transport capacity and safeguarding land for transport  
 Policy 6.3 Assessing transport capacity  
 Policy 6.9 Cycling  
 Policy 6.10 Walking  
 Policy 6.11 Smoothing traffic flow and tackling congestion  
 Policy 6.12 Road network capacity  
 Policy 6.13 Parking  
 Policy 7.1 Building London's neighbourhoods and communities  
 Policy 7.2 An inclusive environment  
 Policy 7.3 Secured by design  
 Policy 7.4 Local character  
 Policy 7.5 Public realm  
 Policy 7.6 Architecture  
 Policy 7.8 Heritage assets and archaeology  
 Policy 7.14 Improving air quality  
 Policy 7.15 Reducing noise and enhancing soundscapes  
 Policy 7.18 Protecting local natural space and addressing local deficiency  
 Policy 7.19 Biodiversity and access to nature  
 Policy 7.21 Trees and woodlands  
 Policy 8.2 Planning obligations

55 Planning Policy Guidance (PPG) and Planning Policy Statements (PPS)

|       |  |
|-------|--|
| PPS1  | Delivering Sustainable Development.        |
| PPS5  | Planning for the Historic Environment.     |
| PPS6  | Planning for Town Centres.                 |
| PPS9  | Biodiversity and Geological Conservation.  |
| PPS10 | Planning for Sustainable Waste Management. |
| PPG13 | Transport.                                 |
| PPG16 | Archaeology and Planning.                  |
| PPS22 | Renewable Energy.                          |
| PPS23 | Planning and Pollution Control.            |
| PPG24 | Planning and Noise.                        |
| PPG25 | Development and Flood Risk.                |

56 LBS Supplementary Planning Documents:

Sustainability Assessment (SPD 2009)  
 Sustainable Design and Construction (SPD 2009)  
 Bankside, Borough and London Bridge (Consultation draft SPD 2010)  
 Section 106 Planning Obligations SPD (2007)

Draft National Planning Policy Framework (NPPF)

- 57 The draft NPPF was published at the end of July 2011 for consultation until 17 October 2011 and is capable of being a material consideration. The Government has set out its commitment to a planning system that does everything it can do to support sustainable economic growth. Local planning authorities are expected to plan positively for new development. All plans should be based on the presumption in favour of sustainable development and contain clear policies that will guide how the presumption will be applied locally.
- 58 The presumption in favour of sustainable development is a new policy designed to ensure that the planning system as a whole focuses on opportunities. The presumption, in practice, means that significant weight should be placed on the need to support economic growth through the planning system and local planning authorities should plan positively for new development and approve all individual proposals wherever possible. But development should not be allowed if it would undermine the key principles for sustainability in the Framework. The draft NPPF makes clear that the policies should apply 'unless the adverse impacts of allowing development would significantly and demonstrably outweigh the benefits'.
- 59 The draft NPPF also states that 'The primary objective of development management is to foster the delivery of sustainable development, not to hinder or prevent development' and that local authorities should look for solutions to problematic applications, so they 'can be approved wherever practical to do so'.
- 60 The draft NPPF also sets out core principles that should underpin both plan-making and development management. It states that 'every effort should be made to identify and meet the housing, business, and other development needs of an area, and respond positively to wider opportunities for growth'.
- 61 The NPPF builds upon the Government's 'Plan for Growth' which was published in March 2011. The overall theme of this document is to support long term sustainable economic growth and job creation in the UK. This is set out as a clear and current Government objective.
- 62 In relation to the vitality and viability of the town centre, the draft NPPF requires planning policies to be positive and promote competitive town centre environments. This includes recognising town centres as the heart of the community, defining a network of centres and setting policies to be clear on which uses will be permitted. It also includes recognising that residential development can play an important role, allowing a range of suitable uses, and setting policies for the consideration of retail and leisure proposals which cannot be accommodated on or adjacent to town centres.
- 63 The draft NPPF sets out that to boost the supply of housing, local planning authorities should: use an evidence base to meet full requirements for market and affordable housing, identify key sites, identify and maintain a rolling supply of specific deliverable sites for 5 years, including at least a 20% additional allowance, identify developable sites for year 6-10 and if possible 11-15 and not make allowances for windfall sites in the first 10 years. If the local council does not find enough sites for the first five years of the plan, the council should grant permission for developments in line with the 'Presumption in Favour of Sustainable Development'.

### Principle of development

- 64 The application site is currently operating as a train station and is designated for transport development under Proposal Site 4P of the Saved Southwark Plan. As such, there is no in principle objection to a new station on the site, indeed it is to be welcomed.

### Opportunity Area

- 65 London South Central is a strategic regeneration priority area identified in the London Plan. It stretches across the northern part of three boroughs of central London south of the Thames (Southwark, Lambeth, and Wandsworth) and contains four Opportunity Areas, one of which is the London Bridge Opportunity Area within which the application site is located.
- 66 Policy 2.13 of the London Plan states that developments within Opportunity Areas in south east London should:
- a) support the strategic policy directions for the opportunity areas and intensification areas
  - b) seek to optimise residential and non-residential output and densities, provide necessary social and other infrastructure to sustain growth, and, where appropriate, contain a mix of uses
  - c) contribute towards meeting (or where appropriate, exceeding) the minimum guidelines for housing and/or indicative estimates for employment capacity
  - d) realise scope for intensification associated with existing or proposed improvements in public transport accessibility, such as Crossrail, making better use of existing infrastructure and promote inclusive access including cycling and walking
  - e) support wider regeneration (including in particular improvements to environmental quality) and integrate development proposals to the surrounding areas.
- 67 Annex 1 of the London Plan provides the following for London Bridge, Borough, and Bankside Opportunity Area:

*This Area has considerable potential for intensification, particularly at London Bridge station and its environs, complemented by improvements to public transport and interchange facilities, better pedestrian integration with the surrounding area and greater use of river passenger transport. There is scope to develop the strengths of the Area for strategic office provision as well as housing, especially in the hinterland between Blackfriars and London bridges. Mixed leisure and culture related development should enhance its distinct offer as part of the South Bank Strategic Cultural Area, and partners should work to develop and accommodate synergies with the existing centre of medical excellence. Account should be taken of the Tower of London World Heritage site and proposals for open space networks and transport and community infrastructure should be co-ordinated with those in the Waterloo and Elephant and Castle Opportunity Area and across borough boundaries.*

- 68 From the above, it is considered that the proposal to provide a new transport



interchange in the form of the new station, together with the mix of uses proposed, is in accordance with aspirations of the Opportunity Area.

- 69 The Core Strategy and saved policies of the Southwark Plan underpins the London Plan in terms of Opportunity Areas and states that Southwark's vision for London Bridge is for:

*A mix of uses that blend well with and help improve the surrounding neighbourhood areas and historic places and create a lively and friendly place throughout the day and week. Small local businesses, including creative and media businesses will continue to thrive alongside large global companies, major tourist and cultural facilities, bars, cafes and restaurants. New shops and facilities will be provided to better meet the needs of local people.*

*Development will be mainly focused in the area around London Bridge station, which serves stations in Southwark, where Transport for London, Network Rail, the Primary Care Trust, King's College and major land owners will help deliver large-scale change. This will include major redevelopment of the station to improve capacity and links between transport types as well as provide more shops and offices.*

#### Central Activities Zone (CAZ) and London Bridge District Town Centre

- 70 The site is located within the Central Activities Zone which covers a number of central boroughs and covers London's geographic, economic, and administrative core. In addition, the site is part of the London Bridge District Town Centre where saved policy 1.7 states that within the centre, developments will be permitted providing a range of uses, including retail and services, leisure, entertainment and community, civic, cultural and tourism, residential and employment uses. In addition, the policy states that any floorspace currently in A Class use should be retained or replaced. Strategic Policy 3 of the Core Strategy advises that the network of town centres will be maintained and that at London Bridge, the provision of new shopping space will be supported.
- 71 The retail component of the new station represents a slight increase from existing floorspace of 6,666sqm to 6,889sqm. Part of the provision will be located in the expanded Western Arcade connecting the new concourse to Joiner Street which will have the escalators removed and the thoroughfare widened, with the retail elements pushed back into arches on either side. In addition, there will be new retail arches on the northern end of Bermondsey Street as well as on St Thomas Street which will provide active frontages.
- 72 Network Rail has also agreed to provide affordable business space within the retail arches in St Thomas Street which are to be offered to independent operators on affordable terms for a fixed period. This will be secured within the Section 106 agreement.

#### Bankside, Borough and London Bridge (consultation draft) SPD

- 73 The Council consulted on the above SPD in February 2010 and again in September 2010. Further work on the above SPD/OAPF has been on hold while the Bermondsey Neighbourhood Forum prepares a Neighbourhood Plan in line with the Government's

Localism Act.

- 74 Following this, the intention is to review the SPD in collaboration with the GLA and produce a joint document which the Mayor of London can endorse as an Opportunity Area Planning Framework (OAPF).
- 75 Given it is in draft form, there is limited weight that can be attached to the guidance contained within the SPD. However, it is useful to consider the general provisions proposed on how the site should be developed which can be summarised as:

Land use: new station; major destination offering a mix of commercial units; retail should be increased; D class uses should be increased suitable for office use.

Movement: redevelopment should achieve a spacious, uncluttered and legible station that provides easy interchange between transport modes; improve movement out of the station; improved east west linkages; linked to an internal street network to link into surrounding street system; opportunities for traffic flow reconfiguration on Tooley Street; provision for convenient cycle parking and storage facilities.

Built form: given constraints, some loss of historic fabric may be considered; exceptional architectural quality creating a landmark development; not have negative impact on conservation areas; site has potential for a tall building.

Public realm: need for an attractive environment; improving and increasing public space and pedestrian priority around the station; activity in the station should be integrated with life on the surrounding streets; railway arches on St Thomas Street should be refurbished and actively used ; active uses on corner of Bermondsey Street and Tooley Street.

#### Loss of office space

- 76 64-84 Tooley Street is located within a Preferred Office Location and the upper levels are currently occupied by offices associated with the station. Saved policy 1.3 of the Southwark Plan seeks to protect existing office space and that proposals should not result in a net loss of floorspace in Class B use. 64-84 Tooley Street currently comprises 1,860sqm of B1 office space.
- 77 The new station layout provides 12,000sqm of ancillary space to be used for the operation of the station and its occupiers and the functions of the existing space in 64-84 Tooley Street will be re-provided within this space. Accordingly, the functions of the existing office use are to be re-provided as part of the proposal. Currently within the station each Train Operating Company (TOC) has its own designated area for office space and related operations. As part of the new station, it is proposed that a number of functions will be combined and rationalised and that there will be more shared facilities between the TOCs. Accordingly, the 1,860sqm currently used in 64-84 Tooley Street is likely to be comparatively less in the new station layout.
- 78 In addition, as the space is not let on commercial terms and relates to the operation of the station, it is considered that there will not be an adverse impact on the office stock of the borough and that the loss of office floorspace at 64-84 Tooley Street is acceptable.

Loss of leisure/cultural space

- 79 Saved policy 2.1 of the Southwark Plan states that planning permission for a change of use from D class community facilities (described as health, leisure, educational, training, youth and general community provision) will not be granted unless;
- a) The applicant demonstrates to the satisfaction of the LPA that the community facility is surplus to requirements of the local community and that the replacement development meets an identified need; or
  - b) The applicant demonstrates that another locally accessible facility with similar or enhanced provision can meet the identified needs of the local community facility users.
- 80 In addition to the above, saved policy 1.11 of the Southwark plan states that changes of use from arts, cultural and tourism uses will not be permitted unless the applicant demonstrates a lack of requirement for the facility and either:
- a) The site's use for an alternative arts, culture or tourist activity is not possible; or
  - b) A facility with similar or enhanced provision is provided locally.
- 81 The vaults beneath the tracks at the station currently accommodate a number of leisure and cultural uses including the Britain at War Museum, Shunt Theatre (vacant) Southwark Playhouse, Topnotch gym, T47 Sports Venue (indoor football), Arch Climbing Wall, and Tower Paintball within an area comprising 14,441sqm. The new concourse takes up 17,000sqm of space that was previously occupied by these uses (as well as Weston Street and retail uses) with the result being that there is less space to accommodate the current quantum of occupiers.
- 82 As submitted, the application proposed 1,907sqm of leisure floorspace which was not sufficient to re-accommodate the Southwark Playhouse and Britain at War Museum. Following consultation, there was considerable objection from members of the community against the loss of the theatre as well as strong objection from the Museum and the Playhouse.
- 83 The site is located within a Strategic Cultural Area and, given the strong policy position, officers advised Network Rail that the quantum of leisure/sui generis floorspace should be increased to an area that could accommodate the theatre and the museum and that they should be re-accommodated within the new station. The applicant subsequently submitted revised plans that increased the quantum of leisure/sui generis floorspace by 500sqm and agreed in principle to re-accommodating the Southwark Playhouse and Britain at War Museum within the completed station.
- 84 Officers are of the view that the museum and theatre are important cultural uses that should be retained as part of the mix of uses which is appropriate in a highly accessible town centre location.
- 85 Whilst there are policies protecting general leisure floorspace, the displacement caused by the new concourse means that the other leisure uses cannot physically be provided in the new station layout. Whilst it would be preferential to retain all uses, the new concourse is a material consideration in concluding that a departure from this

policy is acceptable in this instance due to the substantial public benefit of the new station layout. The operational needs of the station and the very significant improvements to passenger movement are clear justifications for the loss of leisure floorspace.

- 86 Network Rail is working with the remaining occupiers regarding alternative sits and the legal agreement shall be worded to require the organisation to make reasonable endeavours to relocate existing tenants which is considered to be an acceptable mitigation measure.

#### Conclusion on land use

- 87 The sheer scale of the new concourse has meant that there is less space available to accommodate all of the existing uses in the new station. Given the site is within a Strategic Cultural Area, it is considered reasonable to require the proposed leisure space to accommodate the Britain at War Museum and Southwark Playhouse with the other leisure uses being relocated by Network Rail. There is a slight increase in retail provision which is considered acceptable for this site in a District Town Centre, CAZ, and Opportunity Area. On balance, it is considered that the mix of uses provided within the development is acceptable given the constraints of the new concourse.

#### **Environmental impact assessment**

- 88 Applications where an environmental impact assessment (EIA) is required will either be mandatory or discretionary, depending on whether they are found in Schedule 1 (mandatory) or Schedule 2 (discretionary) of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011. In this case, the proposal could be considered to constitute a 'Schedule 2' 'urban development project' in accordance with Section 10(b) of Schedule 2 of the Regulations. The threshold for 'urban development projects' is a site area exceeding 0.5ha and, with a site area of 6.244ha, the station is above this threshold. However, an EIA is only required if the site is located within a sensitive area or the proposal is likely to generate significant environmental effects by virtue of its nature, size or location, based on a review of the Schedule 3 selection criteria for screening Schedule 2 Development.
- 89 Prior to the submission of the planning application, the applicant requested a 'Scoping Opinion' under Regulation 10 of the EIA Regulations (then 1999) to ascertain what information the Local Planning Authority considered an Environmental Statement (ES) should include (LBS ref 10-AP-3129).
- 90 Regulation 3 of the EIA Regulations 2011 precludes the granting of planning permission unless the Council has first taken the 'environmental information' into consideration. The 'environmental information' means the ES, including any further information, any representations made by consultation bodies, and any other person, about the environmental effects of the development.
- 91 In accordance with the EIA Regulations, an Environmental Statement (ES) comprising a Non-Technical Summary (Part 1), Project Information (Part 2), Reports (Part 3) and Technical Appendices (Part 4) accompanies the application. The assessment of the ES and further information and the conclusions reached regarding the environmental

effects of the proposed development are set below.

- 92 The ES details the results of the EIA and provides a detailed verification of potential beneficial and adverse environmental impacts in relation to the proposed development, including the following areas of impact (in the order they appear in the ES):
- Transport
  - Historic Environment and Townscape
  - Noise and Vibration
  - Air Quality
  - Ground conditions and contamination
  - Ecology and Biodiversity
  - Archaeology.
- 93 Information includes a prediction of the impact (methods/assumptions and underlying rationale/interpretation of facts, opinions, judgments based on facts/confidence limits associated with the prediction and the characteristics and dimensions of the impacts i.e. nature, magnitude, extent, timing, duration, reversibility, likelihood and significance) and the certainty of the impact (worst case/impact range and risk assessment).
- 94 Reference to cumulative effects includes the combined effects of different types of impact, for example, noise, dust and visual impacts, impact interactions and impacts from several developments, which individually might be insignificant, but when considered together, could amount to a cumulative impact.
- 95 Potential positive and negative residual effects remaining after mitigation measures have been identified and incorporated are also included in the ES in order to assess their significance and acceptability.
- 96 Additional environmental information was received during the course of the application; in accordance with Regulation 22 of the EIA Regulations 2011, all consultees and neighbours were re-consulted and press notices re-issued.

### Transport

- 97 During construction, the station will remain open and operational, although some train and bus service disruptions will be required, which will affect passengers' journeys. Stainer and Weston Streets close permanently to traffic whilst St Thomas Street will be temporarily closed and diversions will be in place. Construction vehicles will cause an increase in traffic on surrounding main roads, particularly Bermondsey Street and Tooley Street. Overall, the ES considered that there will be moderate adverse impact on travellers during construction.
- 98 Permanent operational impacts will overall be beneficial for pedestrians using the station due to an improved station layout and less crowding. Pedestrian routes to and through the station will be easier and more intuitive whilst streetscape enhancements and improved pedestrian crossing facilities will have public realm benefits. Users of train services will benefit from the improved train capacity and journey opportunities

offered by the Thameslink Programme across London and south-east England. This is considered a moderate to major beneficial impact.

- 99 Weston Street (between Tooley Street and St. Thomas Street) and Stainer Street will be closed permanently as a result of the project in order to accommodate the improved station concourse layout. Due to diversions, traffic will increase on sections of Bermondsey Street, St Thomas Street and Borough High Street. Combined with the additional traffic generated by the Shard and London Bridge Place, this will create a slight to moderate adverse impact.

#### Historic Environment and Townscape

- 100 London Bridge Station sits within a complex historic environment, with a number of designated and undesignated heritage assets in the vicinity, and some heritage assets within the station site itself. There are four Conservation Areas in the vicinity of the site – the Tooley Street Conservation Area, Tower Bridge Conservation Area, the Bermondsey Street Conservation Area, and the Borough High Street Conservation Area. Overall, while some adverse impacts may be experienced during construction, the ES considers an overall slight to moderate beneficial impact is likely to be produced by the proposed scheme, as the final design will make a positive contribution to the adjacent historic environment. However, officers disagree with this conclusion with consideration of the impacts of the development on heritage expanded on in the Planning Considerations section of this report.
- 101 During construction, the majority of impacts will be of an indirect nature, limiting their overall magnitude. During construction, slight adverse, indirect impacts will be felt upon the historic environment as a result of demolition and rebuilding; this is particularly the case on Tooley Street. Hoardings, and the largely internal nature of the building works, will ensure that the significance of local heritage assets is preserved to a large extent, while in most cases, heritage assets are shielded by distance or other structures.
- 102 Slight adverse effects will be felt on the settings of heritage assets in the vicinity of the station during construction, as a result of increased construction traffic and hoardings; these are indirect impacts. Substantial adverse impacts will be felt on the Grade II Listed train shed and on the undesignated heritage asset of 64-84 Tooley Street as these are being demolished. The removal of the former is necessary as a result of the new track alignment proposed, and essential to the Thameslink scheme, while 64-84 Tooley Street's demolition is necessary in order to achieve the large north-south concourse that has been identified as vital to the scheme. In addition, this scheme envisages the part-demolition of the Undesignated Heritage Asset of London Bridge Station, which will have a substantial adverse impact during construction, followed by a substantial beneficial impact once the station is operational; a much greater understanding of the building's heritage significance will be possible once works are completed.
- 103 This scheme also envisages some direct works to the Designated Heritage Asset of the Railway Viaduct Arches on St Thomas Street, listed at Grade II and Joiner Street Bridge listed at Grade II. This will lead to a moderate adverse impact during construction, followed by a moderate beneficial impact following completion; the introduction of a more active frontage, and some conservation works, will lead to an

overall improvement in its condition.

- 104 Once the station is in operation, the new public realm, concourse entrances and roofscape will improve understandings of the surrounding historic environment's significance, despite the loss of one Designated Heritage Asset, and one Undesignated Heritage Asset. Overall, therefore, the ES concludes that the development should, as stated above, produce a slight to moderate beneficial impact on the surrounding historic environment. Again, officers disagree with this conclusion with consideration of the impacts of the development on heritage expanded on in the Planning Considerations section of this report.

#### Noise and vibration

- 105 Sensitive noise receptors in the area include hotels, residential and office buildings, Guy's Hospital on St Thomas Street and London Bridge Hospital on Tooley Street.
- 106 During construction, noise and vibration impacts at the closest receptors at various stages of the construction programme may arise from construction activities such as piling. Although these activities will be fairly lengthy in duration, they are not permanent and best practice mitigation measures such as the use of quiet plant and temporary noise barriers will reduce noise and vibration impacts to slight adverse. Any increases in road traffic noise are not considered to be significant.
- 107 Once construction is complete and the station is operational, the only potential impact will be from loudspeakers/Public Address systems within the station. These will be designed to have negligible noise impacts outside of the station. The redesigned station elevations and platform canopies provide the opportunity to reduce the potential effects of the Public Address systems so that there is an improvement on current conditions.

#### Air quality

- 108 Sensitive air pollution receptors in the area include hotels, residential and office buildings, Guy's Hospital on St Thomas Street and London Bridge Hospital on Tooley Street.
- 109 Current levels of air quality are poor within the London Borough of Southwark due to large volumes of traffic and several construction projects. The scheme lies within an area which has been designated as an Air Quality Management Area for both nitrogen dioxide and particulate matter.
- 110 The construction of the proposed scheme has the potential to cause increases in dust and particulate matter emissions due to demolition of existing structures, dust from materials, and exhaust emissions from construction plant and vehicles. With best practice mitigation measures such as use of hoardings, covering and damping down materials, low emission engines and monitoring, the impact on air quality during construction is expected to be slight adverse overall, although the impact will reduce with distance.
- 111 During operation of the proposed Scheme, the ES states that no adverse impacts on air quality are predicted.

### Ground condition and contamination

Land contamination is the presence of substances in, on or under the land that have the potential to cause harm, either to the environment or to human health.

- 112 The main possible sources of contamination at the site are from railway activities over the past 150 years, fill materials used as part of the construction of the viaducts and station, and arising from the letting of viaduct arches.
- 113 The potential for exposure to contaminated materials is most significant during the construction phase. If potential hazards are present, standard mitigation measures will be applied, such as safe working practices, personal protective equipment, security measures to prevent unauthorised personnel on site, and environmental measures to minimise contamination of underlying aquifers. The handling, storage and removal of potentially contaminated material will be subject to current waste management legislation and guidance. Unexploded Ordnance may pose a potential risk although this is considered unlikely.
- 114 Provided that appropriate health and safety, and site based environmental procedures are implemented, no adverse impacts are anticipated to site workers, the general public or the wider environment from localised ground contamination during either construction or operation.

### Ecology and biodiversity

- 115 An ecological assessment has been undertaken based on a desk study and field survey. A walkover survey of the project site and immediate surrounding area was undertaken in October 2010.
- 116 There are no statutory wildlife sites within 2km of the Project site. Several non-statutory wildlife sites (designated at a local level) are present within a 1km radius. No adverse impacts are expected on these sites during construction or operation.
- 117 The majority of the proposed site comprises hard standing habitats with negligible ecological value, although there are records of bats, black redstarts (a type of bird), and common and widespread nesting bird species in the vicinity.
- 118 Detailed surveys concluded that bats were not using the site and surrounding area for roosting or foraging. Two black redstart territories were identified on the periphery of the project site boundary. Black redstarts are a high priority conservation species on the London Biodiversity Action Plan, as there are fewer than 300 breeding pairs in the UK.
- 119 Site clearance and demolition of structures will only take place once it has been determined that no nesting birds, including black redstarts, are present although a condition will be imposed in the event of occurrence. The ES predicts no adverse impacts on ecology during construction or operation.

### Archaeology



- 120 Although there are no statutorily designated sites (Scheduled Monuments) in the study area, it is located in a locally designated area of archaeological importance, and contains archaeological finds dating back to Prehistoric times.
- 121 The main potential impact on archaeological remains is from piling works during construction. A mitigation methodology, following best practice guidelines, will be agreed with Network Rail's archaeological advisor and the Archaeology Officer. The physical loss of any assets through piling can be partly offset through a programme of considered and focused archaeological excavation, analysis and publication. This will leave the resource clearly modified and with its character affected but with knowledge of it considerably improved. Therefore the impact of the proposed development after mitigation will be slight adverse.
- 122 There will be no long term, operational impacts on archaeology.

#### Conclusion on environmental impact assessment

- 123 Following mitigation measures, there are likely to be some adverse impacts during the construction phase with regards to traffic, heritage and townscape, noise and vibration, air quality and archaeology.
- 124 Officers do not support the conclusion of the Environmental Statement that the scheme will have a slight to moderate beneficial impact on the surrounding historical environment. However, the overall benefit of the new station to passengers interchanging or continuing through, the new public open space provided together with the new elevations and roofscape, as well as the positive impacts to businesses and the economy, is considered to outweigh the negative impacts on the historic environment.
- 125 The scheme will have major overarching, long-term beneficial impacts of improved public transport links across London and the South East, as well as improving the public realm within and surrounding London Bridge Station. There will be major benefits to users of the station arising from substantially increased passenger capacity within the station concourses.

#### **New station layout**

- 126 The current layout of the station is as a result of 175 years of ad hoc development, mostly by rival train companies. The result is a station with platforms at different levels, multiple entry points, and a concourse for the through platforms being a corridor. Even without the need to change the station as a result of the Thameslink works, the station is a complex mess that does not function adequately.
- 127 The purpose of the new station is to provide a single concourse that provides access to both the terminating platforms and the through platforms. This can only be done by either constructing a concourse over the tracks or one below the tracks; the former was discounted mainly because of the difficulty in getting passengers up into the new building. In addition, there is extant permission for the street level concourse from the 2003 Masterplan planning permission.
- 128 The benefits of having a street level concourse is that it provides easy access for

passengers to enter at street level from both Tooley Street and St Thomas Street and also provides easier access between platforms for those changing trains.

- 129 The function of the concourse will also change in that passengers will wait within the street level concourse until their train is announced before proceeding up to the platform. The intent is that passengers will spend a limited amount of time on the platforms.
- 130 Another advantage of the street level concourse is that it allows for connection into the extended Western Arcade. The existing escalators in the arcade will be removed and the arcade will be widened and extended through to the new concourse which allows passengers access through to Joiner Street and the Underground.
- 131 Stainer Street is to be retained and pedestrianised; it will run alongside the new concourse and will add to the amount of circulation space within the station. It will be open 24 hours and will provide a more pleasant north/south connection between Tooley Street and St Thomas Street than the current road tunnel. The tunnel is to be refurbished and will incorporate new paving and lighting as well as historical references to the various layers of the station along the tunnel wall. During station hours, there will also be an adjacent section of unpaid area of concourse that also provides north/south links.
- 132 There are currently 49 gates within the current station at the various entry points for the two concourses. The proposed concourses almost double the provision to 80 gates which greatly assist in accommodating greater capacity as well as providing easier access entering and exiting the station.
- 133 In terms of using the station, a passenger arriving on a through platform will take one of the two escalators/stairs or lift down to the street level concourse. From here, they can either proceed north and exit onto Tooley Street or south and exit onto St Thomas Street. Alternatively, they can connect with the Western Arcade and continue to the Underground, either from the existing access in the Joiner Street tunnel or via the new arcade beneath London Bridge Place which is currently under construction. In addition, there is escalator/stair and lift access from the street level concourse to the terminating concourse which provides access to the bus station.
- 134 Passengers arriving on a terminating train can either take an escalator/stair or lift to the street level concourse, or proceed west and out through the terminating concourse. From here, it will be possible to take the escalator down (to be opened in May 2012) to Guy's Hospital, access the bus station, or continue across the Colechurch House overpass to London Bridge and into the City.
- 135 The Cotton's Centre overpass is to be retained and will provide access from the terminating concourse and bus station to the north side of Tooley Street and beyond.
- 136 With the change in platform ratio to provide 6 terminating platforms and 9 through platforms, there is a greater capacity for trains going through London Bridge to Charing Cross, Cannon Street, and Peterborough via Blackfriars and the City. This subsequently results in a greater area dedicated to through platforms.
- 137 The new station layout moves away from the traditional terminating mainline station

concept and will primarily be a through station with street level concourse access from either sides of the station. Whilst this is a break in tradition for London mainline stations, it is as a result of the need to unify a complex station that will now effectively be a metro-style station and will function in a different way. It is considered that the new street level concourse will provide excellent connectivity to and between trains as well as linkages with the Western Arcade and upper level bus station, whilst also having regenerative benefits of improving the pedestrian north south linkages beneath the viaduct.

## Design

138 The site is a busy mainline station and an important transport interchange at the historic heart of the borough. The station has suffered from successive and insensitive alterations and extensions which have meant that the current station is difficult to navigate and use. The terminus station is listed Grade II whilst the viaduct at the centre of the station is the first mainline railway viaduct and is listed in parts to the south of the station.

139 The listing description for the terminating platform roof describes the building as follows:

*EXTERIOR: 2-storey wall to south (facing St Thomas's Street) with bays framed by Tuscan pilasters rising to modillioned classical cornice. Ground floor has semicircular arches, mostly blind and in triplets; a skewed entrance arch with polychromatic brick voussoirs. First floor has triplets of graduated semicircular blind arches with polychromatic brick voussoirs, set in pilasters with bold stone plinths and Romanesque-style capitals.*

*INTERIOR: inner walls divided into 12 bays by pilasters rising to classical stone cornice, most bays having 4 semicircular blind arches with polychromatic brick voussoirs and red-brick bands and friezes. 12-bay roof with wrought-iron trusses: central semicircular roof of crescent truss design with vertical struts, flanked by 2 side roofs of triangular trusses carried on latticed girders; late C20 trusses to 3 bays to south west. Principal ribs and lattice girders carried by 2 parallel lines of reeded cast-iron columns with bulbous palm-leaf bases and decorative wrought-iron foliate spandrels to joints. Open to east (country) side. The crescent-truss roof is the only surviving design of its type among London termini.*

140 More recently the arched viaduct facing onto St Thomas Street up to the junction with Bermondsey Street has been listed Grade II. The listing description for the arches is as follows:

*The series of arches forming the southern frontage of the viaduct at London Bridge Station also has special architectural interest. This is a rare instance of the architectural flourish usually reserved for stations in the Victorian period applied to railway infrastructure. In the 1860s, Charles Henry Driver developed a vivid, polychromatic, Italianate house style for the London, Brighton & South Coast Railway. Listed stations by the company include Battersea Park, Peckham Rye, Denmark Hill, Leatherhead and Box Hill. In few places, however, was the quality of design and craftsmanship of the station and platform canopies extended to the railway viaducts or to retaining walls. One listed example is an ornamental viaduct built by the LB&SCR in*

1867 over the River Mole in Surrey, decorated at the request of the owner whose land the railway crossed. There are a small number of instances of railway architects and engineers deploying monumental classical forms to embellish railway tunnel entrances (the Grade II\* listed Box Tunnel portal in Wiltshire by IK Brunel, for example, or William Budden's eastern portal to the railway tunnel at Primrose Hill in London). Yet these examples are all in rural or semi-rural surroundings, or were built at the request of landowners (Eton College in the case of the Primrose Hill tunnel). It is unusual to see carved stonework and polychromatic brick used to embellish a railway viaduct in a fairly squalid, urban area, as was Bermondsey in the 1860s, and at the instigation of the railway company itself. The composition of the viaduct is interesting too, with tripartite arches, rather than a regularly-spaced arcade, as was more typical. There are few structures currently on the statutory list comparable to this series of arches. Most of the railway viaducts that have been listed in the past are utilitarian brick or stone structures, which impress by their scale and relationship to local topography, rather than by composition or richness of detailing.

- 141 To the north of the station is the Tooley Street Conservation Area and 64 – 84 Tooley Street is noted in the council's adopted Conservation Area Appraisal as an important unlisted building that makes a positive contribution to the conservation area. The building was assessed by English Heritage in October 2011 in their capacity as the national advisers on the historic environment but it was not recommended for listing.
- 142 Urban design  
Policy SP12 of the Core strategy states that "*Development will achieve the highest possible standards of design for buildings and public spaces to help create attractive and distinctive places which are safe, easy to get around and a pleasure to be in.*"
- 143 Saved policy 3.13 calls for design that embodies the principles of good urban design and creates an environment that relates to its context and results in places that people like to visit and enjoy whilst saved policy 3.12 asserts that developments "should achieve a high quality of both architectural and urban design, enhancing the quality of the built environment in order to create attractive, high amenity environments people will choose to live in, work in and visit." When reviewing the quality of a design consideration must be had on the appropriateness of the fabric, geometry and function as well as the overall concept for the design relative to the site.
- 144 The proposal is made up of a number of parts which all combine to deliver the comprehensive remodelling of this substantial transport interchange. The separate parts include:
- The creation of a new concourse that extends from Tooley Street to St Thomas Street
  - A canopied roof cover to the new platforms
  - A new station entrance on Tooley Street and the creation of a new public space
  - A new station entrance on St Thomas Street
  - The extension and widening of the Western Arcade
  - A new public space on Bermondsey Street.
- 145 Taking each of these in turn:

*The creation of a new concourse that extends from Tooley Street to St Thomas Street*

The proposal for a new concourse at grade is one of the most ambitious aspects of the scheme. It offers the station a number of benefits that include: a new entrance to the station from the south on St Thomas Street; an accessible and generous connection between the terminating platforms to the south and the through platforms to the north; and a direct connection to the underground station through the Western Arcade. The new concourse establishes a clear and engaging space at the heart of the station which will allow train users to access their platform via stairs or lifts radiating outwards from the central space.

- 146 The new concourse is a substantial space and requires the removal of the central area of the station including historic vaults and encompasses the space between Stainer Street and Weston Street. The Stainer Street tunnel is retained by this proposal and will be pedestrianised as part of the scheme, whilst the length of Weston Street that crosses the station and all the vaulted spaces between the streets are completely removed and incorporated into the new concourse. In its proportions this space will be generous, ranging from 7.5m to 6m in height.
- 147 The concourse is a unique space and will offer the unusual opportunity for rail users to access all the overground platforms from below. The space is proposed to be bright and airy and will be bridged over by the structures of the oversailing railway lines and platforms. The structure of the station has been designed to maximise public space with platforms supported by singular columns to reduce clutter and improve visibility. Between the platforms, where rail users will access the trains, the concourse is punctuated by generous gaps that will allow natural light to filter down to the concourse and offer glimpses of the undulating roof above.
- 148 The benefits of this unique space both to the station and the travelling public are clear and include a covered and accessible public link from Tooley Street to St Thomas Street through a cathedral-like space of the concourse for the first time in the station's history.
- 149 *A canopied roof cover to the new platforms*  
To the rail user, the overwhelming impression of the proposed new station will be from the elevated levels of the station platforms and from the elevated views of the station from nearby buildings. Notably, the Shard has a public viewing gallery at mid-height and upper levels which will offer a clear view of the roof of the new station. Here the architects have designed a lightweight canopied structure that undulates ribbon-like to rise up and reflect the concourse below. The structure will be a significant feature of the platforms and will significantly improve the experience of rail users. The canopied structures are designed as sleek sinuous elements clear of clutter and proposed to be supported by bespoke Y-shaped columns which will significantly widen the spacing between canopy supports and give the platforms a generous.
- 150 In the central section of the platforms, the canopies gradually widen over the tracks to meet at a trellis-like structure which references the concourse below and directs passengers toward the access points down. These lightweight structures help to unify the undulating plane of the roof and give the station a singular expression.
- 151 Finally as a grand gesture, over each central access void there is a north-facing

clerestory light in the shape of an elegant eyebrow or oculus, almost 50m in length and 5m in height, which increases this space to almost 19.5m in height from the floor of the concourse below. These arched features not only animate the roof but will bring much-needed natural light down to the concourse below and give grandeur to the point of arrival or departure for each platform.

- 152 The station will be one of few within the UK that has full roof coverage for all of the platforms. Currently, only the western ends of the platforms are covered, however the new roof canopies extend the length of the platforms.
- 153 Some objections to the scheme have related to the open nature of the canopies and that they will be open to the elements, however, the new station will not function in the same way as traditional stations in that passengers will wait below the platforms in the concourse until their train is announced before proceeding to their platform. Given the metro-style nature of the revised station, passengers are not expected to spend extended periods of time on the platforms.
- 154 *A new roof to the terminating station concourse*  
This area of the design carries out a number of functions as it encloses the terminating concourse and extends to the space between the terminating and through parts of the station. The junction between these two parts is used to provide important links between the concourse below and the elevated level of the terminating concourse with the plaza beyond and is likely to be an important route for rail-users who want to access the bus station. This space is expressed by three radiating arches which will bring north-light into the heart of the station and resolve the slight change in the angle between the through and terminating platforms.
- 155 The undulating feature of the roof is well conceived and will rely for its quality on the elegance of the supporting structure with tree-like Y-shaped structures used to elevate the roof and to give this area a sense of space. The concourse for the terminating platforms is located beneath the lowest section of the undulating roof and could give this space a sense of compression before it opens up to the terminating platforms beyond.
- 156 The new roof over the terminating platforms follows the undulating theme of the canopied roofscape and attempts to reconcile the varying levels and ribbon-like structures into a singular form where it abuts the Shard; the design challenge that it faces lies in how well this roof will integrate with the recently completed station concourse at the foot of the Shard. The information submitted with the application is indicative and suggests that the curved roof will 'tuck-in' under the Shard canopy. Added to this, the roof includes roof-lights and an undulating soffit that will need to be designed in detail to compliment the concourse and become the new face of London Bridge Station from Station Approach. For this reason and notwithstanding what is illustrated in the application, the resolution of this junction will need further detailed design which includes a consideration of the roofing and soffit materials and should be reserved by condition.
- 157 *A new station entrance on Tooley Street and the creation of a new public space*  
On Tooley Street the new station has one of its most significant facades. This is a station that will be accessed from the flank however, this entrance will become the front door to the new central concourse. The Tooley Street entrance of the new station

is prominent, particularly from the axis of More London and Battle Bridge Lane but has a more oblique aspect to Tooley.

- 158 The design of this new frontage seeks to retain the presence of the structural brick railway viaduct and tops it with the lightweight structures of the elevated platforms. The most prominent features of this facade are the concrete-framed colonnade and the arched oculus over the northern-most platform which is set-back from the curved brick face of the viaduct. The colonnade gives the station a civic presence, and is arranged in fan-like design to reflect the curve of the viaduct. At the centre, columns are more closely spaced and more widely spaced at the flanks to give greater prominence to the entrances. The arched canopy overhead is simply executed, extends out towards the street and is animated by a distinctive 'fold' in the glass infill.
- 159 The brick viaduct is approximately three storeys at this point of the viaduct with the arched oculus adding a further 3 storeys in height; this considerable scale, together with the civic natured design treatment, is considered to give the elevation a sense of subtle grandeur. In addition, it should be noted that the peak of the roof arch is only marginally lower than the height of the existing 64-84 Tooley Street.
- 160 However, the loss of 64-84 Tooley Street raises the expectation for the council as to the quality of the station facade that is presented to Tooley Street. Its simple delineated entrance colonnade with the oversailing arched canopy roof provides a high quality presentation to the street resulting in a restrained elegance which is considered critical when designing for such an expanse of frontage. However, further work could be done to ensure this new elevation conveys an appropriate presence for a mainline station entrance. Accordingly, a condition will require further detailed design of the approved elevation in order to maximise the presence of the new station which will also include architectural identification. These details will need to be assessed in line with design aspirations which are to be secured within the legal agreement.
- 161 The views submitted with the application demonstrate that the proposal responds to its context. It retains the proportions of the brick viaduct and relies on the oversailing canopy to signal the new station concourse.
- 162 The new open space created has been designed to visibly link with the open space element of More London on the northern side of Tooley Street. In addition, it is proposed that the area between the new pedestrian crossings in front of each entrance is to be raised to support the concept of a grand space linking the two developments. The design concept involves the planting of more formal trees in the Tooley Street frontage, (such as London Plane trees), with more informal trees planted in the Bermondsey Street frontage (such as cherry blossoms). The station requires adequate protections against terrorism and, in order to reduce the proliferation of bollards, Network Rail have proposed granite tiered seating elements along Tooley Street which will allow for casual seating for the public as well as enclosing the space and giving it greater purpose. The design solution to this security issue is welcomed.
- 163 The Design Review Panel (DRP) reviewed this scheme on two occasions and raised concerns specifically about the architectural expression of the proposal and about this facade:

- 164 In March 2011, they acknowledged the principles of the scheme including the replacement of the listed building, the creation of a new entrance to the south and the making of this new terminating station were the fundamental challenges of the southern frontage but felt this commanded a confidence of expression and a boldness of design that the scheme currently lacked.
- 165 In June 2011 the DRP raised questions about both elevations. They challenged the designers to re-design these prominent ‘edges’ of the station, to give a form to the tri-partite arrangement of the station – the concourse, the platforms and the roof – on the important frontages of Tooley Street and St Thomas Street and in particular, “*to express the dynamic qualities of the roof.*”
- 166 Following the last DRP meeting, further alterations to this element were made including the further development of the open space concept and design as well as the introduction of the glass infill ‘fold’ within the roof canopy.
- 167 *A new station entrance on St Thomas Street*  
The design of the new entrance on the southern side of the new station is based on the same principle as the north station onto Tooley Street but, in line with the original advice from officers, takes a more historicist approach given its context. This flank side of the station is at the western end of St Thomas Street and sits between the existing viaduct and the base of the Shard replacing the double-height arcaded flank wall of the existing terminus station. The design of this new entrance takes reference from the existing recently listed arched viaduct to the east. Here the elevation continues the elegant tri-partite arches that line St Thomas Street in a simple interpretation that maintains the masonry context and proportions of the existing viaduct. The considerable presence of the double-height blind flank wall of the existing listed station has been re-constructed by a modern re-interpretation and a completion of the viaduct and the St Thomas Street streetscape. This new south face of the station mediates between the historic arches to the east and the modern base of the Shard to the west. To do this the designers have chosen to use the roman brick module of the Shard base and extend it across the face of the station whilst delineating the contextual arched opening in a smooth concrete edging and lined by a crisp metal edging. Here, the station has two entrances which are designed as archways echoing the form of the arches to the east. At the centre of the station, the streetscene has been enlivened by a tripartite arch which will be activated by a retail unit.
- 168 Above the brick-clad base of the southern face the ribbon-like canopies over the platforms are arched and angled outwards to form distinctive cap-like features over each entrance. On this side of the station, the canopies are very much a feature of this almost 200m long station facade and have been designed as an elegant wave-like form that culminates over the entrances. The form of the roof emulates the movement of the trains that will be slowing down as they reach the terminating platforms in this location and helps to make the entrances more prominent. The eastern end of the viaduct has a prominent frontage onto St Thomas Street, made more so by the open aspect of this street. At the western end of the street where the new station entrance will be located the street scene is very close with substantial buildings limiting the visibility of the station. The arched features over the two entrances will help improve the visibility of the station and the wave-like form of the canopies will lead the eye from



the eastern end at Bermondsey Street to the new entrance near Weston Street.

- 169 In conclusion, the new entrance on St Thomas Street offers the new London Bridge Station a new dimension. It will not only open up the station to the south for the first time in its history but it is designed to compliment this sensitive historic context. It will handle the transition between the historic structure to the east and the emerging new quarter to the west with an architectural expression that is fitting and appropriate.
- 170 Under a separate but linked application the listed arches of the viaduct are to be restored and animated by a new retail frontage that will greatly improve this flank of the station. The infill panels to the arches have been designed as timber-framed traditional shop-fronts which are simple and elegant and include an allowance for signage behind the glass face which will reinforce the order of the viaduct. The new shop-fronts incorporate the ventilation requirements for the station into the arched space overhead and will be framed in timber in a fan arrangement that reflects the traditional appearance of the shop fronts.
- 171 Saved policy 3.17 Listed buildings, states: *“Development proposals involving a listed building should preserve the building and its features of special architectural or historic interest”* and goes on to assert that *“proposals which involve an alteration or extension to a listed building will only be permitted where:*
- i. There is no loss of important historic fabric; and*
  - ii. The development is not detrimental to the special architectural or historic interest of the building; and*
  - iii. The development relates sensitively and respects the period, style, detailing and context of the listed building or later alterations of architectural or historic interest; and*
  - iv. Existing detailing and important later additional features of the building are preserved, repaired or, if missing, replaced.”*
- 172 This is a proposal that compliments the historic significance of the viaduct and, by delivering a significant animated frontage to this section of St Thomas Street, will make a positive contribution to the character and local distinctiveness of the historic environment. Taking each point in turn:
- i. The proposal involves a small loss of the historic fabric at the western end of the viaduct, and affects the bay of the viaduct that is partly under the listed station. The need for a service access to the station from St Thomas Street and the nominal nature of the impact on the bay which will be re-constructed as part of the works and is likely to have been affected by the removal of the listed shed above coupled with the enormous benefit of bringing the remainder of the viaduct into beneficial use, demonstrates the necessity of this intervention.
  - ii. The conservation and restoration of viaduct is a considerable improvement of this heritage asset. Further, by conserving the fabric of the viaduct, the architectural and historic interest of this nationally important structure is maintained.
  - iii. Through its use of traditional materials and details, including features like the multi-paned design for the entrance doorways, this proposal is considered to relate sensitively to the listed structure and will underline its

- architectural and historic significance.
- iv. The existing viaduct has suffered over the years and will benefit from a sensitive programme of restoration to ensure that features that have been lost either through damage or neglect are reinstated on this recently listed structure. A detailed condition survey of the viaduct, a schedule of conservation works and a method statement which includes the monitoring of works will be reserved by way of condition.
- 173 In conclusion, these works conserve and enhance this important listed structure and preserve its architectural and historic significance. They will bring an optimal viable use to this frontage of St Thomas Street and give new life to this viaduct and a sensitive scheme of restoration also complete this proposal and secure the future of this heritage asset for future generations.
- 174 *An extension and widening of the Western Arcade*  
This final piece of the development is the feature that will give the new station an added dimension and a considerably improved connection to the underground station on Joiner Street. The Western Arcade is currently a well used and popular link to the terminating station and, as a part of these proposals, the western arcade will be widened and lengthened to extend through to Stainer Street where it will link through to the new concourse.
- 175 This work will involve the careful reconstruction of the brick-vaulted arcade (in the area of the existing escalators) and will also open up the existing historic vaulted structures that are currently hidden beneath the terminating concourse. This part of the station exhibits character which will not only enhance the connection between the new concourse and the underground station but will also improve the viewer's appreciation of this historic part of the station. The incremental nature of London Bridge Station has meant that, over time, the oldest parts of the station are at the centre in the area directly to the north of the western arcade and this proposal enhances this by revealing and restoring, where necessary, these historic features.
- 176 In conclusion, the widened and extended western arcade is a positive improvement to the station as a whole. It will not only enhance the link between the railway interchange and the underground station but enhance the historic fabric considerably and reveal more of this most significant section of the station for future users and occupiers.
- 177 Conclusion on design  
The majority of mainline stations in London are terminating stations which have mostly been able to retain their grand Victorian facades and train sheds. Over the last century London Bridge station has been incrementally chipped away with there being very little of the original station left. The biggest change occurred when the through platforms sliced through the existing streetscape cutting off the view of the terminating concourse facade at the end of Station Approach, the last remnant of which was demolished in the 1970s.
- 178 With the expansion of the through platforms to become the dominant component, the emphasis shifts in that London Bridge will primarily be a through station; it will no longer be a primarily terminating mainline station. Accordingly, consideration of its design needs to factor in this change in emphasis.

- 179 The new facades to Tooley Street and St Thomas Street respect their differing contexts and will sit comfortably in the streetscape. The Tooley Street elevation has the makings of a strong, civic presentation that can build on its considerable scale whilst maintaining the original design rationale.

### **Demolition of listed building and building in Conservation Area**

180 Listed building

The new elements of the station discussed above can only be realised through the demolition of the listed train shed and 64-84 Tooley Street which is in the Tooley Street Conservation Area. The previous consent in 2003 allowed for these demolitions so, to an extent, the principle has been established. Nonetheless as this is a new proposal it is necessary to reassess the proposed demolitions in the light of current planning policy and guidance.

- 181 The substantial demolition of a listed building should be considered only in exceptional circumstances and requires convincing justification which is set out in national policy and guidance. Saved policy 3.16 of the Southwark Plan states that *“There will be a general presumption in favour of the retention of listed buildings. Planning permission will not be granted for proposals that involve the demolition or substantial demolition of a listed building, unless, in accordance with PPG15 or any subsequent amendments, it can be demonstrated that:*

- i. The costs of repairs and maintenance would not be justified, when assessed against the importance of the building and the value derived from its continued use, providing that the building has not been deliberately neglected; and*
- ii. Real efforts have been made to continue the current use or find a viable alternative use for the building; and*
- iii. There will be substantial planning benefits for the community from redevelopment which would decisively outweigh the loss from the resulting demolition.”*

- 182 In addition to local policies, a proposal to demolish a listed building also needs to satisfy PPS5 – Planning for the Historic Environment. Policy HE 9.1 of PPS5 states that :

- 183 *“There should be a presumption in favour of the conservation of designated heritage assets and the more significant the designated heritage asset, the greater the presumption in favour of its conservation should be. Once lost, heritage assets cannot be replaced and their loss has a cultural, environmental, economic and social impact.”* and goes on to assert that: *“Loss affecting any designated heritage asset should require clear and convincing justification. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional.”*

- 184 Policy HE 9.2 of PPS5 states that:

*Where the application will lead to substantial harm to or total loss of significance local planning authorities should refuse consent unless it can be demonstrated that:*

- i. *the substantial harm to or loss of significance is necessary in order to deliver substantial public benefits that outweigh that harm or loss; or*
- ii. *(a) the nature of the heritage asset prevents all reasonable uses of the site; and*  
*(b) no viable use of the heritage asset itself can be found in the medium term that will enable its conservation; and*  
*(c) conservation through grant-funding or some form of charitable or public ownership is not possible; and*  
*(d) the harm to or loss of the heritage asset is outweighed by the benefits of bringing the site back into use.*

185 HE9.3 of PPS5 states that: *To be confident that no appropriate and viable use of the heritage asset can be found under policy HE9.2(ii) local planning authorities should require the applicant to provide evidence that other potential owners or users of the site have been sought through appropriate marketing and that reasonable endeavours have been made to seek grant funding for the heritage asset's conservation and to find charitable or public authorities willing to take on the heritage asset.*

186 The applicant has demonstrated that the technical requirements of the new station and its construction make it practically impossible to preserve the listed building in its current location. The track level changes including changing the station from 9 terminating platforms and 6 through platforms to 6 terminating platforms and 9 through platforms – required by the Thameslink programme – as well as the complete overhaul of the station and its platforms to meet modern standards has meant that every platform and every track is realigned, lengthened and re-designed. A study into parts of the building that could be accommodated in place has revealed that just one of the 12 bays, and a small portion of the flank wall on St Thomas Street could be salvaged but this represents less than 10% of the structure and the small parts will not adequately preserve its historic or architectural significance in this location.

187 The information demonstrates that the significance of the building is better preserved by dismantling and setting aside for re-use elsewhere. An obligation to conduct a Condition Survey will be required which will determine what elements of the station roof can be safely and successfully dismantled and retained for reuse. A Method Statement will then determine how the elements are to be retained and reused, with a particular reference being made to reuse of elements within the new station.

188 In addition to the above, an obligation is to be imposed that requires the commissioning of a detailed model of the historical station that is to be permanently displayed within this new 21<sup>st</sup> century station.

189 The public benefits of a newly remodelled station that meets modern standards will not only leave a lasting legacy to London but also open up the station to the south of the borough and create an accessible and legible destination for all. This aspect of the scheme will provide greater accessibility to the station and provide greater connectivity for the areas to the south of the station and will be a contributing factor in the regeneration of area along St Thomas Street. The conversion of currently commercially occupied space into a substantial publically accessible transport hub will transform the station which has suffered from unsympathetic incremental change.

190 In conclusion it is considered that the proposal meets the test of public benefit which

outweighs the loss of the shed. The structure of the shed is where its significance lies and elements of this could be preserved by an obligation to record, dismantle and store the most significant parts of it for re-use.

- 191 Whilst the substantial loss of the buried parts of the viaduct, which are not protected, can be balanced against the public benefits of the new publicly accessible concourse, the loss of the listed structure requires ‘convincing justification’ and public benefits that ‘outweigh’ the complete loss of fabric as set out in national policy. In the view of officers, the necessity of the loss has been demonstrated by detailed construction schedules, the technical limitations imposed by the requirements of a modern railway station, and the demands of providing a safe environment for railway users and staff. These adequately demonstrate the challenges that confront the design team and go a long way to balance public benefit against the proposed loss that is not dissimilar to the scheme that was permitted previously.

192 Conservation Area

The new public square to the north of the new concourse will be the focus of the new station and comes at a cost, namely the loss of the South Eastern Railway building (64-84 Tooley Street) which is noted in the conservation area appraisal for the Tooley Street Conservation Area as an important unlisted building. As such it is considered a designated heritage asset and its loss requires “*clear and substantial justification*” in accordance with PPS5.

- 193 Saved Policy 3.16 Conservation Areas of the Southwark Plan (2007) states, in relation to demolition:

*Within conservation areas, there will be a general presumption in favour of retaining buildings that contribute positively to the character or appearance of the conservation area. Planning permission will not be granted for proposals that involve the demolition or substantial demolition of a building that contributes positively to the character or appearance of the conservation area, unless, in accordance with PPG15 or any subsequent amendments, it can be demonstrated that:*

- i. Costs of repairs and maintenance would not be justified, when assessed against the importance of the building and the value derived from its continued use, providing that the building has not been deliberately neglected; and*
- ii. Real efforts have been made to continue the current use or find a viable alternative use for the building; and*
- iii. There will be substantial planning benefits for the community from redevelopment which would decisively outweigh loss from the resulting demolition; and*
- iv. The replacement development will preserve or enhance the character or appearance of the conservation area and has been granted planning permission.*

- 194 Policy HE 9.2 of PPS5 states that:

*Where the application will lead to substantial harm to or total loss of significance local planning authorities should refuse consent unless it can be demonstrated that:*

- i. the substantial harm to or loss of significance is necessary in order to*

- deliver substantial public benefits that outweigh that harm or loss; or*
- ii. *(a) the nature of the heritage asset prevents all reasonable uses of the site; and*  
*(b) no viable use of the heritage asset itself can be found in the medium term that will enable its conservation; and*  
*(c ) conservation through grant-funding or some form of charitable or public ownership is not possible; and*  
*(d) the harm to or loss of the heritage asset is outweighed by the benefits of bringing the site back into use.*

195 Policy HE9.2 of PPS is described in paragraph 183 above whilst HE9.3 states that: *To be confident that no appropriate and viable use of the heritage asset can be found under policy HE9.2(ii) local planning authorities should require the applicant to provide evidence that other potential owners or users of the site have been sought through appropriate marketing and that reasonable endeavours have been made to seek grant funding for the heritage asset's conservation and to find charitable or public authorities willing to take on the heritage asset.*

196 Taking each of the tests from saved policy 3.16 in turn:

- i. The application is seeking to return the space occupied by the building to the public and not benefit from its reuse or re-development. The building is currently occupied and is not in a state of disrepair.
- ii. The applicant has included in their justification, the impact of retaining the existing building on the station, its construction and its use. In summary, the retention of this building is likely to require its considerable modification (affecting its architectural and historic significance), will affect pedestrian flows leaving and entering the station from Tooley Street and is likely to compromise the construction of the new station.
- iii. The creation of a significant new public space on Tooley Street as a result of the loss of this building is an important consideration. The applicant has developed their initial proposals for this space and proposed a landscaped space that will include mature planting, public seating and the potential for a piece of public art. The developed scheme for the landscaped area gives form to this important public space and will greatly improve the public's awareness and appreciation of the Tooley Street frontage. This space is in itself a considerable public benefit; the detailed design of the landscape, the seating and the planting are matters can be reserved by condition however, the design and installation of a work of public art is to be secured by way of an obligation. In this regard, a modern timepiece, a necessity for any mainline station could be the significant work of art for this space.
- iv. The loss of a building in a conservation area places a closer focus on the quality of the design of the building that replaces it. In this case, the nature and quality of the public space is important because it will make an important contribution to the character and appearance of the conservation area. This test is even more onerous for a building of the scale and significance of 64-84 Tooley Street however, on balance, the relief that this significant piece of public space will bring to this part of the Tooley Street Conservation Area is notable. It compliments other public space nearby including that at More London across Tooley Street enhances the setting of the Grade II Listed Shipwright Arms public house at the corner. As mentioned above, whilst the principles of the landscape design are sound, the

quality of the completed scheme will rely on its detailing and the nature and quality of the work of public art that will occupy it.

- 197 In conclusion, the loss of 64-84 Tooley Street whilst regrettable, is necessary for the delivery of a modern and efficient mainline station and the creation of a new public space in its stead. The proposal would enhance the character and appearance of the conservation area and the use and appreciation of the station, subject to further detailed design of the Tooley Street elevation.

## **Transport issues**

### **Impact on the Rail Network and Passengers**

#### 198 Rail Network

As has been highlighted, the Thameslink works will result in the provision of six terminating platforms and nine through platforms accommodating 24 trains per hour on routes through Central London. These new services, together with more carriages on some existing through services, will lead to an increase in capacity at through platforms. All platforms will be of a length sufficient to accommodate 12-carriage trains.

- 199 Services to the terminating platforms will be reduced slightly, although longer trains will ensure that existing capacity is maintained. The reduction involves the removal of the South London Line service between Victoria and London Bridge whilst other services will maintain a link to London Bridge, albeit at a lower frequency (four peak hour services instead of eight). However, most of these stations also benefit from the East London Line Extension Phase 2 (part of the Overground network), which 16 trains per hour via Surrey Quays, Canada Water and Whitechapel when connecting from London Bridge. In addition, from 2012 the Overground will connect to Clapham Junction which provides connections to London Victoria.
- 200 The provision of the Thameslink service, together with the ease of interchange to and from it, will improve the opportunities for passengers to travel to or from their final destinations by National Rail service rather than requiring an interchange to the London Underground. This may also have an impact on more local connections by bus and by foot, with the latter in particular leading to an expectation that pedestrian flows across London Bridge will be lower in 2031 than they are today.
- 201 Aside from the removal of the South London Line, rail services will be maintained during construction. However, when work is underway on the through platforms, it will not be possible to allow services to Charing Cross (in one construction stage) or to Cannon Street (in another) to stop at London Bridge; this will occur roughly from 2015 to 2017. Network Rail has carried out an assessment of the effect of this on other stations. Within Southwark the following stations are likely to see a greater than 10% change in passenger movements: Denmark Hill, Nunhead and Peckham Rye although there is sufficient capacity within these stations to not cause any adverse congestion concerns. Outside Southwark, the following stations are affected:
- Lewisham;
  - Woolwich Arsenal;
  - New Cross Gate;

- Waterloo East, with interchange to Southwark underground station but this is likely to be a displacement of interchange to the Jubilee Line that would have taken place at London Bridge;
  - Cannon Street, which sees almost double current flows; and
  - Victoria, where an improved rail-to-underground interchange is planned but will not be open until 2018, and is already the location of regular station management.
- 202 While the impact at the first four is relatively small, the latter two demonstrate a large increase in passengers.
- 203 The Station  
Currently the station is congested at peak periods. Projections of passenger growth have been assessed by Network Rail with the conclusion that the station will require regular application of “station management measures” (for example temporary closure of ticket barriers to reduce crowding on platforms) within a few years.
- 204 The proposals include the creation of a new large concourse, the widening of platforms, and creation of two concourse-to-platform accesses for each platform. This will significantly reduce the levels of crowding, and ensure that the station can operate safely at least until 2076 (60 years from a nominal opening date). Currently there are ticket barriers at the northern end of Joiner Street which will be removed, thus removing a source of congestion. The Western Passage at the top of the Joiner Street escalators will remain and provide a useful link between the station forecourt and the Cottons Centre footbridge across Tooley Street as well as access to the bus station. The Western Arcade, which currently connects Joiner Street to escalators to the terminating platforms, will be widened and form the main connection between the new National Rail concourse and the London Underground concourse.
- 205 Pedestrian modelling of the station indicates that it will all operate satisfactorily to 2031 (opening plus 15 years). There are some areas that are described as “*Restricted circulation for most pedestrians. Significant difficulty for reverse and cross-flows*” although most of these are acceptable, for example at the immediate approach to escalators and ticket gates, and for waiting areas in front of train arrival indicators. However, an area of high density between the Western Arcade and the London Underground concourse is of concern with Transport for London proposing an obligation for Network Rail to work with London Underground to seek to resolve this through wayfinding and pedestrian management measures.
- 206 Network Rail has provided information to demonstrate that, under current assumptions of the routes available at the various construction stages, the station will remain operational throughout construction, though with some degree of additional congestion.
- 207 There were initial concerns about levels of crowding within the station under certain circumstances, specifically a) cold or wet weather, in which passengers are much more likely to use the Western Arcade rather than exit onto Tooley Street or St Thomas Street, and b) periods of train service disruption, during which the number of passengers waiting in the concourse will increase significantly. Network Rail has subsequently shown dynamic pedestrian modelling to demonstrate that the station can cater for these abnormal flows. In particular, it has been demonstrated that the wider station can hold passengers resulting from the total failure of train services for over 15



minutes in the 2076 scenario. In the light of this further clarification of modelling results demonstrating considerable “resilience” in the station, the previous concerns have been overcome.

208 Pedestrian Network

The station pedestrian modelling covers the road network outside the station, and includes consideration of existing non-station pedestrian flows. Results presented in Supplementary Transport Assessment indicate that the footways, including in the new open space at 64-84 Tooley Street, will operate satisfactorily, however, Network Rail and Transport for London will continue to examine possibilities for improving the crossing facilities at the junction of St Thomas Street with Borough High Street. An area-wide way-finding strategy will assist pedestrians in finding the most appropriate routes, and will be included in the legal agreement.

209 Importantly the modelling demonstrates that the footways on Tooley Street will operate acceptably which is partly due to the improvements to train services which are expected to reduce the number of pedestrians crossing London Bridge. The modelling includes making an allowance for the queue to The London Dungeon in the evening peak period (no queue is present in the morning peak), and the removal of on-footway loading bays.

210 The London Dungeon queues are an existing problem whereby significant numbers of tourists queue on the pavement resulting in congestion for pedestrians. The dungeons are a tenant of Network Rail and so officers requested that investigations be carried out as to a solution to the existing queuing concern with the following being received: *Network Rail is discussing with London Dungeon the queuing of its customers along Tooley Street. Network Rail confirms that these queues will be managed within Network Rail’s demise.* This is welcomed and will address the issue of pedestrian congestion at this section of Tooley Street.

211 An important aspect of the proposals is the creation of a pedestrian link between St Thomas Street and Tooley Street along the line of Stainer Street. While Stainer Street and Weston Street already have footways, the pedestrian environment is very unpleasant and so is very lightly used. The new pedestrian-only route, outside the ‘paid’ area of the concourse, will provide a pleasant environment with a very good amount of natural surveillance except in the few hours of the early morning when the station is closed. Bermondsey Street will remain open to traffic with improvements to the pedestrian environment secured through the legal agreement.

212 In addition to the Cottons Centre overpass, passengers will still be able to exit the station at the terminating concourse and walk across the Colechurch House footbridge over Tooley Street and then on into the City over London Bridge. There will also be the new station entrance to the south onto St Thomas Street whilst the widened Western Arcade will provide an enhanced access to the London Underground.

213 During construction, pedestrians may be inconvenienced by the closure of St Thomas Street when coming to and from Bermondsey Street and other areas, however, Network Rail have advised that it may be possible to retain a pedestrian thoroughfare along St Thomas Street during construction. In addition, the wayfinding strategy will address pedestrian movement and also, should issues arise, they can be addressed through the Construction Working Group.

- 214 It is considered that the new station layout will provide an improved pedestrian experience both within the station and in the immediate environs.

### **Road Network**

- 214 During Construction  
During the construction period, Stainer Street, Weston Street, and St Thomas Street between Stainer Street and Bermondsey Street, will be closed (under the TWA Order powers) with strategic traffic modelling demonstrating that the road network can accommodate diverted traffic. Westbound traffic on St Thomas Street currently uses Stainer Street and Tooley Street to access Borough High Street; during construction this traffic will use Bermondsey Street (under the railway) to access Tooley Street. Therefore the same volume of traffic will approach the Borough High Street junction as at present.
- 215 Eastbound traffic from London Bridge will continue to turn left into Tooley Street; a right turn into Tooley Street from the south is not possible (except for buses and cyclists as at present) because of the significant impact this queue would have on traffic movements on Borough High Street. Nor will this traffic be able to use St Thomas Street, since this would effectively become a cul-de-sac. Network Rail therefore proposes that the signed diversion route would be via Great Dover Street and Tower Bridge Road.
- 216 Given the length of this diversion it is likely that drivers will seek shorter alternative routes, the obvious one being Long Lane which cannot accommodate a large increase in traffic. Network Rail have agreed to fund the monitoring of traffic flows and, if an increase is observed, work with the Council to implement (at Network Rail's expense) suitable traffic calming or traffic management measures to mitigate this impact.
- 217 Other unforeseen diversions of traffic or "rat-running" may occur in the area. Again, flows will be monitored and, if necessary, traffic management or traffic calming measures introduced to address the problem.
- 218 Construction traffic will generally access the works site in St Thomas Street at the Bermondsey Street junction; very long vehicles that cannot be turned within the site will exit at the western (Stainer Street) end of the works site. However, in order to minimise the impact of construction vehicles on the western end of St Thomas Street and on Borough High Street, it is proposed that most traffic would exit the site at the eastern end. This involves vehicles making the very tight left turn into Bermondsey Street northbound (under the railway viaduct) and will be done both under signal control and with the assistance of "banksmen" to control traffic.
- 219 The Final Scheme  
Subject to stopping-up procedures under the Highways Act 1980, Stainer Street and Weston Street north of St Thomas Street will remain closed as they will form part of the station concourse.
- 220 Network Rail have developed a final layout option which demonstrates that the road network can be made to operate adequately once St Thomas Street re-opens to traffic. However, the modelling has been based on flows measured before the

construction of The Shard. It is acknowledged that traffic levels have fallen since that time, and it is expected that traffic levels would fall further during the station construction. Consequently it may be that traffic levels at the end of the station construction period will be sufficiently low to allow the construction of a different traffic arrangement which gives greater benefits to pedestrians and cyclists. Network Rail has committed to fund a review of the final traffic arrangements during the construction period to determine a potential alternative option.

221 The proposed final arrangement for the purposes of the planning application is as follows:

- St Thomas Street would be made one-way eastbound, with traffic continuing via Druid Street and Tanner Street to Jamaica Road.
- All westbound traffic would use Tooley Street. Buses and cyclists would travel westbound on Tooley Street between Jamaica Road and Tower Bridge Road as they do at present. However, this link cannot accommodate the turning movements of general traffic at the Tower Bridge Road junction. Consequently general traffic will use Tanner Street and Druid Street and then turn right into Tower Bridge Road and left into Tooley Street.

### **Cycling**

#### 222 Cycle Parking

Currently there are 107 spaces on the paid side of platform 8 which are well used. There are also up to 486 spaces in the On Your Bike secure parking facility, accessed from Weston Street but associated with and managed by the On Your Bike cycle shop. Some of those spaces are reserved for corporate clients while others are available to the public on payment of a fee.

223 Network Rail proposes to provide 700 free spaces available to the public. The Council does not have its own standards for station cycle parking, however Transport for London guidance indicates that 830 spaces would be required. Officers have explored the issue fully with Network Rail and have accepted that 700 is a practical minimum provision without compromising other elements of the design, most particularly passenger flow within and outside the station.

224 Some of these 700 new spaces will be covered and close to the bus station, while others will be open to the elements in the new public realm fronting Tooley Street. Full details of the location of cycle storage will be secured by condition.

225 Network Rail have not committed to replacing the On Your Bike facility as it is a commercial client and lease arrangements will not be secured for some time. It is unclear whether, given the very large increase in public cycle parking, there would be much public demand for secure cycle parking, however, corporate clients may still want to provide secure parking for their staff. There is a considerable quantum of retail floorspace that could be occupied by a cycle shop and storage facility and Network Rail have agreed to make reasonable endeavours to secure such a facility within the station.

#### 226 Cycle Routes

Weston Street currently forms part of the London Cycle Network for southbound

cyclists (the northbound route is via Bermondsey Street) and the closure of Weston Street requires the diversion of this route. The pedestrian route along the line of Stainer Street is not considered appropriate for “shared use” with cyclists due to the very large numbers of pedestrians.

- 227 The next available route to the east would be a contra-flow cycle lane in Bermondsey Street which is proposed for the final scheme following station construction. However, officers consider that this would not be appropriate during construction due to potential conflict with construction vehicles which will have to traverse across the full width of Bermondsey Street to effect the turning movement. Consequently, officers support the applicant’s proposal that the formal cycle route is diverted to Shand Street and a short section of Crucifix Lane before continuing on Snowfields to regain its current route on Weston Street.

### **Other Considerations**

228 Buses

The only bus service directly affected by the proposal is the 381, which stops close on St Thomas Street in both directions. This will be diverted to Tooley Street, which means that it will not be able to stop quite so close to the hospital. This is unavoidable, but it should be recognised that it is only one of many services that hospital workers and visitors use and that the bus station is located adjacent to the hospital.

229 Taxis

A rank for four taxis currently exists in Tooley Street, ostensibly to serve the station although many taxi clients have been observed to come from More London or other areas. The rank is well used and frequently has considerably more taxis ranking there than is permitted.

- 230 Under the proposals the rank will be relocated to the north end of Bermondsey Street, adjacent to the eastern end of the new station plaza, and extended to provide space for eight taxis. Whilst signage within the station could direct passengers to the larger rank within the bus station, regular passengers and clients from the surrounding area are likely to use the new rank. Consequently the space for eight taxis is unlikely to be sufficient; as such, the legal agreement will require the rank to be monitored and mitigation measures implemented if it is found to be over capacity.

231 Car Parking

The station currently has 79 car parking spaces. The application proposes that this is reduced to 53, which is the minimum level for the safe and efficient operation of the station. This includes some spaces that Network Rail is obliged to provide to train operators under the terms of national agreements, for train and other operational staff working early or late shifts and one space is provided for the British Transport Police. The remainder are for Network Rail’s own essential operational and maintenance requirements. While a conventional development in this area would generally be car-free, given the nature of the development and its specific operational requirements this proposed level of parking is considered acceptable.

232 Deliveries

The proposed new station incorporates a dedicated servicing area within arches

behind St Thomas Street, and it is proposed that all servicing for the station and commercial units within it is carried out from this location. This will vastly improve the current situation where a significant amount of servicing is carried out on street.

### 233 Summary and Conclusion

Overall the proposed development will lead to a significant improvement both in rail capacity in this part of Central London and to the passenger experience of the station. The assessments provided in support of the application generally demonstrate that the impacts on other modes and during construction are acceptable and/or can be managed.

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

#### Noise and Vibration

234 Policy 3.2 of the Southwark Plan seeks to protect the amenity of existing and future occupiers in the surrounding area or on the site whilst PPG24 Planning & Noise (1994) outlines the considerations to be taken into account in determining planning applications both for noise-sensitive developments and for those activities which generate noise.

235 In terms of noise and vibration, there is consideration of the construction period and station once it is operational. However, works relating to the track changes are covered by the Transport and Works Act (TWA) Order for the Thameslink Programme with this application focussing on impacts arising from the construction of the station.

236 The construction of the new station and integration with the Thameslink works will be a considerable undertaking which is scheduled to take 6 years to complete. In the construction phase, the noise impacts are summarised as follows:

- Buildings at the north end of Bermondsey Street and the corner of Magdalen Street and Holyrood Street are predicted to experience a moderate increase in noise.
- Buildings in the vicinity of London Bridge Hospital on Duke Street Hill and Tooley Street are predicted to experience a minor increase in noise.
- Guy's Hospital and other buildings in the St Thomas Street area are predicted to benefit from a moderate/major decrease in noise.

237 Exact details for construction vehicle noise mitigation would be finalised at the time of a Section 61 consent application however possible mitigation measures include:

- Construction vehicle exits from site managed such that they do not result in queuing along Bermondsey Street from the junction with Tooley Street.
- Any queuing vehicles to shut their engines down.
- Construction vehicles fitted with effective exhaust silencers and maintained in good and efficient working order.
- Vehicles operated in such a manner as to minimise noise emissions.
- Construction vehicles could also be scheduled to arrive and depart during the core hours of the day, rather than the 'shoulder hours' of the morning and

evening. Whilst this would not reduce the overall noise level during the day, it is likely to be preferable to residents such as those on/near Bermondsey Street.

238 In the permanent/operational phase, the impacts are summarised as follows:

- Most buildings are expected to experience a negligible change in road traffic noise.
- Buildings in the vicinity of Crucifix Lane are predicted to experience a minor to moderate decrease in road traffic noise.

239 Operational noise will also include the Public Address/Voice Alarm (PA/VA) system. However, the redesigned station elevations and platform canopies provide the opportunity for PA/VA noise to be controlled more than it is currently.

240 There is currently no train shed roof on the northern side of the station (only platform canopies) and PA noise is clearly audible at receptors overlooking this side of the station. The northern-most platform moves to the station perimeter in the new station design, which means that loudspeakers covering this platform will be closer to the Tooley Street, Bermondsey Street and Holyrood Street receptors. There is some potential therefore for a greater noise impact than exists currently, particularly for the closest buildings on Bermondsey Street and Holyrood Street. However, it is considered that the noise control measures described below could offset this effect and even achieve an improvement over the current situation.

241 The Thameslink Programme design guidance note for mitigating PA noise offers the following design features which can reduce disturbance to local noise-sensitive receptors whilst maintaining intelligibility:

- Low output distributed loudspeakers to achieve the most efficient coverage possible;
- Directional loudspeakers to direct sound down towards the passengers and minimise spill;
- Screening by station walls and platform canopies, through loudspeaker positioning, orientation and/or dedicated architectural design.
- Proximity sensors to isolate certain loudspeakers when they have no passengers nearby;
- Variable gain or compression technology to limit the input so as to compensate for differences in the speech level of the announcer;
- Ambient Noise Sensing to automatically and dynamically adjust the PA/VA broadcast level to maintain the minimum required signal-to-ambient-noise ratio i.e. to decrease broadcast levels when background noise levels are low;
- An expected part of the PA/VA system design that will have beneficial noise effects is that the platform loudspeakers will be zoned so that announcements can be targeted to the relevant platform(s); and
- It is also expected that the broadcast levels will be optimised during site commissioning, to avoid excessively high levels and a maximum broadcast level set.

242 Network Rail will be required to submit a Construction Management Plan before works

can commence. This document will be secured through the legal agreement and will specifically cover aspects in relation to construction such as noise and the mitigation measures to be employed to minimise impact on adjoining occupiers. In addition, a Construction Working Group is to be established and secured through legal agreement and will comprise representatives from the Environmental Protection Team, Sellar (developer for the Shard), Guy's Hospital, and Transport for London. These provisions have been used for the construction of the Shard and the Place to great effect and have become a best practice procedure. Should any issues arise during construction, the Working Group will be able to respond and mitigate accordingly.

- 243 The construction of a new station will inevitably result in noise impacts during construction and, to a lesser extent, during operation. However, it is considered that the mitigation measures proposed, together with the Construction Management Plan and Working Group, will adequately address any noise concerns.

#### Air Quality

- 244 There are a number of properties, both residential and commercial, within 100m of the site that could potentially be significantly affected by dust and particulates arising from demolition and construction activities.
- 245 The most significant potential dust and particulate sources are:
- Demolition of the existing vaults and buildings
  - Handling and storage of materials (including loading and unloading);
  - Vehicle movements on haulage routes and unsealed site roads.
- 246 Mitigation measures would minimise the risk of adverse effects from construction dust and should prevent construction activities causing nuisance.
- 247 The largest increase in daily mean particle concentrations is experienced at Guy's Hospital during the first phase as this phase considers the area of the station closest to the hospital. More typically, during other phases of construction, the impact is reduced as on site construction activities move further from Guy's Hospital.
- 248 The Trust have raised concerns in relation to air quality impacts on the hospital. However, Network Rail have agreed to air quality receptors within the hospital campus to monitor dust and particulates as well any mitigation measures. The same obligations were made on the developer of the Shard which has successfully managed the construction impacts of that development. In addition, the Trust will be a signatory to the legal agreement and also sit on the Construction Working Group.
- 249 The majority of receptors around the site experience a negligible impact due to the effects of additional construction traffic. The receptor in Oxford Drive experiences a decrease in air quality due to the large increase in traffic along this road. In contrast, Guy's Hospital experiences a substantial increase in air quality due to the closure of St. Thomas Street during construction.
- 250 Mitigation measures suitable for the site will be secured within the Construction Management Plan and could include:

- Hoardings erected in order to separate the site from public areas.
  - Wheel cleaning facilities set up at the entrance and exit to the site.
  - During periods of inclement weather, an operative be stationed at the wheel cleaning facilities to assist in removal of material from vehicle wheels.
  - Switch off the engines of vehicles on site when not in use.
  - Loads being imported or removed from site covered to reduce dust generation.
  - Set and enforce speed limits on site roadways.
  - During periods of prolonged dry weather, material on site damped down.
  - There will be a general assumption towards the use of dust suppressant methods where is reasonably practicable.
  - Use of enclosed chutes and skips for material handling and storage.
  - Buildings sheeted and screened with suitable material and where possible inside of buildings stripped before demolition begins.
  - Carry out on site material handling in an enclosed area, where reasonably practicable.
- 251 Another mitigation measure identified is that real-time particulate monitoring is undertaken on site at a minimum of two locations up and down wind of the site. This will enable the developer to manage dust and particulate emissions due to demolition and construction. Analysis of the monitoring data will indicate whether or not best practice is being achieved. Monitoring currently being undertaken for the Thameslink Programme has a trigger alert limit for hourly particulate matter samples and if this limit is exceeded a text message is sent to the contractor to advise of any potential elevated dust results. This monitoring programme will be adopted during the proposed scheme and is considered to provide a good level of protection against air quality impacts.
- 252 In addition, Network Rail have advised that they will make reasonable endeavours to deliver and remove construction materials by rail. This will mean a reduction in dust, fumes, and noise from multiple lorry trips that will be taken off the road and is a positive aspect of the scheme.
- 253 The construction of a new station will inevitably result in air quality impacts during construction. However, it is considered that the mitigation measures proposed, together with the Construction Management Plan and Working Group, will adequately address any air quality concerns.

### **Archaeology**

- 254 This proposal has impacts upon both buried archaeology and standing buildings which are worthy of record due to their listing, their presence in a conservation area or their historical associations with the station at London Bridge. London Bridge Station has great archaeological significance due to its location within the Borough, Bermondsey and Rivers Archaeological Priority Zone whilst the station itself contains the remains of the earliest London terminus station and the many subsequent phases of construction. Areas of the 1836 viaduct where they are visible within Southwark are Grade II listed buildings, for example the Abbey Street and Spa Road Bridges.
- 255 The proposals detailed in this application will involve the demolition of parts of the



railway viaduct and historic station buildings as well as the excavation of areas for foundations. There will therefore be impacts upon standing fabric and buried archaeological remains.

- 256 The proposals for the station construction involve the demolition of a considerable area of the viaduct to accommodate the new concourse, including the oldest central portions. No works have been included within the heritage statement to provide greater access to the heritage significance of the assets; however, proposals should be presented for the display and interpretation of the railway structure, potentially showing the development of the railway over time.
- 257 The extensive monitoring of site investigation works has provided sufficient information to determine the archaeological potential, however, the applicants have not provided a formal archaeological evaluation for the proposal. The extent of this work adequately answers the necessary requirement for an archaeological evaluation to comply with the requirements of Saved Policy 3.19 of the Southwark Plan and the requirements of policy 6.1 of PPS5. This work has been accompanied by a geo-archaeological assessment.
- 258 The site works have provided evidence of the impact from the construction of the present viaduct. The current viaduct construction will have severely impacted archaeological remains from within the footprint of its piers, and an area around the pier; the survival of deeper archaeological remains is therefore confined to areas between the piers. Remains of the foundations of the earlier elements of the viaduct should also be recorded as they are of interest in the study of early railway engineering and are worthy of preservation by record.
- 259 The EIA chapter, in section 7.4, proposes suitable mitigation measures to be undertaken on site. The baseline data supplied in the application is adequate to inform a Written Scheme of Investigation, which should be secured by condition.
- 260 As a public space, the rebuilt London Bridge Station would be the ideal location for a display of archaeological and heritage material related to the proposal which could include archaeological artefacts and information related to the wider railway heritage of the station. The location, design and materials for such a display case should be secured by condition or legal agreement.
- 261 The provision of suitable and proportionate proposals for the publication and archiving of archaeological material and the results of the various programmes of building recording should also be secured by condition.

#### **Planning obligations (S.106 agreement)**

- 262 Policy 2.5 of the Southwark Plan and 8.2 of the London Plan advise that planning obligations can be secured to overcome the negative impacts of a generally acceptable proposal. Policy 2.5 of the Southwark Plan is reinforced by the Supplementary Planning Document (SPD) on Section 106 Planning Obligations, which sets out in detail the type of development that qualifies for planning obligations, and Circular 05/05, which advises that every planning application will be judged on its own merits against relevant policy, guidance and other material considerations when assessing planning obligations.

263 The following list of obligations has been agreed with Network Rail:

| <b>OBLIGATION</b>   | <b>DESCRIPTION</b>   |
|---|--|
| 1. Southwark Playhouse and Britain at War Museum to be re-provided within the station | <ul style="list-style-type: none"> <li>• Area specified in square metres</li> <li>• Rent agreed</li> <li>• Period agreed</li> <li>• Level of fit out agreed</li> <li>• Reasonable endeavours to relocate during construction (within the borough) and minimise disruption</li> <li>• space to be re-provided to agreed spec within 2 months of practical completion</li> </ul>   |
| 2. Existing tenants   | <ul style="list-style-type: none"> <li>• Reasonable endeavours to relocate prior to construction (within the borough)</li> </ul>   |
| 3. Affordable business space  | <ul style="list-style-type: none"> <li>• For retail units in St Thomas Street</li> <li>• For a period of 5 years</li> <li>• To be made available to independent operators</li> <li>• Rent to be specified</li> </ul>   |
| 4. Highways Plan  | <ul style="list-style-type: none"> <li>• Bermondsey Street contra-flow cycle lane</li> <li>• New revised intersection of Bermondsey Street and Tooley Street</li> <li>• Provision of 8 bay taxi rank in Bermondsey Street</li> <li>• 2.5m exclusion zone adjacent to rank to ensure clear access</li> <li>• Revised intersection of Bermondsey Street and St Thomas Street/Crucifix Lane</li> <li>• Widening of pavement in St Thomas Street from new entrance to Bermondsey Street</li> <li>• Two new pedestrian crossings at new entrances in St Thomas Street. Aspiration for raised table to include both crossings and in between.</li> <li>• Two new pedestrian crossings at the new entrances in Tooley Street. Aspiration for raised table to include both crossings and in between.</li> </ul> <p>New road layouts and associated works (Permanent)</p> |

| OBLIGATION  | DESCRIPTION  |
|---|--|
| 5. Obligation to carry out works identified in Highways Plan and enter into S278 with LBS and/or TfL as necessary |  |
| 6. Final road layout  | <ul style="list-style-type: none"> <li>• 12 months prior to completion, assessment of road layouts to determine whether Permanent road layout approved at planning stage requires amendment</li> <li>• If amendments necessary to submit details for approval</li> <li>• Carry out any works required following the assessment</li> </ul>  |
| 7. Cycle storage  | <ul style="list-style-type: none"> <li>• NR to make reasonable endeavours to secure a retail tenant that will operate a cycle store facility in conjunction with a cycle retail facility</li> </ul>  |
| 8. Cycle Management Plan  | <ul style="list-style-type: none"> <li>• To detail cycle routes during construction</li> <li>• To be submitted and approved</li> <li>• Works to be carried out</li> </ul>  |
| 9. Travel Plan  | <ul style="list-style-type: none"> <li>• Commitment to:</li> <li>• producing a full travel plan in line with TfL's 'Travel planning for new development in London' document and the ATTrBuTE tool</li> <li>• undertaking user travel surveys at 1, 3 and 5 years from occupation - incorporating all users of the station namely passengers, station staff (and associated contractors) and retail unit staff</li> <li>• monitoring operational and maintenance staff parking, and cycle parking, with a view to providing less / more of these respectively if required</li> <li>• identifying SMART targets for the travel plan over 5 years, with a particular focus on walking and cycling</li> <li>• measures within the travel plan to support the targets</li> <li>• a travel plan coordinator to manage the travel plan</li> </ul> |

| OBLIGATION  | DESCRIPTION  |
|---|--|
|   | <ul style="list-style-type: none"> <li>• setting up a travel plan steering group to address issues</li> <li>• updating the travel plan following each survey, responding to issues raised</li> <li>• £3,000 for LBS's monitoring of the travel plan</li> <li>• To be submitted and approved (both for during construction and final operation)</li> </ul>  |
| 11. External Areas/Public Realm Plan                            | <ul style="list-style-type: none"> <li>• Enter into S278 agreements as necessary</li> <li>• provide environmental improvements to Bermondsey Street tunnel including lighting, leak repair, paving</li> <li>• Repaving of public footways to kerb edge to match</li> <li>• Street furniture, including street lighting and bins</li> <li>• Paving from Stainer Street to Joiner Street on south side of Tooley Street including removal of loading bays</li> </ul> |
| 12. Works in External Areas/Public Realm Plan to be carried out |  |
| 13. Public Realm areas agreed                                   | <ul style="list-style-type: none"> <li>• To be publicly accessible to pedestrians and kept open</li> <li>• To be maintained</li> </ul>   |
| 15. Public art  | <ul style="list-style-type: none"> <li>• To be delivered prior to completion</li> <li>• To an indicative value</li> <li>• Detail to be approved</li> </ul>   |
| 16. Train shed  | <ul style="list-style-type: none"> <li>• Condition survey to determine what elements can be dismantled and retained</li> <li>• Method statement on how elements are to be dismantled and retained</li> </ul>   |
| 19. Construction Management Plan                                | <ul style="list-style-type: none"> <li>• To be submitted and approved</li> <li>• To include, where feasible, deliveries and waste removal by rail</li> <li>• Monitoring general</li> <li>• Monitoring of Long Lane and an 'except for access' restriction be introduced if required</li> </ul>   |

| OBLIGATION  | DESCRIPTION  |
|---|--|
| 21. Construction Working Group                                | <ul style="list-style-type: none"> <li>To comprise representatives from: NR; Guy's Hospital; Sellar; TfL; Southwark Council</li> </ul>   |
| 22. St Thomas Street Working Group agreed                     | <ul style="list-style-type: none"> <li>To coordinate public realm improvements in St Thomas Street in relation to the Shard and the new station</li> <li>To comprise representatives from NR, Sellar, Southwark Council</li> </ul>   |
| 23. Guy's Hospital  | <ul style="list-style-type: none"> <li>Air quality, noise, and vibration monitoring within the hospital during construction plus any mitigation measures</li> </ul>  |
| 24. Employment During Construction agreed subject to deletion | <ul style="list-style-type: none"> <li>Provision of a Workplace Coordinator</li> </ul>   |
| 25. Employment During Construction Management Fee             | <ul style="list-style-type: none"> <li>Financial contribution of £36,055</li> </ul>  |
| 26. Wayfinding Strategy                                       | <ul style="list-style-type: none"> <li>To be submitted and approved (both within station and outside)</li> <li>Destinations (not limited to): LU, Bus Station, taxis, Tower Bridge, More London, Thames Clipper pier, London Bridge and the City, Southwark Cathedral, Borough Market, Guy's Hospital, the Shard, Bermondsey Street</li> <li>Signage to be installed</li> <li>Legible London to be provided within the street and terminating concourses and outside the new street level entrances</li> </ul> |
| 27. Section 278   | <ul style="list-style-type: none"> <li>Requirement to enter into Section 278 works for highway alterations</li> </ul>  |
| 28. Design aspirations  | <ul style="list-style-type: none"> <li>To be included in order to assess elevation design conditions against</li> </ul>  |
| <b>TfL provisions (as Highway Authority)</b>                  |  |
| 29. Section 278   | <ul style="list-style-type: none"> <li>Requirement to enter into Section 278 works for highway alterations</li> </ul>  |

| OBLIGATION   | DESCRIPTION   |
|--|---|
| 30. Signage  | <ul style="list-style-type: none"> <li>To cover cost of re-signing for cycle routes</li> </ul>  |
| 31. Station Management   | <ul style="list-style-type: none"> <li>To submit a station management plan for approval to manage pedestrian congestion areas between NR concourse and LU entrance and thereafter operate the station in accordance with the approved plan</li> </ul>                               |
| 32. Communications Strategy  | <ul style="list-style-type: none"> <li>Delivered and funded by Network Rail with TfL engagement – passenger onward travel via LU, Buses, taxis, cycling etc need to be part of this strategy.</li> </ul>  |
| 33. Bus arrangements   | <ul style="list-style-type: none"> <li>re-routing of the 381 and the change to the bus stand – TfL needs to be engaged in these changes and the communication of these changes with the bus operators and passengers – this could be part of the communications strategy</li> </ul> |
| 34. Taxi rank review   | <ul style="list-style-type: none"> <li>operation of Bermondsey Street taxi rank to be reviewed</li> <li>mitigation if required (feeder to be provided if feasible)</li> </ul>   |
| 35. St Thomas Street/Borough High Street Junction Improvement working group agreed |   |

1. Network Rail will, at its own cost, make applications for the stopping up of Weston Street and Stainer Street. The council and TfL (to the extent that it is a party) will support the making of such orders. The relevant provision will be in the same terms as that contained in the existing section 106 obligations.
2. Network Rail will agreed with the council not to implement (or further implement) any of the 2003 and 2008 Masterplan planning permissions, listed building consents or conservation area consents, in respect of London Bridge Station.
3. Network Rail and the council agree that the 2003 and 2008 Masterplan section 106 obligations relating to London Bridge Station shall be cancelled, and shall cease to have effect.

- 264 The contributions agreed are considered to provide significant environmental improvements in the area and adequately mitigate the impacts of the development in accordance with saved policy 2.5 of the Southwark Plan.
- 265 The Community Infrastructure Levy (CIL) regulations came into force on 6 April 2010. The regulations state that it is unlawful for a planning obligation to be taken into account when determining a planning application for a development, or any part of a development, that is capable of being charged CIL if the obligation does not meet all of the following tests:
- necessary to make the development acceptable in planning terms;
  - directly related to the development; and
  - fairly and reasonably related in scale and kind to the development.
- 266 The obligations secured are considered to have met the above tests.
- 267 In the absence of a legal agreement being completed by 30 March 2012, the applicant has failed to adequately mitigate against the impacts of the development and, in accordance with Article 22 of the Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2003, it is recommended that the application be refused for the following reason:

“In the absence of a signed Section 106 Agreement, there is no mechanism in place to avoid or mitigate the impact of the proposed development on the public realm, public open space, the transport network, health facilities and employment and the proposal would therefore be contrary to saved policy 2.5 of the Southwark Plan and Policy 8.2 of the London Plan.”

#### **Mayoral Community Infrastructure Levy (CIL)**

- 268 The Mayor’s CIL comes into effect in April 2012 and will apply a financial levy against all developments which will go towards the delivery of Crossrail. The levy is not discretionary and must be applied to all developments at a rate of £50 per square metre in Central London and will be prioritised over all other planning obligations. Officer recommendation (F) requires any Section 106 to be completed by 30 March 2012 and so the Mayoral CIL will not apply.

#### **Flooding**

- 269 The site is located within Flood Zone 3a. However, the footprint of the station remains largely the same with a small reduction following the demolition of 64-84 Tooley Street. The space within the vaults incorporates change of use but not for habitable purposes.
- 270 The Environment Agency have not raised any objections to the proposal and recognise that the new station is being developed within a constrained site.
- 271 The proposals to improve attenuation storage on this site despite the outlined constraints are welcomed. The drainage works that will be taken forward at the detailed design stage will include:

- The demolition of some adjoining buildings along Tooley Street will provide capacity for permeable paving and sub base storage. Attenuation here is likely to be in the form of sealed, shallow crate storage to minimise disruption to underlying infrastructure and the adjacent building and maximise storage volume.
- Attenuation storage to be provided under the ground level passenger concourse. The available footprint for storage here is limited due to the foundations of the existing railway arches which will remain in place.
- Where possible, the new and existing drainage network will incorporate oversize pipes along with appropriate control structures to maximise attenuation and reduce runoff rates as far as is possible. This to include the drainage of the concourse slab and roof.

### **Sustainable development implications**

- 272 Core Strategy 'Strategic Policy 2' encourages development which maximises the use of public transport and minimises car use. The reasoned justification notes support for public transport improvements and acknowledges that "the Thameslink Programme is a massive rail investment programme which will provide many more journey options for passengers travelling through or to London from the north and south".
- 273 Non-residential schemes are ordinarily expected to achieve a BREEAM rating. However, given this proposal is primarily an engineering development, a BREEAM assessment would be ineffectual and not fit for purpose. Accordingly, it is considered appropriate to utilise a sustainability index more suited to a new station.
- 274 Network Rail utilise the CEEQUAL assessment which was also utilised on the Blackfriars station redevelopment. It is promoted by the Institution of Civil Engineers (ICE) and a group of civil engineering organisations including CIRIA, CECA and ACE. Its objective is to encourage the attainment of environmental excellence in civil engineering, and thus to deliver improved environmental and social performance in project specification, design and construction.
- 275 There are several different CEEQUAL Award levels that a project can achieve, depending on the percentage number of points scored against the scoped-out question set. These are:
- more than 25% - Pass
  - more than 40% - Good
  - more than 60% - Very Good
  - more than 75% - Excellent
- 276 As part of the application, a pre-assessment statement has been submitted demonstrating how the proposed new station will achieve an 'Excellent' rating. The level proposed is consistent with the high sustainability standards required by Strategic Policy 13 of the Core Strategy and is accepted.
- 277 The proposed changes to the station will result in increased station capacity in the long term and delivery of the full Thameslink programme will secure additional journey opportunities, resulting in a much more efficient & sustainable circulation of passengers, station users/workers and public modes of transport. The overground, underground & bus services will all operate more effectively from the station as a



result of the proposed development. Interchange connections between the railway station to river, taxi & cycling services, as well as walking, will be improved.

- 278 The increased capacity of the station & new and improved rail services will complete the Thameslink Programme and result in estimated savings of 24 million kg of CO<sub>2</sub> per annum resulting from modal shift, a significant contribution to minimising the use of energy and greenhouse gas emissions.
- 279 The new concourse is specifically designed to be naturally ventilated hence it will not require heating or air conditioning and will be designed to allow for as much natural lighting as possible. This will result in a significant energy saving and will meet the Southwark and London Plan's objective of being lean.
- 280 The application of renewable energy as part of the proposed development has been considered but is limited due to site constraints and the characteristics of the station's energy demand.
- 281 In June 2009, Network Rail issued a Sustainability Policy as part of the 2009 Corporate Responsibility Report, and in August 2009 a Sustainability Policy Statement was produced. The corporate driver for sustainability was established, and the Thameslink Programme's Sustainable Design and Construction Strategy (SDCS) demonstrates the programme's delivery of Network Rail's and the TWA sustainability commitments.
- 282 The Thameslink Programme made a commitment in 2009 to reducing waste by signing up to the WRAP (Waste and Resources Action Programme) pledge to reduce construction, demolition and excavation waste to landfill by 50% in 2012, compared to 2008. The subsequent targets set out in the SDCS go over and above the 50% reduction commitment.
- 283 The Thameslink programme commits to the protection and enhancement of biodiversity. However, the majority of the application site comprises hard standing habitats with negligible intrinsic ecological value. Detailed surveys undertaken by Network Rail have concluded that bats are not using the station complex for roosting and foraging potential is limited in the site and surrounding area. In terms of nesting birds, two black redstart territories were identified partially within the site boundary and an additional territory was located on the periphery of the site.
- 284 In addition, Network Rail have agreed to make reasonable endeavours to make construction deliveries and removals by rail which will considerably reduce the number of construction vehicles movements and is a considered an extremely sustainable form of construction.

#### **Other matters**

- 285 During the application, officers highlighted a number of issues with the proposal that needed to be addressed before a positive recommendation could be made. The following is a summary of the issues raised and how they have been resolved.

|     | <b>ISSUE</b>   | <b>RESOLUTION</b>  |
|-----|--|--|
| 1.  | Insufficient leisure space   | Floorspace increased by 500sqm   |
| 2.  | Southwark Playhouse and Britain at War Museum to be re-provided      | Agreement to re-provide Southwark Playhouse and Britain at War Museum within new station |
| 3.  | Detailed drawings of crossings required                              | Submitted  |
| 4.  | Raised table crossings required                                      | Agreement to raised crossings – see point 40   |
| 5.  | Cycle storage insufficient   | Cycle provision increased to 700   |
| 6.  | Bermondsey St contra-flow cycle lane                                 | Plans received and agreement to provide  |
| 7.  | Pedestrian modelling (PM) required                                   | Submitted  |
| 8.  | Construction traffic data  | Submitted  |
| 9.  | Travel Plan provisions inadequate                                    | Revised commitments made; to be secured within legal agreement                           |
| 10. | Parking provision justification                                      | Received   |
| 11. | Taxi stand provision inadequate                                      | Taxi stand increased to 8 bays   |
| 12. | Public Transport data during construction                            | Submitted  |
| 13. | Single escalator access  | Justification provided   |
| 14. | Waste management details   | To be secured by condition   |
| 15. | Western passage/overpass clarification                               | Confirmation that Western passage to remain open   |
| 16. | Bermondsey St tunnel fume ventilation                                | Justification provided   |
| 17. | Carbon reduction   | Justification provided   |
| 18. | Construction deliveries should be made by rail                       | Agreement to make reasonable endeavours to use rail                                      |
| 19. | CEEQUAL pre-assessment list required                                 | Submitted  |
| 20. | Ancillary space increase clarification                               | Further information submitted  |
| 21. | Responses to Guy's Hospital Trust and London Bridge Quarter required | Responses provided   |
| 22. | London Dungeon queues  | Undertaking provided   |
| 23. | Grills in arches detail  | Plans submitted; condition to be imposed   |
| 24. | Heritage Statement reference to PPS5                                 | Submitted  |
| 25. | New Listed Building Consent application required                     | Submitted  |
| 26. | Service access in St Thomas St justification                         | Submitted  |
| 27. | Exposed heritage fabric in Stainer St required                       | Agreement to incorporate in new station  |

|     | <b>ISSUE</b>  | <b>RESOLUTION</b>                                   |
|-----|---|---|
| 28. | Western Arcade Thameslink works clarification                               | Submitted   |
| 29. | 64-84 Tooley St justification   | Submitted   |
| 30. | Further public space detail required  | Submitted   |
| 31. | View 4 sharp corner clarification   | Submitted   |
| 32. | Better articulation to roof on elevations                                   | Revisions made                                      |
| 33. | Term platform fire escapes clarification                                    | Submitted   |
| 34. | Shard canopy interface  | To be secured by condition                          |
| 35. | Canopy end detail   | To be secured by condition                          |
| 36. | St Thomas St facade   | To be secured by condition                          |
| 37. | Playhouse and Museum re-provided; reasonable endeavours during construction | Agreement from Network Rail                         |
| 38. | Reasonable endeavours to relocate other tenants                             | Agreement from Network Rail                         |
| 39. | Affordable business space   | Agreement from Network Rail                         |
| 40. | Highways Plan to be provided  | Agreement from Network Rail                         |
| 41. | External Areas Plan to be provided  | Agreement from Network Rail                         |
| 42. | External Areas to be accessible and maintained                              | Agreement from Network Rail                         |
| 43. | Restriction on kiosks in Joiner Street                                      | To be conditioned                                   |
| 44. | Public Art  | Agreement from Network Rail                         |
| 45. | Dismantling of train shed   | Condition Survey and Method Statement to be secured |
| 46. | Construction Working Group  | Agreement from Network Rail                         |
| 47. | St Thomas Street Working Group  | Agreement from Network Rail                         |
| 48. | Revisit final road layout   | Agreement from Network Rail                         |
| 49. | Improvements to Bermondsey St tunnel  | Agreement from Network Rail                         |
| 50. | Noise and Vibration monitoring  | Agreement from Network Rail                         |
| 51. | Employment contributions  | Agreement from Network Rail                         |

### **Conclusion on planning issues**

286 The new station is an ambitious proposal that will bring together all the platforms of the station for the first time in its history. Whilst there is a loss in terms of heritage and historical fabric, the vast improvements to public transport and the public benefit that flows from this is considered to balance this loss. Together with the design of the new station, including the creation of new public open space, as well as the obligations to retain and promote heritage elements of the station, it is considered that there is sufficient justification for the demolition of the train shed and 64-84 Tooley Street.

287 The new station will secure the Southwark Playhouse and Britain at War Museum,

together with new retail space and affordable business units, which will provide a good mix of uses within the town centre.

- 288 Given the immense improvement to public transport connectivity within the south east of the UK following the completion of Thameslink and that 80% of the improvements cannot be delivered without the London Bridge works, it is considered that the proposal for the new station at London Bridge is of national importance. Without the new station, the public transport improvements cannot be delivered which will result in an adverse impact on London as a whole. As such, taking all material considerations into account, it is recommended that all applications be approved.

### **Community impact statement**

- 289 In line with the council's Community Impact Statement the impact of this application has been assessed as part of the application process with regard to local people in respect of their age, disability, faith/religion, gender, race and ethnicity and sexual orientation. Consultation with the community has been undertaken as part of the application process. The impact on local people is set out above.

### **Consultations**

- 290 Details of consultation and any re-consultation undertaken in respect of this application are set out in Appendix 1.

### **Consultation replies**

- 291 Details of consultation responses received are set out in Appendix 2.

### Summary of consultation responses

- 292 There was a considerable response to the public consultation with objections falling broadly into the following categories:

- loss of the train shed and 64-84 Tooley Street
- loss of Southwark Playhouse and other leisure uses
- cycle storage and impact on cycle routes
- construction impacts
- mix of uses

### **Human rights implications**

- 293 This planning application engages certain human rights under the Human Rights Act 2008 (the HRA). The HRA prohibits unlawful interference by public bodies with conventions rights. The term 'engage' simply means that human rights may be affected or relevant.
- 294 This application has the legitimate aim of providing a new rail station. The rights potentially engaged by this application, including the right to a fair trial and the right to respect for private and family life are not considered to be unlawfully interfered with by this proposal.

**BACKGROUND DOCUMENTS**

| <b>Background Papers</b>  | <b>Held At</b>   | <b>Contact</b>  |
|---|--|---|
| Site history file: TP/151-D<br><br>Application file: 11-AP-1987,<br>11-AP-2079, 11-AP-2080,<br>11-AP-3423<br><br>Southwark Local Development<br>Framework and Development<br>Plan Documents | Regeneration and<br>Neighbourhoods<br>Department<br>160 Tooley Street<br>London<br>SE1 2QH | Planning enquiries telephone:<br>020 7525 5403<br>Planning enquiries email:<br><a href="mailto:planning.enquiries@southwark.gov.uk">planning.enquiries@southwark.gov.uk</a><br>Case officer telephone:<br>020 7525 5906<br>Council website:<br><a href="http://www.southwark.gov.uk">www.southwark.gov.uk</a> |

**APPENDICES**

| <b>No.</b> | <b>Title</b>                    |
|------------|---------------------------------|
| Appendix 1 | Consultation undertaken         |
| Appendix 2 | Consultation responses received |
| Appendix 3 | Neighbour consultee map         |

**AUDIT TRAIL**

|   |   |                          |
|---|---|--------------------------|
| <b>Lead Officer</b>   | Gary Rice, Head of Development Management |                          |
| <b>Report Author</b>  | Gordon Adams, Development Management      |                          |
| <b>Version</b>  | Final                                     |                          |
| <b>Dated</b>  | 8 December 2011                           |                          |
| <b>Key Decision</b>   | No  |                          |
| <b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b> |   |                          |
| <b>Officer Title</b>  | <b>Comments Sought</b>                    | <b>Comments included</b> |
| Strategic Director of Communities, Law & Governance                     | No  | N/A                      |
| Strategic Director of Regeneration and Neighbourhoods                   | No  | N/A                      |
| Strategic Director of Environment and Leisure                           | No  | N/A                      |
| <b>Date final report sent to Constitutional Team</b>                    |   | 9 December 2011          |

**Consultation undertaken**

**Site notice date:** 14/07/2011

**Press notice date:** 14/07/2011, 03/11/2011, 17/11/2011

**Case officer site visit date:** Various over the preceding 12 months

**Neighbour consultation letters sent:** 07/07/2011

**Internal services consulted:**

- Environmental Protection Team
- Planning Policy
- Transport Planning
- Archaeology Officer
- Ecology Officer
- Public Realm
- Urban Forester
- Waste Management
- Emergency Planning

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

- Metropolitan Police Service
- Environment Agency
- Greater London Authority
- Thames Water
- English Heritage
- London Fire and Emergency Planning
- Transport for London
- Design Review Panel
- Countryside Commission
- Department for Communities and Local Government
- London Underground Limited
- Natural England
- Railway Heritage Trust
- The Victorian Society
- Sport England
- The Theatres Trust

**Neighbours and local groups consulted:**

- Team London Bridge
- Bermondsey Street Area Partnership
- Bermondsey Neighbourhood Forum

- Letters were sent to 1,226 nearby occupiers in accordance with the map included at Appendix 3 – a full list of those consulted is available on the case file.

### **Member presentations**

The scheme was presented to the following Planning Committee Members on 19<sup>th</sup> April 2011: Cllr Althea Smith and Cllr Robin Crookshank Hilton.

A second Member presentation was made on 23/11/2011. In attendance were: Cllrs Al-Samerai, Crookshank Hilton, Mann, Dolezal, Coyle, Colley, Clark, and Smith.

### **Re-consultation**

All statutory and non statutory organisations, neighbours, local groups and internal consultees were consulted on additional information on 27/10/2011 and again on 15/11/2011 as per Regulation 22 of the EIA Regulations 2011.

### **Network Rail consultation**

Network Rail carried out its own public consultation on the proposed development prior to submission and during the application.

The proposals were displayed at London Bridge station over five days between Tuesday 17 May and Saturday 21 May. Representatives from the project team were available between 08:00 and 19:00 (14:00 on Saturday) each day to explain the plans and to answer questions. Over the five days, more than 2,500 people stopped at the display to either talk to a member of staff or to take a leaflet and comment card.

As well as the exhibitions, the information available at the station was replicated on the Network Rail website.

To raise awareness of the proposals and the exhibition, activity included:

- News release on 20 April, generating coverage including the Evening Standard, SE1 website and ITV local news
- Follow up media activity on 17 May, including further coverage in the Evening Standard
- Door drop flyers sent to approximately 2,000 homes (those within an 850m radius of the station) on 12 May
- Emails to Southwark councillors on 20 April and 16 May highlighting forthcoming exhibition
- Colour adverts in the South London Press (13 May) and Southwark News (12 May)
- Details on Team London Bridge and Better Bankside website and emails to members
- Details on Thameslink programme email to rail users
- Posters throughout London Bridge station to help reach station users who would not walk past the exhibition
- Announcements on the station PA system whilst the exhibition was on

- Approximately 5,000 leaflets (additional to those taken from the stand) handed to station users

Meetings held with various individuals and groups included:

- Bermondsey Street Area Partnership
- Bermondsey Village Action Group – three meetings between March and May
- Elected members – including Simon Hughes MP, Caroline Pidgeon and Val Shawcross AMs
- London Borough of Southwark - members
- London Borough of Southwark – Community Council meetings
  - Rotherhithe
  - Borough and Bankside
  - Bermondsey
- London Travel Watch – meeting with officers and presentation to Board
- Passenger Focus – meeting with officers and presentation to Board
- Mayor of London – presentation to Mayor and officers
- Southwark Chamber of Commerce – including meetings with chair and vice-chair and speech / Q & A with members
- Southwark Living Streets
- Team London Bridge – including meetings with officers and presentations at events for members



**APPENDIX 2****Consultation responses received**

Environmental Protection Team: clarification sought on various issues; no objections raised

Transport Planning: no objections, subject to conditions

Archaeology Officer: no objections, subject to conditions

Planning Policy: recognise that the loss of leisure and business space is to a large degree offset by the significantly expanded concourse; welcome the commitment to re-housing the existing leisure tenants who wish to return including the Britain at War Museum and the Southwark Playhouse – mechanism for enabling this to happen should be incorporated in a s106 agreement; the CEEQUAL assessment covers all the points that should be addressed.

Ecology Officer: no objections, subject to conditions

**Statutory and non-statutory organisations**

London Fire and Emergency Planning Authority: raised no objections; requested site plans.

Metropolitan Police Service (Secured by Design): new cycle parking areas should be enclosed with monitored CCTV linked back to control room designated for the site

Transport for London: Thameslink and the redevelopment of London Bridge Station is consistent with the Mayor's Transport Strategy and London Plan Policies and the application is therefore supported in principle; consideration needs to cover both construction period as well as after completion; construction period will require temporary mitigation measures to be agreed with TfL particularly for the management of construction traffic and junction alterations on the Transport for London Road Network but also a communications strategy between London Borough of Southwark, Network Rail and TfL to advise passengers on both the construction programme, how access to the station and onward travel to the bus station, London Underground and taxis all of which will need to be managed; in final phase, it is essential that TfL is fully engaged in the approval of any mitigation measures the applicant proposes as again these details which are not currently contained within the application as submitted; the final phase will impact on the TLRN and could have significant implications for the operation of the bus and underground stations and the proposal could represent a potential risk to TfL; concerns re modelling, construction impact (highways, buses, London Underground, pedestrian and cycle routes); permanent impacts on highway, buses, London Underground, cycling/cycle parking, bus station and operations; Delivery and Service Plans; Travel Planning; Communication; taxi; wayfinding.

*Officer comment: TfL officers have been heavily involved in discussions over transport issues. Subject to sufficient and adequate obligations being secured within the legal agreement, it is expected that all TfL issues will be adequately addressed.*

English Heritage:

- 64-84 Tooley Street: advice that the Minister for Tourism and Heritage has decided not to list the building
- No objection to the demolition of the listed train shed
- The proposal falls to be assessed against Policy HE 9.2 (i) of PPS5 Planning for the Historic Environment which requires that where an application leads to substantial harm to or total loss of significance, the harm or loss is necessary in order to deliver substantial public benefits. English Heritage recognises that the Thameslink Project will deliver substantial public benefits and that Network Rail has put forward a proposal that meets their operational requirements and provides an improved environment for its customers. However, it has not shown to our satisfaction that demolition of the 64-84 Tooley Street building is necessary to deliver such a station.
- In determining this application, it is for your Council to decide whether the the test set out in Policy HE9.2 has been met. However, our advice has to be that Network Rail has not met the test set out on Policy HE 9.2 (i) because it has not demonstrated that demolition is necessary in order to deliver the new station.

Natural England: recommend the implementation of brown roofs to accommodate Black redstart habitats; surveys should be carried out during construction. There are opportunities to contribute to climate change adaption through porous paving, living walls, tree planting.

Greater London Authority – Stage I report:

- Principle of development: principle of development and objectives to realise the full potential of Thameslink Programme supported, however, loss of heritage assets have not sufficiently been justified nor has loss of cultural and leisure space been given sufficient consideration. Loss of office space is accepted.
- Urban design and access: the design does not yet meet the policy test regarding the loss of heritage assets. There remains a significant lack of ambition to deliver outstanding architectural quality for the site. The access strategy is currently insufficient and is likely to fail once the station becomes fully operational.
- Climate change mitigation: subject to appropriate conditions regarding a 'unit occupiers strategy' for connection to the centralised plant and securing the site wide technologies and potential links to a future heat and power network
- Climate change adaption: broadly acceptable subject to conditions
- Noise: requires further consideration
- Air quality: requires further consideration
- Biodiversity: requires further consideration
- Transport: the transport assessment is currently considered inadequate

*Officer comment: the applicant has provided a response to the GLA on the issues raised in their Stage I report. Further justification regarding demolition and increase in leisure floorspace should overcome concerns with principle of development*

Thames Water: no objection raised.

Environment Agency: no objections subject to conditions.

Design Review Panel:

- First presentation 22/03/11: concerns with proposal in relation to approach to public realm, structural diagram of the concourse and its architectural expression
- Second presentation 13/06/11: public realm better described, raised questions about its use, contribution to wayfinding, nature and design of security systems. St Thomas Street should incorporate the approach to the street itself. On Tooley Street, the space failed to resolve its use, wayfinding and defence. Roof had dramatically improved however roof design needed more work to resolve the junction with the Shard concourse canopy. The new elevations raised concerns over the architectural expression of the station on both Tooley Street and St Thomas Street. Panel offered ongoing engagement.

Team London Bridge (Business Improvement District): carried out focus groups, interviews, and surveys with BID members. Strongly supports the development, subject to recommendations made: Publish a Construction Management Plan following liaison with the business community; Implement Legible London as part of the station development; Greater consideration should be given to station linkages with the London Bridge City Pier; Increase cycling infrastructure capacity and facilities as part of the station development; Address pedestrian congestion on Tooley Street; Significantly improve the St. Thomas Street station exit and pedestrian environment; Radically improve the Bermondsey Street tunnel environment; Implement active frontages in the St. Thomas Street arches and Bermondsey Street tunnel; Protect and enhance the existing cultural offer within the station master-plan; Increase the quality and the range of the retail offer; Designate St. Thomas Street arches as a location for creative retail and leisure outlets; Network Rail to work with Team London Bridge to produce a dedicated business communication strategy.

The Victorian Society: object to the demolition of 64-84 Tooley Street

Railway Heritage Trust: accepts the loss of the train shed; welcomes the proposed improvements to the newly listed St Thomas Street arches and the handling of the Western Arcade; not convinced over the need to demolish 64-84 Tooley Street.

Sport England: no objection

The Theatres Trust: objects to the loss of Southwark Playhouse; no concern over the loss of the former Shunt Theatre space

Conservation Area Advisory Group for Southwark: disappointed by the lack of any conservation-led approach; loss of arches in St Thomas Street is regrettable and should be reconsidered; the rebuilt arches are a poor reflection; loss of 64-84 Tooley Street is not accepted as justifiable; loss of train shed is regrettable; all three elements should not be demolished

London Travel Watch: passengers and other users of the station and its surrounding

road network are not unduly disadvantaged during the construction period; there should be a pedestrian traffic management plan, communications programme; strategy for alternative routes; there should be improvements at other stations

Bermondsey Street Area Partnership (Planning Subcommittee): support the general principle; object to the excessive levels of traffic that will occur; insufficient taxi points; there will be conflicts with lorries and through traffic and pedestrians on Tooley Street where unloading will occur; object to the loss of the train shed wall (but not the roof) and concern over the loss of 64-84 Tooley Street; question why the signal box is being retained; object to the amount of cultural/recreational uses in the proposal; insufficient use made of the vaulted units on Bermondsey Street with very little active street frontage onto the tunnel section of the street; planning condition to protect quality of the design

### **Ward members**

Councillors Al-Samerai and Noblet: concern over communication between Network Rail and existing tenants and suitable alternative accommodation; concern over loss of leisure space.

### **Neighbours and local groups**

#### **In support**

South Eastern Railways: express support for the application; amenities are currently poor, do not meet modern standards or provide sufficient space for passengers and other users of the station; the transformation of the station to provide the capacity for more trains and deliver a better environment for passengers is pivotal to Thameslink Programme; application includes a public piazza and other features aimed at improving the local environment.

Email: express support for planning application; saw model at public consultation and design is an improvement on the current layout and is aesthetically pleasing; decision to open up and use railway arches is excellent; happy with service improvements that will result from the development

41 Snowfields: pro/positive towards application; important that the area has history and story as well as commerce and modern architecture.

92-94 Tooley Street: no objection to the proposals

62-64 Weston Street: support proposal; anything that can be done to modernise and improve London Bridge station, the railway arches, and the area in general is welcome

First Capital Connect: new station layout would deliver a better environment for passengers including interchange improvements, and provision of facilities including retail services; plans include a piazza and other features designed to enhance the station's contribution to its locality.

#### **For comment**

Southwark Playhouse: with the increase in leisure space and in principle agreement to retain the theatre in the new station, no objections, subject to terms

Arts Council England: letter of support for Southwark Playhouse and their re-provision within the scheme

City of London (owners of Colechurch House): seeking clarification that proposals do not affect the Colechurch House overpass connecting to the station.

Britain at War Museum: raised concern over future of museum within the station; sought assurance of re-provision; concern over eviction notice and poor communication with Network Rail.

London Bridge Quarter: questions raised over St Thomas Street traffic (during construction and permanent arrangement); improvements to St Thomas Street public realm; asset protection; public realm considerations; security

Bermondsey resident: does not support the retention of Southwark Playhouse

Railworld: offered to take the shed roof however later withdrew their offer

### **In objection**

London Dungeons: object over concerns of impacts during construction

Save Britain's Heritage: object to the demolition of 64-84 Tooley Street

Better Bankside: concern over pedestrian movement in relation to Borough High Street; support a complete review of cycle routes in the area; concern over cycle storage assessment; wish to see Legible London incorporated

London Cycling Campaign: does not comply with sustainable development and sustainable transport policies; lack of integration with proposed Cycle Superhighway in Tooley Street; closure of Weston Street; closure of Stainer Street to cyclists; hazardous conditions for cyclists on surrounding streets; inadequate cycling assessment; inadequate cycle parking proposed; inadequate detail on cycle parking proposed; removal of On Your Bike storage facility

Southwark Cyclists: support the redevelopment of the station however cycle parking is insufficient; no detail of cycle hire scheme; Tooley Street will be too congested, not wide enough to accommodate Cycle Superhighway, and should be car free; Tooley Street junction with London Bridge is dangerous and not addressed; cycle routes proposed are inadequate

Arch 897, Holyrood Street SE1 (together with 13 signatories): missed opportunity to develop the area beyond the main station concourse; question 'railway ancillary space'; lack of communication from Network Rail to existing tenants; Bermondsey Street tunnel should be developed to have active uses; renewable energy has not been adequately considered.

Arch Climbing Wall: layout of station is designed to remove as many small

businesses as possible to make way for major leaseholders; existing entrances should be enlarged/modernised rather than new entrances created; main entrance on Tooley Street will create unsustainably heavy foot traffic towards Borough High Street on pavements that are unusable due to London Dungeons queuing; proposal is contrary to planning policy as previous advice has been that area is of historical importance and where office space is encouraged over all other forms of development.

Platform: fails to address desire to retain important architectural and cultural aspects of the area; query why London Dungeons is remaining; concern over pedestrian conflict with dungeon queues; 64-84 Tooley Street should be retained; good current mix of independent businesses and concern over replacement with homogenous high street

Guy's and St Thomas's NHS Foundation trust: concern over air quality; transportation; pedestrian access to St Thomas Street; noise and vibration

Bermondsey Village Action Group (BVAG): object to demolition of 64-84 Tooley Street and train shed; concern over implications of closing Stainer and Weston Streets

Granary Services Limited, 72-74 Tooley Street: wish to see restaurant retained in new station; current proposal for demolition will mean closure

On Your Bike: any permission should obligate Network Rail to relocate business

Unicorn Theatre: loss of heritage; recent developments incorporate large scale brands; pavements are currently crowded and concern over increase in passenger numbers; concern over lack of renewable energy and green space

14/9 Bell Yard Mews, 155 Bermondsey Street SE1: generally supportive of a new station however 64-84 Tooley Street should be retained; Southwark Playhouse should be retained; signal box should be demolished; should be more emphasis on upper western concourse improvements

3/96 Dalston Lane, E8: object to demolition of 64-84 Tooley Street and loss of Southwark Playhouse

25 Oxford Drive: object to demolition of 64-84 Tooley Street and train shed; noise from people loitering; diesel fumes and noise from taxis; guarantee no new nightclubs

3 Pottery Street SE1: demolition of 64-84 Tooley Street and train shed; loss of cycle routes

12 Pope Street, SE1: lack of traffic handling within scheme boundaries; only 4 taxi bays; surrounding streets are already congested

Email: loss of Southwark Playhouse; concern over the needs of disabled users

Melior Place, SE1: support for redevelopment of the station however point out that concourse is split between paid and unpaid so not as large as portrayed in application; Stainer Street should not be covered with advertising but with public art; agree that 64-84 Tooley Street has to go; object to the proposed elevation to St Thomas Street;

Southwark Playhouse should be retained; arches in St Thomas Street should have their uses defined more; site must be mixed use and have independent retailers; application does not address the impact the increase in pedestrian, cyclist and traffic movement the development will have on the area; a transportation study of the whole area should be carried out that covers all new and proposed developments

510 Antonine Heights SE1: public consultation prior to the application being submitted was covert and respondents dominated by station users rather than locals; failure to redevelop or relocate signal box; demolition of 64-84 Tooley Street; loading bay and car park are a poor use of St Thomas Street arches; extension of the roof to the east above station is unnecessary; demolition of the train shed; unsympathetic design; St Thomas Street should be pedestrianised.

9 Aston Webb House SE1: increase in vehicle traffic in Tooley Street; loss of parking spaces in Tooley Street; demolition of 64-84 Tooley Street will increase noise from platforms; loss of Southwark Playhouse

22 Gilbert Road SE11: station should have provision for free drinking water

1a Morocco Street SE1: loss of 64-84 Tooley Street; replacement architecture is of no merit and could be anywhere; closure of Weston and Stainer Streets will cause increase in traffic; loss of train shed

230 Long Lane SE1: loss of train shed and 64-84 Tooley Street; traffic impact of road closures

15 Oxford Drive SE1: tables and chairs and taxi rank will create noise; fumes, engine, and passenger noise from taxis; loss of 64-84 Tooley Street; disturbance from construction

13 More Copper House, Magdalen Street SE1: disruption/noise/anti-social elements; loss of train shed and 64-84 Tooley Street; more shops are not needed

6 Hamsey Road BN2: loss of train shed and 64-84 Tooley Street

27 Dean Road NW2: proposed replacement architecture is indifferent to heritage of the area; glass and concrete that could be anywhere; loss of Southwark Playhouse

Morecopper House, 14-16 Magdalen Street SE1: no reason given

1-4 and 14-16 More Copper House, Magdalen Street SE1: construction disruption; loss of existing tenants; loss of train shed; too similar to More London; it is a residential area and works will cause disruption; noise, pollution and traffic

Email: construction at all hours is not acceptable in residential area; loss of 64-84 Tooley Street and train shed; proposed canopies do not keep out the elements and are architecturally out of keeping; loss of climbing centre and replacement with chain shops

60 Weston Street SE1: station massing is out of context; loss of wall in St Thomas Street; new roof structure will look forlorn in a short time; design of St Thomas Street

facade not as good as Tooley Street facade; construction period is too long

1 Leathermarket Street SE1: impact of closing Weston and Stainer Streets; loss of 64-84 Tooley Street; characterless architecture

Email (10), 87 Walerand Road SE13, 19 Crosby Road SE1, 411 Hestia House, City Walk SE1, 4/136 Bermondsey Street SE1, 17/12 Bermondsey Square SE1, SE17, Market Yard Mews, Bermondsey Street SE1; 32 Rochester House, Manciple Street SE1; 85 Borough High Street; 57 Gainsford Street SE1; Spice Quay Heights, 32 Shad Thames SE1; 12 Devon Mansion, Tooley Street SE1; Lion Court, Shand Street SE1; 13 St Luke's Court, 124-126 Tooley Street SE1; 385 Devon Mansion, Tooley Street SE1; Balin House, Long Lane SE1: object to the loss of the train shed and/or 64-84 Tooley Street

Email (41), Brentmead Gardens NW10, 25 Providence Square SE1, St Leonards Road CR0, West Barnes Lane, New Malden KT3, 6 Artesian House, 137 Grange Road SE1, 99 Bradgate Road SE6, 14 Tanza Road NW3, Guy's Hospital SE1, 201 Grange Road SE1, Olney Road SE17, Alaska Buildings, 61 Grange Road SE1, SE5, SE22, 21 Sevenoaks Road SE4, Toynbee Studios, 28 Commercial Street E1, Queensbridge Road E2, 39 Parolles Road N19, 21 Guinness Court, Snowsfields SE1, 21B White Horse Lane E1, 5B Blurton Road, Hackney, 26 Turneville Road W14, 3 Trinity Road N2, 7 Warren Road BR6 6JF: object to increase in traffic on Bermondsey Street cycle route, increasing vehicle traffic and construction traffic on surrounding streets, closure of Weston Street cycle route and cycle access to Stainer Street, insufficient cycle storage in new station, removal of On Your Bike storage facility, fail's to meet the Council's sustainability policies;

598 additional objections were received specifically in relation to the loss of the Southwark Playhouse

### **Re-consultation**

There were two further rounds of consultation with letters sent on 27 October and 15 November. The following were subsequently received:

Flat 15, 179-181 Bermondsey Street: design is not good enough

Email: object to demolition of 64-84 Tooley Street

36 Pearman Street, SE1: object to demolition of 64-84 Tooley Street

54 Oxford Drive, SE1: concerns over construction and disruption

37 Oxford Drive, SE1: object to demolition of 64-84 Tooley Street

Flat 2 Lion Court, 28 Magdalen Street, SE1: support the proposals

5 Pembury Road, Tunbridge Wells TN2: object to demolition of 64-84 Tooley Street

Shad Thames, SE1: object to demolition of 64-84 Tooley Street



David Bannerman MEP: object to demolition of 64-84 Tooley Street

Email: object to demolition of 64-84 Tooley Street and train shed

60 Weston Street, SE1: object to demolition of train shed

Flat 11, 140 Abbey Street: do not support the arguments put forward to justify demolition of 64-84 Tooley Street; scheme is architecturally boring; object to demolition of train shed; do not agree that moving concourse to street level is a good thing; the DRP was misled regarding status of the Masterplan planning permission; Masterplan was a hoax; local citizens consulted in 2000 were lazy; object to proposed traffic layout

Railway Heritage Trust: remain not fully convinced of the need to remove 64-84 Tooley Street, but recognises that many of its arguments are based on a subjective judgement

27 Isaac Way, SE1: object to demolition of 64-84 Tooley Street and to proposed design

Victorian Society: application still fails to demonstrate that the demolition of 64-84 Tooley Street is necessary

Flat 14, 9 Bellyard Mews, SE1: object to demolition of 64-84 Tooley Street, loss of Southwark Playhouse; work should be done to the signal box; not enough emphasis on the Shard concourse entrance

Cinnamon Wharf, Shad Thames, SE1: welcome retention of Southwark Playhouse but question terms

Natural England: no further comments.

Flat 32, Lion Court, 12 Shand Street: object to construction and disruption and loss of heritage buildings

Email: object to demolition of 64-84 Tooley Street

Email: object to demolition of 64-84 Tooley Street

Flat 25, Lion Court, 12 Shand Street: object to demolition of 64-84 Tooley Street

201 Grange Road, SE1: proposed cycle routes are inadequate; better routes required; cycle storage is inadequate; cycle assessment has been inadequate

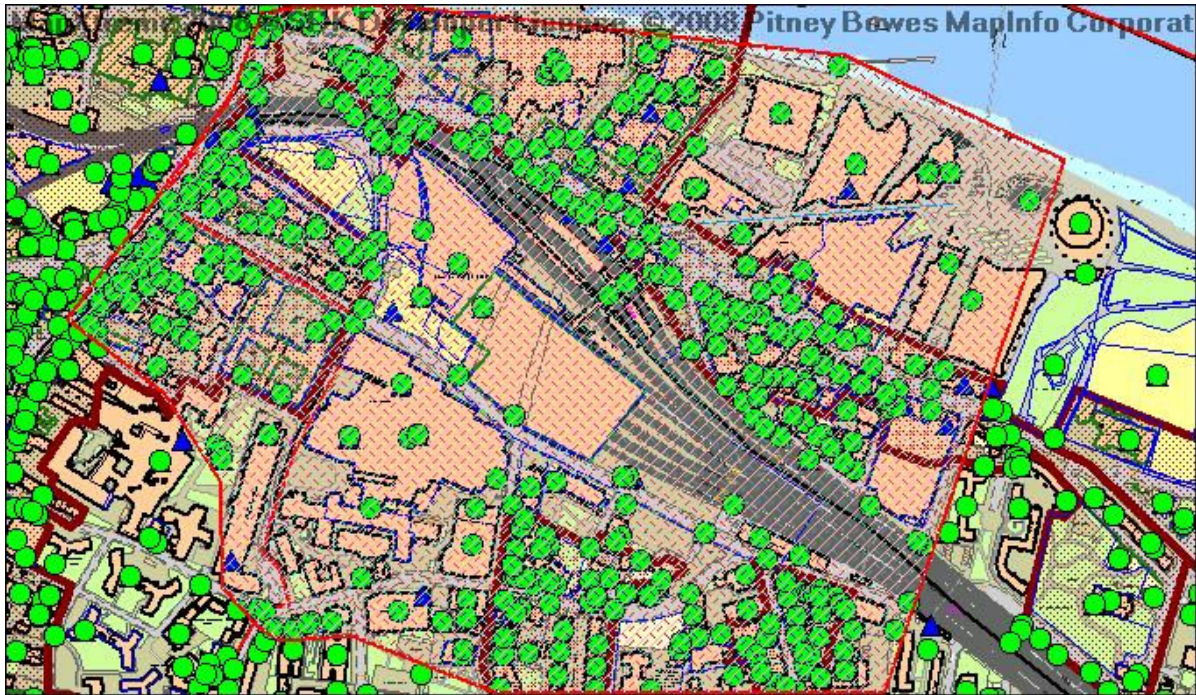
Email: support retention of Southwark Playhouse and Britain at War Museum

Email: object to demolition of 64-84 Tooley Street

17 Tradescant Road, SW8: object to demolition of 64-84 Tooley Street

Mack's Road, Bermondsey: support re-provision of Southwark Playhouse

Neighbour consultee map



---

## 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.

---

|                         |  |                    |            |
|-------------------------|--|--------------------|------------|
| <b>Applicant</b>        | Network Rail                             | <b>Reg. Number</b> | 11-AP-1987 |
| <b>Application Type</b> | Full Planning Permission                 | <b>Case Number</b> | TP/151-D   |
| <b>Recommendation</b>   | Grant subject to Legal Agmt, GLA and SoS |                    |            |

---

### Draft of Decision Notice

---

**Planning Permission was GRANTED for the following development:**

Application made under the provisions of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011 seeking demolition of listed train shed, part of St Thomas Street wall, 64-84 Tooley Street, and arches together with closure of Weston Street and Stainer Street in order to provide a new station layout including: construction of a new street-level station concourse, new replacement facades on Tooley Street and St Thomas Street, new roof canopies, landscaping and other works associated with the station. Land use is to comprise station concourse, station ancillary space, operational car park, station loading bay, Class 'A' retail uses, and leisure (Class D1, D2 and sui generis uses).

**At:** LONDON BRIDGE STATION SITE BOUNDED BY TOOLEY STREET (INCLUDING 64-84) , JOINER STREET, ST THOMAS STREET AND BERMONDSEY STREET, LONDON SE1

**In accordance with application received on 27/06/2011  
and revisions/amendments received on 19/10/2011**

**and Applicant's Drawing Nos.** Plans:- N420-WSP-DRG-AR-500000 REV P01, N420-WSP-DRG-AR-500001 REV P02, N420-WSP-DRG-AR-500002 REV P01, N420-WSP-DRG-AR-500003 REV P01, N420-WSP-DRG-AR-500004 REV P01, N420-WSP-DRG-AR-500005 REV P01, N420-WSP-DRG-AR-500006 REV P01, N420-WSP-DRG-AR-500007 REV P01, N420-WSP-DRG-AR-500100 REV P01, N420-WSP-DRG-AR-500101 REV P01, N420-WSP-DRG-AR-500102 REV P01, N420-WSP-DRG-AR-500103 REV P01, N420-WSP-DRG-AR-500200 REV P02, N420-WSP-DRG-AR-500201 REV P02, N420-WSP-DRG-AR-500202 REV P02, N420-WSP-DRG-AR-500203 REV P02, N420-WSP-DRG-AR-500204 REV P03, N20-WSP-DRG-AR-500210 REV P02, N420-WSP-DRG-AR-500211 REV P02, N420-WSP-DRG-AR-500300 REV P02, N420-WSP-DRG-AR-500301 REV P02, N420-WSP-DRG-AR-00500302 REV P01, N420-WSP-DRG-AR-00500303 REV P01, N420-WSP-DRG-AR-500304 REV P01, N420-WSP-DRG-14-500400 REV P02, N420-WSP-DRG-AR-500401 REV P02, N420-WSP-DRG-AR-500402 REV P02, N420-WSP-DRG-AR-500403 REV P02, N420-WSP-DRG-AR-500404 REV P02, N420-WSP-DRG-AR-500405 REV P01, N420-WSP-DRG-AR-500500 REV P02, N420-WSP-DRG-AR-500501 REV P01

Drawing List, Consultation Statement, Sustainability Statement, Planning Supporting Statement, Design and Access Statement, Heritage Statement, Flood Risk Assessment, Environmental Statement Part 1, 2 & 3, Environmental Statement Part 4, Transport Assessment

**Reasons for granting permission.**

This planning application was considered with regard to various policies including, but not exclusively:

a) Core Strategy 2011

Strategic Targets Policy 2 - Improving places: Development will improve the places we live and work and enable a better quality of life for Southwark's diverse population. The vision for the London Bridge Opportunity Area is that development will be mainly focused in the area around London Bridge station, which serves stations in Southwark, where Transport for London, Network Rail, the Primary Care Trust, King's College and major land owners will help deliver large-scale change. This will include major redevelopment of the station to improve capacity and links between transport types as well as provide more shops and offices.

Strategic Policy 2 - Sustainable transport: We will encourage walking, cycling and the use of public transport rather than travel by car. This will help create safe, attractive, vibrant and healthy places for people to live and work by reducing congestion, traffic and pollution.

Strategic Policy 10 - Jobs and businesses: We will increase the number of jobs in Southwark and create an environment in which businesses can thrive. We will also try to ensure that local people and businesses benefit from opportunities which are generated from development.

Strategic Policy 12 - Design and conservation: Development will achieve the highest possible standards of design for buildings and public spaces to help create attractive and distinctive places which are safe, easy to get around and a pleasure to be in.

Strategic Policy 13 - High environmental standards: Development will help us live and work in a way that respects the limits of the planet's natural resources, reduces pollution and damage to the environment and helps us to adapt to climate change.

b] Saved Policies of the Southwark Plan 2007

Policy 2.5 (Planning obligations): seeks to ensure that any adverse effects arising from a development is taken into account and mitigated and contributions towards infrastructure and the environment to support the development are secured, where relevant in accordance with Circular 05/2005 and other relevant guidance.

Policy 3.1 (Environmental effects): seeks to ensure there will be no material adverse effect on the environment and quality of life resulting from new development.

Policy 3.2 (Protection of amenity): advises that permission will not be granted where it would cause a loss of amenity.

Policy 3.4 (Energy efficiency): advises that development should be designed to maximise energy efficiency.

Policy 3.6 (Air quality): advises that permission will not be granted for development that would lead to a reduction in air quality.

Policy 3.12 (Quality in design): requires new development to achieve a high quality of architectural and urban design.

Policy 3.13 (Urban design) seeks to ensure that principles of good urban design are taken into account in all developments.

Policy 3.14 (Designing Out Crime) seeks to ensure that development is designed to improve community safety and crime prevention.

Policy 5.1 (Locating Developments) seeks to ensure that the location is appropriate to the size and trip generating characteristics of the development

Policy 5.2 (Transport Impacts) states that permission will not be granted for development which has an adverse impact on transport networks through significant increases in traffic or pollution and consideration has been given to impacts on the Transport for London road network as well as adequate provision for servicing, circulation and access to and from the site.

Policy 5.3 (Walking and Cycling) requires developments to have adequate provision for pedestrians and cyclists, that there is good location and access arrangements and the development creates or contributes towards more direct, safe and secure walking and cycling routes.

c] London Plan 2011

Policy 2.10 Central Activities Zone - Strategic Priorities, Policy 2.12 Central Activities Zone - Predominantly Local Activities, Policy 2.15 Town Centres, Policy 5.1 Climate Change Mitigation, Policy 5.2 Minimising Carbon Dioxide Emissions, Policy 5.3 Sustainable Design and Construction, Policy 5.6 Decentralising Energy in Development Proposals, Policy 5.7 Renewable Energy, Policy 6.1 Strategic Approach, Policy 6.3 Assessing Effects of Development on Transport Capacity, Policy 7.1 Building London's Neighbourhood and Communities, Policy 7.2 An Inclusive Environment, Policy 7.3 Designing Out Crime, Policy 7.4 Local Character, Policy 7.5 Public Realm, Policy 7.6 Architecture, Policy 8.2 Planning Obligations

Particular regard was had to the loss of heritage assets that would result from the proposed development but it was considered that this would be outweighed by the immense improvements to public transport, obligations to preserve

historical artifacts, and provision of new public open space that would follow from the delivery of the new station.

In coming to a decision on this application the Council took full account of the Environment Statement submitted in accordance with the Town and Country Planning (Environmental Impact Assessment) England and Wales Regulations 2011 and all submissions relating to considerations in the Environmental Statement. Particular regard was had to transport, historic environment and townscape, noise and vibration, air quality, ground conditions and contamination, ecology and biodiversity, archaeology. Following mitigation measures, there are likely to be some adverse impacts during the construction phase with regards to traffic, heritage and townscape, noise and vibration, air quality and archaeology whilst the scheme will have major long-term beneficial impacts of improved public transport links across London and the South East.

It was considered that the benefit to the wider community and London as a whole, would outweigh any adverse impacts of the proposed development. It was therefore considered appropriate to grant planning permission having regard to the policies considered and any other material planning considerations.

**Subject to the following condition:**

- 1 The development hereby permitted shall be begun before the end of three years from the date of this permission.

Reason

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

- 2 Before any work, including demolition, hereby authorised begins, the applicant or successors in title shall secure the implementation of a programme of archaeological building recording in accordance with a written scheme of investigation, which shall be submitted to and approved in writing by the Local Planning Authority.

Reason:

In order that the archaeological operations are undertaken to a suitable standard as to the details of the programme of works for the archaeological building recording in accordance with saved policy 3.19 of the Southwark Plan (July 2007) and policy 12 of the Core Strategy 2011.

- 3 Before any work hereby authorised begins, a detailed scheme showing the complete scope and arrangement of the foundation design and all ground works shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise than in accordance with any such approval given.

Reason:

In order that details of the foundations, ground works and all below ground impacts of the proposed development are detailed and accord with the programme of archaeological mitigation works to ensure the preservation of archaeological remains by record and in situ in accordance with saved policy 3.19 of the Southwark Plan (July 2007) and policy 12 of the Core Strategy 2011.

- 4 Before any work hereby authorised begins, excepting demolition, the applicant shall secure the implementation of a programme of archaeological mitigation works in accordance with a written scheme of investigation, which shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise than in accordance with any such approval given..

Reason:

In order that the details of the programme of works for the archaeological mitigation are suitable with regard to the impacts of the proposed development and the nature and extent of archaeological remains on site in accordance with saved policy 3.19 of the Southwark Plan 2007 and policy 12 of the Core Strategy 2011.

- 5 Before any work hereby authorised begins, the applicant shall secure the implementation of a programme of public engagement works in accordance with a written scheme of investigation, which shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise than in accordance with any such approval given.

Reason:

In order that the details of the archaeological works shall be made available to the interested general public during the archaeological works to be undertaken on site in accordance with saved policy 3.19 of the Southwark Plan 2007, policy 12 of the Core Strategy 2011, Policy HE12.2 of PPS5 and paragraph 138 of the Practice Guidance of PPS5.

- 6 Within twelve months of the completion of archaeological site works, an assessment report detailing the proposals for post-excavation works, publication of the site and preparation of the archive shall be submitted to and approved in writing by the Local Planning Authority and that the works detailed in this assessment report shall not be carried out otherwise than in accordance with any such approval given.

## Reason:

In order that the archaeological interests of the site are secured with regard to the details of the post-excavation and building recording works, publication and archiving to ensure the preservation of archaeological remains by record in accordance with saved policy 3.19 of the Southwark Plan (July 2007) and policy 12 of the Core Strategy 2011.

- 7 In the event that suitable archaeological material is found a public display case to be located in a suitably accessible public area shall be provided. Detailed drawings of the case, including its location within the station and a full specification of the construction and materials shall be approved in writing by the Local Planning Authority. The development shall not be carried out otherwise than in accordance with any such approval given.

## Reason:

In order that the details of the archaeological works shall be made available to the interested general public to be undertaken in accordance with saved policy 3.19 of the Southwark Plan 2007, policy 12 of the Core Strategy 2011, Policy HE12.2 of PPS5 and paragraph 138 of the Practice Guidance of PPS5.

- 8 The following plans shall be submitted for approval prior to commencement of each relevant section of the development:
- 1:5 and 1:10 scale details of the Tooley Street elevation all openings including jambs, cills and heads as well as the oversailing roofs, parapets and features
  - 1:5 and 1:10 scale details of the St Thomas Street elevation all openings including jambs, cills and heads as well as the oversailing roofs, parapets and features
  - 1:5 and 1:10 scale details of the new terminating station including the junction of the roof with the Shard canopy the glazed features of the roof and the Y-shaped column structures
  - 1:5 and 1:10 scale details of the interconnecting section of the station the glazed features of the roof and its Y-shaped column structures
  - 1:5 and 1:10 scale details of the concourse structures including the staff accommodation building, the singular column structures, the access slots and the soffits of the platform bridge features
  - 1:5 and 1:10 scale details of the platform structures including the canopy and Y-shaped column structures and all platform bridge features

## Reason

In order that the Local Planning Authority may be satisfied as to the details of the new station in the interest of the appearance of the building in accordance with saved policy 3.12 of the Southwark Plan (2007).

- 9 The following samples shall be provided and approved in writing by the Council prior to commencement of each relevant section of the development:
- A mock-up of Tooley Street elevation, including important features to be presented and retained on site for approval in writing by the council
  - A mock-up of the St Thomas Street elevation, including the smooth-concrete lining to the entrances, the Roman brick and the metal edgings to presented and retained on site for approval in writing by the council
  - A mock-up of the canopied structure including the Y-shaped columns

## Reason

In order that the Local Planning Authority may be satisfied as to the details of the new station in the interest of the appearance of the building in accordance with saved policy 3.12 of the Southwark Plan (2007).

- 10 Notwithstanding the plans hereby approved, drawings of the new Tooley Street elevation shall be submitted to and approved by the local planning authority in writing prior to prior to demolition of 64-84 Tooley Street in accordance with the design principles within the legal agreement providing details of (but not limited to):
- Detailed design of concourse entrances
  - Detailed design of ground floor and canopy glazing
  - Detailed design of the ground floor colonnade
  - Detailed design of the roof canopy
  - Details of the station identification

## Reason

To ensure the approved design is enhanced to provide maximum presence for the new station entrance in accordance with saved policy 3.12 of the Southwark Plan 2007 and SP 12 of the Core Strategy 2011.



- 11 Notwithstanding the plans hereby approved, drawings of the new St Thomas Street elevation shall be submitted to and approved by the local authority in writing prior to construction of the new elevation in accordance with the design principles within the legal agreement providing details of (but not limited to):
- Detailed design of concourse entrances
  - Detailed design of ground floor
  - Detailed design of the roof canopy
  - Details of the station identification

Reason

To ensure the approved design is enhanced to provide maximum presence for the new station entrance in accordance with saved policy 3.12 of the Southwark Plan 2007 and SP 12 of the Core Strategy 2011.

- 12 Notwithstanding the elevations hereby approved, detailed drawings of the grills within arches in Bermondsey Street, Tooley Street, and St Thomas Street shall be submitted and approved by the planning authority in writing prior to their installation.

Reason

In order that the Local Planning Authority may be satisfied as to the details of the new station in the interest of the appearance of the building in accordance with saved policy 3.12 of the Southwark Plan (2007).

- 13 The development hereby permitted shall not be carried out otherwise than in accordance with the following approved plans:

N420-WSP-DRG-AR-500000 REV P01, N420-WSP-DRG-AR-500001 REV P02, N420-WSP-DRG-AR-500002 REV P01,  
 N420-WSP-DRG-AR-500003 REV P01, N420-WSP-DRG-AR-500004 REV P01, N420-WSP-DRG-AR-500005 REV P01,  
 N420-WSP-DRG-AR-500006 REV P01, N420-WSP-DRG-AR-500007 REV P01, N420-WSP-DRG-AR-500100 REV P01,  
 N420-WSP-DRG-AR-500101 REV P01, N420-WSP-DRG-AR-500102 REV P01, N420-WSP-DRG-AR-500103 REV P01,  
 N420-WSP-DRG-AR-500200 REV P02, N420-WSP-DRG-AR-500201 REV P02, N420-WSP-DRG-AR-500202 REV P02,  
 N420-WSP-DRG-AR-500203 REV P02, N420-WSP-DRG-AR-500204 REV P03, N20-WSP-DRG-AR-500210 REV P02,  
 N420-WSP-DRG-AR-500211 REV P02, N420-WSP-DRG-AR-500300 REV P02, N420-WSP-DRG-AR-500301 REV P02,  
 N420-WSP-DRG-AR-00500302 REV P01, N420-WSP-DRG-AR-00500303 REV P01, N420-WSP-DRG-AR-500304 REV P01,  
 N420-WSP-DRG-14-500400 REV P02, N420-WSP-DRG-AR-500401 REV P02, N420-WSP-DRG-AR-500402 REV P02,  
 N420-WSP-DRG-AR-500403 REV P02, N420-WSP-DRG-AR-500404 REV P02, N420-WSP-DRG-AR-500405 REV P01,  
 N420-WSP-DRG-AR-500500 REV P02, N420-WSP-DRG-AR-500501 REV P01

Reason:

For the avoidance of doubt and in the interests of proper planning.

- 14 Detailed drawings of the canopy ends shall be submitted to and approved by the Local Planning Authority in writing before any work in connection with those parts of the roof 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 new station in the interest of the appearance of the building in accordance with saved policy 3.12 of the Southwark Plan (2007).

- 15 The window glazing of any retail unit facing onto any public space shall not be painted or otherwise obscured and shall be permanently retained and maintained to the satisfaction of the local planning authority.

Reason

To safeguard the appearance and character of the development and to maintain vitality at ground floor level within the public square in accordance with policy saved 3.12 Quality in Design of the Southwark Plan 2007 and Strategic Policy 12 Design and conservation of the Core Strategy (2011).

- 16 Detailed drawings of the proposed shopfronts to arches in Bermondsey Street, Tooley Street, and St Thomas

Street shall be submitted to and approved by the planning authority in writing prior to their occupation.

Reason

In order that the Local Planning Authority may be satisfied as to the details of the new station in the interest of the appearance of the building in accordance with saved policy 3.12 of the Southwark Plan (2007).

- 17 Details of any external lighting [including design, power and position of luminaries] shall be submitted to and approved by the Local Planning Authority in writing prior to completion of external works. The development shall not be carried out otherwise in accordance with any such approval given.

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 Strategic Policy 12 - Design and Conservation and Strategic Policy 13 – High environmental standards of The Core Strategy 2011 and saved Policies 3.2 Protection of Amenity and 3.14 Designing out crime of the Southwark Plan 2007.

- 18 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.

Reason

In the interest of the appearance and design of the building and the visual amenity of the area in accordance with saved Policies 3.12, 3.13, and 3.2 of the Southwark Plan and Strategic Policy 12 Design and conservation of the Core Strategy (2011).

- 19 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.

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 saved Policies 3.11 and 3.13 of the Southwark Plan 2007.

- 20 Full particulars and details (2 copies) showing a scheme for the ventilation (internal to the building), to an appropriate outlet level, for the units capable of being used for Class A3 Use, shall be submitted to and approved by the Local Planning Authority in writing prior to their occupation in A3 Use 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 ventilation ducting and ancillary equipment will not result in an odour, fumes or noise nuisance and will not detract from the appearance of the building, and to ensure that the necessary ventilation system is incorporated as an integral part of the development, in the interests of amenity in accordance with saved Policy 3.2 'Protection of Amenity' of the Southwark Plan 2007.

- 21 Prior to the commencement of works, a detailed surface water strategy shall be submitted to the Local Authority and approved of in writing. The Environment Agency asks to be consulted on this document.

Reason

To prevent any increase in flood risk, both on this site and elsewhere.

- 22 The development permitted hereby permitted shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) for London Bridge Station (file reference 10380174-616) and the outlined mitigation measures detailed within the FRA and repeated by our comments above.

Reason

To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.

- 23 Prior to the commencement of development hereby permitted (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

- 1) A preliminary risk assessment which has identified:
  - all previous uses



- potential contaminants associated with those uses
- a conceptual model of the site indicating sources, pathways and receptors
- potentially unacceptable risks arising from contamination at the site.

Note it is acknowledged that the preliminary assessment is included in EIA documentation, in line with recommendations further investigation and assessment would be required.

2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3) The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

#### Reason

The site overlies a secondary aquifer which could be impacted by site contamination and piling for the development could also cause impact to the deeper principle aquifer.

- 24 Prior to construction commencing, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority. The long-term monitoring and maintenance plan shall be implemented as approved.

#### Reason

The site overlies a secondary aquifer which could be impacted by site contamination and piling for the development could also cause impact to the deeper principle aquifer.

- 25 Reports on monitoring, maintenance and any contingency action carried out in accordance with a long-term monitoring and maintenance plan shall be submitted to the local planning authority as set out in the approved monitoring and maintenance plan. On completion of the monitoring programme a final report demonstrating that all long-term site remediation criteria have been met and documenting the decision to cease monitoring shall be submitted to and approved in writing by the local planning authority.

#### Reason

The site overlies a secondary aquifer which could be impacted by site contamination and piling for the development could also cause impact to the deeper principle aquifer.

- 26 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved.

#### Reason

The site overlies a secondary aquifer which could be impacted by site contamination and piling for the development could also cause impact to the deeper principle aquifer.

- 27 No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

#### Reason

The site overlies a secondary aquifer which could be impacted by site contamination and piling for the development could also cause impact to the deeper principle aquifer.

- 28 Before any above grade work hereby authorised begins, detailed drawings using scales of 1:50, 1:10 and 1:5 as appropriate of a hard and soft landscaping scheme (including the new public walkway) showing the treatment of all parts of the site not covered by buildings (including surfacing materials of any parking, access, or pathways layouts, materials and edge details and material samples of hard landscaping), shall be submitted to and approved in writing by the Local Planning Authority and the landscaping shall not be carried out otherwise than in accordance with any such approval given. The planting, seeding and/or turfing shall be carried out in the first planting season following completion of building works and any trees or shrubs that is found to be dead, dying, severely damaged or diseased within five years of the completion of the building works OR five years of the carrying out of the landscaping scheme (whichever is later), shall be replaced in the next planting season by specimens of similar size and species in the first suitable planting season. Planting shall comply to BS:4428 Code of practice for general landscaping operations, BS:3996 Nursery stock specification, BS:5837 Trees in relation to construction and BS:7370 Recommendations for establishing and managing grounds maintenance organisations and for design considerations related to maintenance.

Reason

So that the Council may be satisfied with the details of the landscaping scheme in accordance with Strategic Policy 11 – Open spaces and wildlife and Strategic Policy 12 - Design and Conservation of The Core Strategy 2011 and Saved Policies 3.12 Quality in Design and 3.13 Urban Design in the Southwark Plan 2007

- 29 Prior to completion, an independently verified CEEQUAL final certification shall be provided, confirming that the development has achieved a minimum 'Excellent' rating.

Reason

To ensure the proposal complies with saved Policy 3.4 of the Southwark Plan 2007.

- 30 The new station shall provide a minimum 700 cycle storage spaces within land in the ownership of Network Rail. Prior to occupation of the retail units, details (1:50 scale drawings) of the facilities to be provided for the secure storage of cycles to serve each element of the development shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the cycle parking facilities provided shall be retained and the space used for no other purpose and the development shall not be carried out otherwise in accordance with any such approval given.

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 Strategic Policy 2 - Strategic Transport of The Core Strategy 2011 and Saved Policy 5.3 Walking and Cycling of the Southwark Plan 2007.

- 31 Details of the facilities (including storage and changing facilities) to be provided for the secure storage of staff cycles for the retail and leisure uses shall be submitted to and approved by the local planning authority in writing prior to implementation of each phase and each phase shall not be occupied until any such facilities as 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 saved policy 5.3 of The Southwark Plan.

- 32 Prior to completion of the development an Operational Waste Management Plan for the operation phase of the railway station (OWMP), including proposed retail and leisure uses, shall be submitted to and approved in writing by the Local Planning Authority. The railway station will thereafter be managed in accordance with the approved Operational Waste Management Plan, unless otherwise agreed in writing with the 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 saved policy 3.2 of the Southwark Plan 2007.

- 33 Retail kiosks within Joiner Street shall be restricted to the areas identified in the 'Proposed Retail Zones in Joiner St' plan with details of the design to be submitted to and approved by the local authority in writing prior to installation.

Reason

To ensure adequate pedestrian circulation space is provided in accordance with saved policy 5.3 of the Southwark Plan 2007 as well as maintaining a high standard of design in accordance with saved policy 3.12 of the Southwark Plan 2007.

- 34 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 employees or those servicing the station and for no other purpose and no trade or business shall be carried on therefrom.

Reason

- 35 Prior to commencement of works in Joiner Street, the applicant shall submit a Schedule of Condition of listed 'Joiner Street bridge over north end' and Schedule of Works for their repair to the Local Planning Authority for approval in writing. All existing features are to be retained, repaired and refurbished. The development shall not be carried out otherwise than in accordance with any such approval given.

Reason:

In order to ensure that the proposed works are in the interest of the special architectural or historic qualities of the listed building in accordance with PPS5, Strategic Policy 12 - Design and Conservation of The Core Strategy 2011 and Saved Policies: 3.15 Conservation of the Historic Environment; 3.16 Conservation Areas; 3.17 Listed Buildings; of The Southwark Plan 2007.

- 36 All new external works and finishes and works of making good to the Joiner Street bridge shall match existing original work adjacent in respect of materials used, detailed execution and finished appearance, except where indicated otherwise on the drawings hereby approved or as required by any condition(s) attached to this consent.

Reason:

In order to ensure that the design and details are in the interest of the special architectural or historic qualities of the listed building in accordance with PPS5, Strategic Policy 12 - Design and Conservation of The Core Strategy 2011 and Saved Policies: 3.15 Conservation of the Historic Environment; 3.16 Conservation Areas; 3.17 Listed Buildings; of The Southwark Plan 2007.

- 37 Prior to completion of the development, the applicant shall submit a Schedule of Works for a heritage installation within Stainer Street to expose and/or display the history of the station to the Local Planning Authority for approval in writing. The development shall not be carried out otherwise than in accordance with any such approval given.

Reason:

In order to ensure that the proposed works are in the interest of the special architectural or historic qualities of the station in accordance with PPS5, Strategic Policy 12 - Design and Conservation of The Core Strategy 2011 and Saved Policies: 3.15 Conservation of the Historic Environment; 3.16 Conservation Areas; 3.17 Listed Buildings; of The Southwark Plan 2007.

### Informatives

- 1 At least 6 months before the occupation of the new commercial units 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.
- 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 Transport for London at least 4 months prior to any works commencing on the public highway.
- 3 The details and/or samples required by the Condition(s) above must be accompanied by a letter stating:
  1. the LBS Reference Number which appears at the top of this decision notice;
  2. the full address of the application site;
  3. which condition(s) you seek to discharge; and
  4. a list of all drawing numbers/ sample name and manufacturer, together with the condition(s) they relate to.

All samples submitted must be clearly labelled with the LBS Reference Number of the original application and the address of the application site.

Please note that the approval of details are subject to the same eight week timeframe as a full planning permission.

- 4 You are advised that under Section 80 of the Building Act 1984 you are required to give the Council a minimum of 6 weeks notice of your intention to carry out any works of demolition of the whole or part of a building. You should submit your notice of intended demolition to the Council's *Building Control Service*. For further advice on submitting your notice and details of the few exemptions that apply please contact the Building Control Service by telephone on 020 7525 5500 or email at [building.control@southwark.gov.uk](mailto:building.control@southwark.gov.uk).
- 5 The Archaeology Officer can, on request, provide an archaeological brief detailing the methodology of the archaeological programme and can also provide information on concerning archaeological organisations who work frequently within the Borough and who may be able to carry out the works.
- 6 During demolition and construction on site:
  - The best practical means available in accordance with British Standard Code of Practice B.S. 5228: 1997 shall be employed at all times to minimise the emission of noise from the site;
  - The operation of the site equipment generating noise and other nuisance causing activities, audible at the site boundaries or in nearby residential properties shall only be carried out between the hours of 0800 – 1800 Mondays-Fridays, 0800 -1300 Saturdays and at no time on Sundays or Bank Holidays unless otherwise agreed in writing by the Local Planning Authority;
  - Vehicular access to adjoining and opposite premises shall not be impeded;
  - All vehicles, plant and machinery associated with such works shall be stood and operated within the curtilage of the site only;
  - No waste or other material shall be burnt on application site;
  - A barrier shall be constructed around the site, to be erected prior to demolition;
  - A suitable and sufficient means of suppressing dust must be provided and maintained.

The developer should consult the Environment & Leisure Department to agree how the Council's Code of Construction Practice will be applied to the proposed development. Please contact the Pollution section (tel: 020 7525 5000).

---

## 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.

---

|                         |                         |                    |            |
|-------------------------|-------------------------|--------------------|------------|
| <b>Applicant</b>        | Network Rail            | <b>Reg. Number</b> | 11-AP-2079 |
| <b>Application Type</b> | Listed Building Consent | <b>Case Number</b> | TP/151-D   |
| <b>Recommendation</b>   | Grant permission        |                    |            |

---

### Draft of Decision Notice

---

**Listed Building CONSENT was given to carry out the following works:**

Demolition of train shed over platforms 9-16 at London Bridge Station, including main roof structure and supporting walls, in connection with the Thameslink Programme and associated development of London Bridge Station (ref 11-AP-1987).

**At:** LONDON BRIDGE STATION SITE BOUNDED BY TOOLEY STREET (INCL 64-84), JOINER STREET, ST THOMAS STREET, BERMONDSEY STREET, LONDON SE1

**In accordance with application received on 27/06/2011**

**and Applicant's Drawing Nos.** Plans:- N420-WSP-DRG-14-500001 REV P01, N420-WSP-DRG-AR-500150 REV P01 (SIZE A1 AND A3), N420-WSP-DRG-AR-500151 REV P01, N420-WSP-DRG-AR-500152 REV P01, N420-WSP-DRG-AR-500153 REV P01, N420-WSP-DRG-AR-500154 REV P01, N420-WSP-DRG-AR-500007 REV P01, N420-WSP-DRG-AR-500155 REV P01, N420-WSP-DRG-AR-500156 REV P01, N420-WSP-DRG-AR-500157 REV P01, N420-WSP-DRG-AR-500200 REV P02, N420-WSP-DRG-AR-500201 REV P02, N420-WSP-DRG-AR-500202 REV P02, N420-WSP-DRG-AR-500203 REV P02, N420-WSP-DRG-AR-500204 REV P03, N420-WSP-DRG-AR-500300 REV P02, N420-WSP-DRG-AR-500301 REV P02, N420-WSP-DRG-AR-500401 REV P02, N420-WSP-DRG-AR-500403 REV P02, N420-WSP-DRG-AR-500501 REV P01

Heritage Statement, Design and Access Statement, Drawing List

**Subject to the following condition:**

- 1 The development hereby permitted shall be begun before the end of three years from the date of this permission.

Reason:

As required under Section 18 of the Planning (Listed Buildings & Conservation Areas) Act 1990 as amended.

- 2 Before any work, including demolition, hereby authorised begins, the applicant or successors in title shall secured the implementation of a programme of archaeological building recording in accordance with a written scheme of investigation, which shall be submitted to and approved in writing by the Local Planning Authority.

Reason

In order that the archaeological operations are undertaken to a suitable standard as to the details of the programme of works for the archaeological building recording in accordance with saved policy 3.19 of the Southwark Plan (July 2007) and policy 12 of the Core Strategy 2011.

- 3 Within six months of the completion of archaeological site works, an assessment report detailing the proposals for post-excavation works, publication of the site and preparation of the archive shall be submitted to and approved in writing by the Local Planning Authority and that the works detailed in this assessment report shall not be carried out otherwise than in accordance with any such approval given.

Reason

In order that the archaeological interests of the site are secured with regard to the details of the building recording, publication and archiving to ensure the preservation of archaeological remains by record in accordance with saved policy 3.19 of the Southwark Plan (July 2007) and policy 12 of the Core Strategy 2011.

Informative: The report produced from the building recording should be incorporated within any publication of the wider archaeology from the site and the assessment report should detail this.

---

## 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.

---

|                         |                           |                    |            |
|-------------------------|---------------------------|--------------------|------------|
| <b>Applicant</b>        | Network Rail              | <b>Reg. Number</b> | 11-AP-2080 |
| <b>Application Type</b> | Conservation Area Consent | <b>Case Number</b> | TP/151-D   |
| <b>Recommendation</b>   | Grant permission          |                    |            |

---

### Draft of Decision Notice

---

**Conservation Area Consent was GIVEN to demolish the following:**

Demolition of 64-84 Tooley Street (former South Eastern Railway Office Building) in connection with the Thameslink Programme and the associated redevelopment of London Bridge Station (ref 11-AP-1987).

**At:** LONDON BRIDGE STATION SITE BOUNDED BY TOOLEY STREET (INCL 64-84), JOINER STREET, ST THOMAS STREET, BERMONDSEY STREET, LONDON SE1

**In accordance with application received on 27/06/2011**

**and Applicant's Drawing Nos.** Plans:- N420-WSP-DRG-AR-500001 REV P02, N420-WSP-DRG-AR-500160 REV P01, N420-WSP-DRG-AR-500161 REV P01 (A1 AND A3),  
N420-WSP-DRG-AR-500162 REV P01, N420-WSP-DRG-AR-500006 REV P01, N420-WSP-DRG-AR-500163 REV P01,  
N420-WSP-DRG-AR-500164 REV P01, N420-WSP-DRG-AR-500200 REV P02, N420-WSP-DRG-AR-500201 REV P02,  
N420-WSP-DRG-AR-500204 REV P03, N420-WSP-DRG-AR-500400 REV P02, N420-WSP-DRG-AR-500402 REV P02,  
N420-WSP-DRG-AR-500404 REV P02, N420-WSP-DRG-AR-500500 REV P01

Drawing List, Heritage List

**Subject to the following condition:**

- 1 Prior to commencement of demolition works, a valid construction contract (under which one of the parties is obliged to carry out and complete the works of redevelopment of the site for which planning permission was granted simultaneously with this consent) shall be entered into and evidence of the construction contract shall be submitted to for approval in writing by the Local Planning Authority.

**Reasons**

As empowered by Section 74(3) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and to maintain the character and appearance of the Tooley Street Conservation Area in accordance with PPS5, Strategic Policy 12 - Design and Conservation of The Core Strategy 2011 and Saved Policies 3.15 Conservation of the Historic Environment, 3.16 Conservation Areas, and 3.18 Setting of Listed Buildings, Conservation Areas and World Heritage Sites of The Southwark Plan 2007.

- 2 Before any work, including demolition, hereby authorised begins, the applicant or successors in title shall secured the implementation of a programme of archaeological building recording in accordance with a written scheme of investigation, which shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In order that the archaeological operations are undertaken to a suitable standard as to the details of the programme of works for the archaeological building recording in accordance with saved policy 3.19 of the Southwark Plan (July 2007) and policy 12 of the Core Strategy 2011.

- 3 Within six months of the completion of archaeological site works, an assessment report detailing the proposals for post-excavation works, publication of the site and preparation of the archive shall be submitted to and approved in writing by the Local Planning Authority and that the works detailed in this assessment report shall not be carried out otherwise than in accordance with any such approval given.

Reason: In order that the archaeological interests of the site are secured with regard to the details of the post-recording works, publication and archiving to ensure the preservation of archaeological remains by record in accordance with saved policy 3.19 of the Southwark Plan (July 2007) and policy 12 of the Core Strategy 2011.

Informative: The results of the recording exercise should be incorporated into any publications relating to the

archaeology and heritage of London Bridge Station.

- 4 The stone arch over the main entrance to the building shall be removed and stored for re-use.

**Reason**

In order that this historical feature of the building is secured in the interests of preservation in accordance with saved policy 3.15 of the Southwark Plan (July 2007) and policy 12 of the Core Strategy 2011.

—

---

## 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.

---

|                         |                         |                    |            |
|-------------------------|-------------------------|--------------------|------------|
| <b>Applicant</b>        | Network Rail            | <b>Reg. Number</b> | 11-AP-3423 |
| <b>Application Type</b> | Listed Building Consent | <b>Case Number</b> | TP/151-D   |
| <b>Recommendation</b>   | Grant permission        |                    |            |

---

### Draft of Decision Notice

---

**Listed Building CONSENT was given to carry out the following works:**

Works associated with the repair, refurbishment and re-use of the railway viaduct arches on St Thomas Street, including the creation of new shopfronts and service openings, in connection with the Thameslink Programme and redevelopment of London Bridge Station (ref 11-AP-1987).

**At:** LONDON BRIDGE STATION VIADUCT ARCHES, CRUCIFIX LANE AND ST THOMAS STREET, LONDON SE1 9SP

**In accordance with application received on 14/10/2011**

**and Applicant's Drawing Nos.** N420-WSP-DRG-AR-500170 Rev P01, N420-WSP-DRG-AR-500171 P01, N420-WSP-DRG-AR-500172 P01, N420-WSP-DRG-AR-500173 P01, N420-WSP-DRG-AR-500174 P01, N420-WSP-DRG-AR-500175 P01, N420-WSP-DRG-AR-500176 P01, N420-WSP-DRG-AR-500177 P01, N420-WSP-DRG-AR-500178 P01, N420-WSP-DRG-AR-500179 P01, N420-WSP-DRG-AR-500180 P01

Design Report, Heritage Statement, Heritage Statement Addendum

**Subject to the following condition:**

- 1 Within six months of the completion of archaeological site works, an assessment report detailing the proposals for post-excavation works, publication of the site and preparation of the archive shall be submitted to and approved in writing by the Local Planning Authority and that the works detailed in this assessment report shall not be carried out otherwise than in accordance with any such approval given.

**Reason**

In order that the archaeological interests of the site are secured with regard to the details of the building recording, publication and archiving to ensure the preservation of archaeological remains by record in accordance with saved policy 3.19 of the Southwark Plan (July 2007) and policy 12 of the Core Strategy 2011.

Informative: The report produced from the building recording should be incorporated within any publication of the wider archaeology from the site and the assessment report should detail this.

- 2 Before any work, including demolition, hereby authorised begins, the applicant or successors in title shall secured the implementation of a programme of archaeological building recording in accordance with a written scheme of investigation, which shall be submitted to and approved in writing by the Local Planning Authority.

**Reason**

In order that the archaeological operations are undertaken to a suitable standard as to the details of the programme of works for the archaeological building recording in accordance with saved policy 3.19 of the Southwark Plan (July 2007) and policy 12 of the Core Strategy 2011.

- 3 Prior to commencement of works, the applicant shall submit a Schedule of Condition of existing arches and Schedule of Works for their repair to the Local Planning Authority for approval in writing. All existing features are to be retained, repaired and refurbished. The development shall not be carried out otherwise than in accordance with any such approval given.

**Reason:**

In order to ensure that the proposed works are in the interest of the special architectural or historic qualities of the listed building in accordance with PPS5, Strategic Policy 12 - Design and Conservation of The Core Strategy 2011 and Saved Policies: 3.15 Conservation of the Historic Environment; 3.16 Conservation Areas; 3.17 Listed Buildings; of The Southwark Plan 2007.



- 4 All new external works and finishes and works of making good shall match existing original work adjacent in respect of materials used, detailed execution and finished appearance, except where indicated otherwise on the drawings hereby approved or as required by any condition(s) attached to this consent.

Reason:

In order to ensure that the design and details are in the interest of the special architectural or historic qualities of the listed building in accordance with PPS5, Strategic Policy 12 - Design and Conservation of The Core Strategy 2011 and Saved Policies: 3.15 Conservation of the Historic Environment; 3.16 Conservation Areas; 3.17 Listed Buildings; of The Southwark Plan 2007.

—

# Agenda Item 8.2

SCANNED ON  
- 6 SEP 2011  
PLANNING (JR)

NOTES:  
DO NOT SCALE. FIGURED DIMENSIONS ONLY TO BE TAKEN FROM THIS DRAWING. CHECK DIMENSIONS ON SITE AND REPORT DISCREPANCIES TO THE ARCHITECT.  
THIS DRAWING IS PROTECTED BY COPYRIGHT.  
ALL AREAS HAVE BEEN MEASURED FROM CURRENT DRAWINGS. DIMENSIONS MAY VARY BECAUSE OF (GG) SURVEY, DESIGN DEVELOPMENT, CONSTRUCTION AND/OR AS-BUILT DIMENSIONS. REDEFINITION OF THE AREAS TO BE MEASURED.

|           |          |                |       |       |
|-----------|----------|----------------|-------|-------|
| P1        | 22.07.11 | PLANNING ISSUE | ST    | GP    |
| No.       | Date     | Comment        | Drawn | Check |
| Revisions |          |                |       |       |

Issue Status  
**PLANNING**  
**tp bennett**  
architects  
interiors  
planning

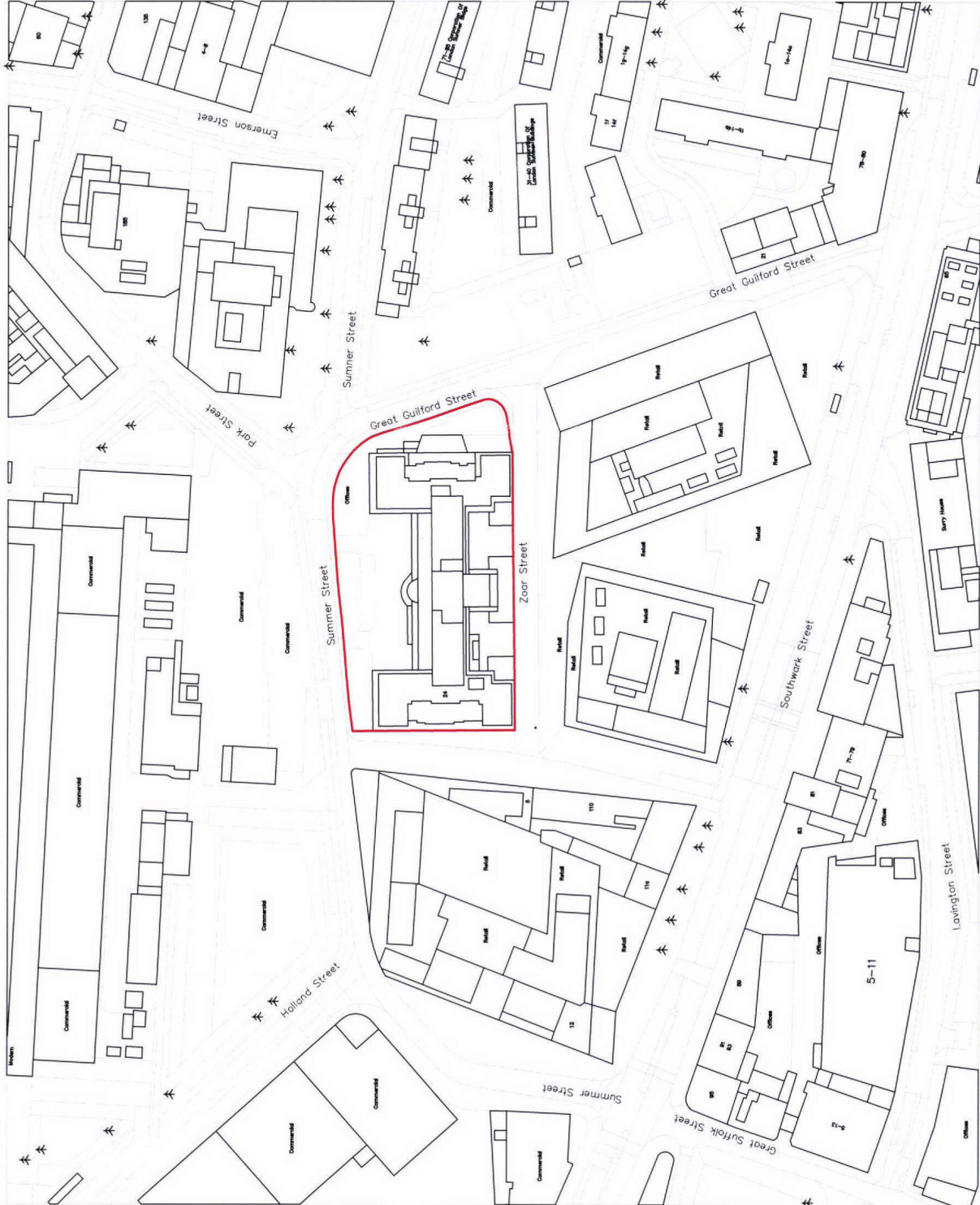
One America Street London SE1 0NE UK +44 (0) 20 7208 2000 www.tpbennett.com  
London Abu Dhabi New York

Project  
**LSE BANKSIDE HOUSE**  
**24 SUMMER STREET**  
**LONDON**

Drawing Title  
**LOCATION PLAN**

|       |           |            |           |
|-------|-----------|------------|-----------|
| Drawn | Date      | Scale @ A3 | Alt. Ref. |
| ST    | JULY 2011 | 1:1250     |           |

|                        |                |           |
|------------------------|----------------|-----------|
| tp bennett Project No. | Drawing Number | Rev       |
| <b>A10000</b>          | <b>D 0001</b>  | <b>P1</b> |



|  |  |   |  |
|--|--|---|--|
| <b>Item No.</b><br>8.2                   | <b>Classification:</b><br>OPEN   | <b>Date:</b><br>20 December 2011          | <b>Meeting Name:</b><br>PLANNING COMMITTEE |
| <b>Report title:</b>                     | <b>Development Management planning application:</b><br>Application 11-AP-2566 for: Full Planning Permission<br><br><b>Address:</b><br>BANKSIDE HOUSE, 24 SUMNER STREET, LONDON SE1 9JA<br><br><b>Proposal:</b><br>Demolition of eighth floor and mezzanine in order to construct a three floor extension to provide an additional 104 student rooms, associated minor facade alterations, access, landscape, public realm works and cycle storage. |   |  |
| <b>Ward(s) or groups affected:</b>       | Cathedrals   |   |  |
| <b>From:</b>                             | Head of Development Management   |   |  |
| <b>Application Start Date</b> 26/08/2011 |  | <b>Application Expiry Date</b> 25/11/2011 |  |

## RECOMMENDATIONS

1. 1) Subject to the applicant first entering into an appropriate legal agreement (at no cost to the council) by no later than 1 February 2012, planning permission be granted subject to conditions.  
  
2) In the event that the requirements of 1 are not met by 1 February 2012, the head of development management be authorised to refuse planning permission for the reasons set out under paragraph 101.

## BACKGROUND INFORMATION

### Site location and description

2. The application site is bounded by Sumner Street to the north, Great Guildford to the east, Zoar Street to the south, and Canvey Street to the west. Directly to the north of the site is Tate Modern with the Thames beyond, whilst Bankside 1 (Blue Fin building) is to west and Bankside 1 and 2 to the south.
3. The existing 8 storey brick building was built as an office block in the early 1950s but was converted to student halls of residence in 1994 comprising 563 student rooms. As part of this proposal, east and west side extensions were approved together with dual use as a hotel, 6 apartments, ground floor restaurant, conference facilities at 8<sup>th</sup> floor, associated parking and servicing facilities.
4. The building is occupied by the London School of Economics to house students from

its university and is also used during the summer as hotel-style accommodation. The existing forecourt out the front of the site in Sumner Street and paved area to the side in Great Guildford Street that is used for a large amount of car parking.

### **Details of proposal**

5. The proposed development involves the demolition of the existing 8<sup>th</sup> floor and mezzanine rooftop plant elements of the building and erection of a three storey roof extension to accommodate an additional 104 student rooms and re-provision of 6 apartments. The restaurant area on the ground floor is to be refurbished together with a new bar area, and an external terrace is to be attached to the restaurant on the eastern side of the building.
6. A section of the basement is to be re-configured to remove car parking spaces and to provide 190 cycle spaces.
7. The scheme also proposes a large amount of landscaping and public realm improvements to the ground level including planters and new paved areas as well as a new raised terrace on the eastern edge of the site with access to the restaurant and bar.
8. When the application was originally submitted it proposed short stay accommodation rooms within the basement. Following concerns raised by the Environment Agency in relation to flooding and officer concerns over amenity within the rooms, the applicant revised the application to remove this aspect of the proposal.

### **Planning history**

9. Application reference 94/611: planning permission granted for change of use of existing building, together with erection of 7 storey extensions to east and west elevations, to dual use as student hall of residence and as a hotel together with: 1) 6 self contained flats at eighth floor level; ii) conference facilities at eighth floor level, iii) ground floor restaurant open to the public; iv) an A3 use for the public in part of the basement; and v) associated parking and servicing facilities (22/11/1994).

### **Planning history of adjoining sites**

10. Bankside 123 (01-AP-1701): planning permission granted for demolition of existing buildings and erection of one 13 storey and two 10 storey office buildings with A1, A2, A3 & D2 use on ground and basement levels with ancillary uses, area for car parking and servicing, hard and soft landscaping (27/06/2003).
11. Tate Modern (09-AP-0039): planning permission granted for erection of an 11 level (70.4m AOD) 24,786sqm (gross external area) extension to Tate Modern to comprise Class D1 (non residential institution) use including display and exhibition spaces, performance spaces, education and learning facilities together with ancillary offices, catering, retail and other facilities, landscaping, external lighting, servicing, vehicle and cycle parking and associated works including works to the public highway and necessary demolition of outbuildings, annexes and structures (14/05/2009).
12. Neo Bankside (06-AP-1481): planning permission granted for demolition of existing buildings and erection of five buildings, one 6 storey, two 12 storey, one 18 storey and

one 24 storey, each with two basement levels, to provide 229 residential flats on the upper floors, with retail (Class A1, A2, & A3) use at ground and basement levels; works of hard and soft landscaping including alterations to highways and access, with the provision of servicing areas and ancillary vehicle parking (92 car parking spaces) at land at Bankside Industrial Estate, 118 to 122 Southwark Street and laying out of an area of open space, including the option of construction of a small structure for community, cultural and/or recreational purposes (D1/D2) and/or any other purposes to facilitate and define use of the open space at the site of 44 Holland Street / 47 Hopton Street. This development is under construction.

## **KEY ISSUES FOR CONSIDERATION**

### **Summary of main issues**

13. The main issues to be considered in respect of this application are:
- Principle of proposed development, including need for student accommodation;
  - Environmental Impact Assessment;
  - Impact on amenities of neighbouring residents and occupiers;
  - Design and layout;
  - Quality of accommodation
  - Transport issues;
  - Planning obligations; and
  - Sustainability.

### **Planning policy**

14. The application site is located within the Central Activities Zone (CAZ), the Bankside, Borough and London Bridge Opportunity Area, the Bankside and Borough District Town Centre, and an Air Quality Management Area (AQMA). The site is also within Flood Zone 3, as designated within the Environment Agency's Flood Map. The site does not lie within a conservation area and there are no listed buildings adjoining the site. The most relevant policies are set out below.

#### Core Strategy 2011

15. Strategic Targets Policy 1 - Achieving growth  
 Strategic Targets Policy 2 - Improving places  
 Strategic Policy 1 - Sustainable development  
 Strategic Policy 2 - Sustainable transport  
 Strategic Policy 4 - Places to learn and enjoy  
 Strategic Policy 6 - Homes for people on different incomes  
 Strategic Policy 8 - Student homes  
 Strategic Policy 12 - Design and conservation  
 Strategic Policy 13 - High environmental standards

#### Southwark Plan 2007 (July) - saved policies

16. Policy 1.7: Development within Town and Local Centres  
 Policy 2.5: Planning Obligations

Policy 3.1: Environmental Effects  
 Policy 3.2: Protection of Amenity  
 Policy 3.3: Sustainability Assessment  
 Policy 3.4: Energy Efficiency  
 Policy 3.6: Air Quality  
 Policy 3.7: Waste Reduction  
 Policy 3.9: Water  
 Policy 3.11: Efficient use of Land  
 Policy 3.12: Quality in Design  
 Policy 3.13: Urban Design  
 Policy 3.14: Designing out Crime  
 Policy 3.28: Biodiversity  
 Policy 3.31: Flood Defences  
 Policy 4.7: Non-self contained housing for identified user groups  
 Policy 5.1: Locating Developments  
 Policy 5.2: Transport Impacts  
 Policy 5.3: Walking and Cycling  
 Policy 5.6: Car Parking  
 Policy 5.7: Parking Standards for Disabled People and the mobility impaired

#### London Plan 2011

17. Policy 2.5 Sub-Regions
  - Policy 2.9 Inner London
  - Policy 2.10 Central Activities Zone - Strategic Priorities
  - Policy 2.11 Central Activities Zone - Strategic Functions
  - Policy 2.12 Central Activities Zone - Predominantly Local Activities
  - Policy 2.13 Opportunity Areas And Intensification Areas
  - Policy 2.15 Town Centres
  - Policy 3.1 Ensuring Equal Life Chances For All
  - Policy 3.8 Housing Choice
  - Policy 3.9 Mixed And Balanced Communities
  - Policy 3.10 Definition Of Affordable Housing
  - Policy 3.12 Negotiating Affordable Housing On Individual Private Residential And Mixed Use Schemes
  - Policy 3.18 Education Facilities
  - Policy 4.1 Developing London's Economy
  - Policy 4.7 Retail and Town Centre Development
  - Policy 4.12 Improving Opportunities For All
  - Policy 5.1 Climate Change Mitigation
  - Policy 5.2 Minimising Carbon Dioxide Emissions
  - Policy 5.3 Sustainable Design And Construction
  - Policy 5.5 Decentralised Energy Networks
  - Policy 5.6 Decentralised Energy In Development Proposals
  - Policy 5.7 Renewable Energy
  - Policy 5.9 Overheating And Cooling
  - Policy 5.10 Urban Greening
  - Policy 5.11 Green Roofs And Development Site Environs
  - Policy 5.12 Flood Risk Management
  - Policy 5.13 Sustainable Drainage
  - Policy 5.15 Water Use And Supplies

Policy 6.3 Assessing Transport Capacity  
 Policy 6.9 Cycling  
 Policy 6.10 Walking  
 Policy 6.13 Parking  
 Policy 7.1 Building London's Neighbourhoods And Communities  
 Policy 7.2 An Inclusive Environment  
 Policy 7.3 Designing Out Crime  
 Policy 7.4 Local Character  
 Policy 7.5 Public Realm  
 Policy 7.6 Architecture  
 Policy 7.13 Safety, Security And Resilience To Emergency  
 Policy 7.14 Improving Air Quality  
 Policy 7.15 Reducing Noise And Enhancing Soundscapes  
 Policy 8.2 Planning obligations

18. Planning Policy Guidance (PPG) and Planning Policy Statements (PPS)

PPS 1: Delivering Sustainable Development  
 PPS 3: Housing  
 PPS 5: Planning for the Historic Environment  
 PPG 13: Transport  
 PPS 22: Renewable Energy  
 PPS 23: Planning and Pollution Control  
 PPG 24: Planning and Noise  
 PPS 25: Development and Flood Risk  
 Circular 05/2005 Planning Obligations

19. Supplementary Planning Guidance (SPG) / Documents (SPD)

Design and Access Statements SPD (2007)  
 Section 106 Planning Obligations SPD (2007)  
 Residential Design Standards SPD (2008)  
 Affordable Housing SPD (2008)  
 Sustainable Transport SPD (2008)  
 Sustainable Design and Construction SPD (2009)  
 Bankside, Borough and London Bridge (Consultation draft SPD 2010)  
 Residential Design Standards SPD (2011)  
 Draft Affordable Housing SPD (June 2011)

20. Draft National Planning Policy Framework

The draft NPPF was published at the end of July 2011 and consultation closed in October 2011, and it is capable of being a material consideration. The Government has set out its commitment to a planning system that does everything it can do to support sustainable economic growth. Local planning authorities are expected to plan positively for new development.

21. The presumption in favour of sustainable development is a new policy objective designed to ensure that the planning system as a whole focuses on opportunities. The presumption, in practice, means that significant weight should be placed on the need to support economic growth through the planning system and Local Planning

Authorities should plan positively for new development and approve all individual proposals wherever possible. But development should not be allowed if it would undermine the key principles for sustainability in the Framework. The draft NPPF makes clear that the policies should apply 'unless the adverse impacts of allowing development would significantly and demonstrably outweigh the benefits'.

22. The draft NPPF also states that 'The primary objective of development management is to foster the delivery of sustainable development, not to hinder or prevent development' and that local authorities should look for solutions to problematic applications, so they 'can be approved wherever practical to do so'.
23. The draft NPPF also sets out core principles that should underpin both plan-making and development management. It states that 'every effort should be made to identify and meet the housing, business, and other development needs of an area, and respond positively to wider opportunities for growth'.
24. The NPPF builds upon the Government's 'Plan for Growth' which was published in March 2011. The overall theme of this document is to support long term sustainable economic growth and job creation in the UK.

#### **Principle of development**

25. PPS 1 seeks to promote the efficient use of land by optimising the use of previously development land (brownfield sites) and vacant or underused buildings. The application site is located within the Borough and Bankside Opportunity Area and Town Centre where the spatial vision for the Opportunity Area set out in the Core Strategy is to facilitate the regeneration of the area into a more desirable place for both existing and new residents. Strategic Targets Policy 2 states that vision for the opportunity area will continue to be home to a mix of uses providing high quality office accommodation alongside worldclass retail, tourism, culture and entertainment facilities and public spaces. Local people will be supported to find jobs by local employment and training schemes.
26. Student accommodation  
  
PPS 3 and the London Plan state that local authorities must take into account and acknowledge that students need to be provided for. London Plan Policy 3.18 concerning Education Facilities states that development proposals which enhance education and skills provision will be supported. This support is reiterated in Policy 3.8 Housing Choice which advises that the strategic and local requirements for student housing meeting a demonstrable need are addressed by working closely with higher and further education agencies and without compromising capacity for conventional homes. A key objective of Policy 3.8 is to ensure new developments offer a range of housing choices in terms of mix of housing sizes and types, taking account of the housing requirements of different groups. As discussed below, Core Strategy SP 8 also recognises the need for student accommodation whilst balancing this against other housing need.
27. In Southwark, student accommodation is considered to be non self-contained accommodation, defined as "Sui Generis" under the Use Classes Order. Policies relating to housing targets, dwelling mix and quality of residential accommodation are



therefore not directly applicable. However, student housing is considered housing for monitoring purposes through the Council's and the GLA's annual monitoring reports.

28. Saved Policy 4.7 of the Southwark Plan states that new development which provides non self-contained residential accommodation will normally be permitted where the need for and suitability of the accommodation can be demonstrated. In addition, there must be adequate local infrastructure and the proposed accommodation must be of a satisfactory standard. The new development should not result in a significant loss of amenity to neighbouring occupiers.
29. Core Strategy Policy SP 8 deals specifically with student homes and sets out the Council's approach to the provision of student housing over the future plan period (2011 to 2026). Policy SP 8 seeks to ensure that development meets the needs of universities and colleges for new student housing whilst balancing the building of student homes with other types of housing such as affordable and family housing.
30. Section 4.3 of the adopted Residential Design Standards SPD (2011) and Section 6.2 of the adopted Affordable Housing SPD (2008) sets out further requirements in respect of student housing, including evidence of need, confirmation that the accommodation would be affordable, and details of the security and management arrangements. Formal consultation on a draft Affordable Housing SPD was carried out from June to September 2011; the responses are currently being reviewed and a further round of consultation is to be carried out in Spring 2012.

31. *Need for student accommodation*

Saved Policy 4.7 of the Southwark Plan and Section 4.3 of the adopted Residential Design Standards SPD (2011) require proposals for student housing to demonstrate an identified need for this type of housing. The 2008 SPD particularly referred to a 'local' need for student housing, including the submission of a letter from a recognised local educational establishment. The requirement to demonstrate a 'local' need was not carried forward in the Core Strategy in order to recognise the strategic nature of the London-wide student housing market and its need. The reference to "local" need was therefore been removed from the updated 2011 Residential Design Standards SPD.

32. In terms of existing student accommodation, the Southwark Student Housing Study (July 2010) sets out the number of student schemes under construction and schemes consented but not yet implemented. The Study found that Southwark had the second highest number of student schemes of any London borough in the development pipeline. Additionally, there are a number of new student schemes that have been granted permission since the date of the Study, including the 120-138 Walworth Road student scheme which was allowed on appeal on 15 July 2010 (reference 09-AP-1069) for 232 student units. Permission was granted for a student scheme 30-32 and 33-35 Peckham Road for student accommodation (155 bed spaces) (reference 10-AP-2623), 61-63 Great Suffolk Street 671 room student scheme (10-AP-1255), and 2-10 Steedman Street 221 room student scheme with resolution to grant (11-AP-0868).
33. Notwithstanding this, the Study found that there was still insufficient student accommodation across London with demand outweighing supply. It was noted that the lack of purpose built accommodation within central London was placing upward

pressure on housing demand in the private rented sector. High house prices in some central London boroughs (such as Westminster and Camden) is increasing the demand for rented accommodation in adjacent boroughs such as Southwark. At the same time the provision of purpose built accommodation has not expanded sufficiently and there is, even taking into consideration student schemes in the pipeline, an inadequate amount of purpose built student accommodation.

34. LSE had a population of 9,274 full-time students, 55% postgraduate and 68% from overseas in 2009/10. The nature of the student body means that few of the 6,000 new students arriving at the school annually have experience of renting accommodation in a city such as London. As such, there is a high degree of reliance on institutional support and provision of well-located, affordable rooms.
35. LSE has three residences in Southwark:
  - Bankside House: 569 beds
  - Butlers Wharf Residence: 277 beds
  - Sidney Webb House: 444 beds
36. A BNP Paribas report in 2009 estimated that the three LSE residences made up 25% of the total purpose built student accommodation provision in Southwark, which started with the Butlers Wharf residence opening in 1989.
37. In 2010 the LSE Accommodation Office received 6,769 applications with those not accommodated in LSE residences but wishing to stay close to campus living primarily in private rented sector accommodation. The school estimates that at least 800 additional bed spaces are needed to meet its strategic aim of offering to accommodate all new students.
38. *Location and concentration of student housing*

Saved Policy 4.7 and the Residential Design Standards SPDs require student housing to be located in areas that have adequate infrastructure and are easily accessible to public transport. Core Strategy SP 8 allows for student housing developments within town centres, and places with good access to public transport services providing that these do not harm the local character.
39. Bankside House has a Public Transport Accessibility Level (PTAL) of 6a, where 1 is the least accessible and 6 is the most accessible. Accordingly, the site has excellent access to public transport. In addition to the above, the new Blackfriars Southbank and Bankside entrance has been opened which will provide better access to National Rail services and, in 2012, access to the District and Circle lines.
40. The site is located within the Borough and Bankside District Town Centre which seeks a mix of uses. There is a wide mix of uses in the area that include new offices at Bankside 123, new residential units under construction at Bankside 4, and the Tate Modern gallery with its extension due to be constructed. The existing student accommodation at Bankside House adds to this mix and the additional quantum of students is considered to contribute to this mix and not expected to result in any adverse impacts.

41. Whilst student schemes can add to the mix and vibrancy of town centres, schemes should avoid creating an over-concentration of student accommodation. The additional rooms at Bankside House represent an uplift of 18% which is considered acceptable and will not result in adverse impacts in terms of numbers of students on the site.
42. The site sits within an area that has experienced significant regeneration in recent years and includes new office buildings, residential, retail, and the gallery. There is not a high concentration of existing student schemes within the area with the nearest new large student accommodation scheme at corner of Lavington Street and Great Suffolk Street whilst the scheme at 63 Great Suffolk Street is under construction. In light of this, it is considered that there will not be an over-concentration of students within the area.
43. *Affordable housing contribution*

Strategic Policy 8 Student homes of the Core Strategy states:

Our approach is:

Development will meet the needs of universities and colleges for new student housing whilst balancing the building of student homes with other types of housing such as affordable and family housing.

We will do this by:

1. Allowing development of student homes within the town centres, and places with good access to public transport services, providing that these do not harm the local character.
  2. Requiring 35% of student developments as affordable housing in line with policy 6.
44. The supporting text for SP8 in the Core Strategy goes on to state that there is a need for more student accommodation across the whole of London and Southwark and that new student homes are encouraged. However it states that “this needs to be balanced with making sure there are enough sites on which to build other types of homes, including affordable and family homes. London Plan Policy 3.8 Housing choice requires the council to identify the range of housing needs in the borough and offer a range of housing choices. Whilst London as a whole has a recognised need for more student bed spaces, the Strategic Housing Market Assessment and Housing Requirements Study also highlight the huge need for more family and affordable housing.”
45. Southwark already has the second largest number of student homes in London. The study identified four significant planning permissions for student housing which, if built, would provide 1,796 new student bedrooms (there have also been further permissions since the Core Strategy was adopted). Had these sites been developed for general needs housing, approximately 703 new homes would have been built of which at least 246 could have been affordable homes and at least 45 would have been family homes. Allowing too much student accommodation will restrict the Council’s ability to deliver more family and affordable housing.

46. The supporting text for SP8 goes on further to state that “Policy 3A.7 Affordable housing targets of the London Plan encourages boroughs to look at a range of sources of supply of affordable housing including provision for non-self-contained housing (which includes student housing). By requiring an element of affordable housing or a contribution to affordable housing (as conventional affordable housing as defined in the fact box on page 84) from student accommodation schemes we can make sure we work towards meeting the needs for both student accommodation and affordable accommodation. It will also help us to provide more family housing as within the affordable housing there will be an element of family housing.”
47. From the above, it is clear that the policy was created to address the situation where student accommodation developments were taking away land that could be developed for housing. The policy clearly states in the approach that it will apply to “new” student housing; Bankside House is an existing student halls of residence that has almost full site coverage. In the case of new buildings sharing the site, or extensions capable of independent use, it may be arguable that those new elements of student housing should be subject to the affordable housing requirements of SP8. In this case however, where the supply of land for housing is unaffected, and the potential for independent housing units cannot be realised, it would not be reasonable to require a contribution. The fact that it is an extension rather than a wholly new facility is a material consideration. Whilst the wording of the policy itself does not expressly make it clear how the policy ought to be applied, the supporting text clearly sets out the underlying needs which have justified the new policy. Since these focus largely on need to protect land capable of providing general needs housing, then it is suggested that the circumstances of this case make it less appropriate to seek to require affordable housing as part of the development, either on site or through a commuted sum.
48. The wording of SP8 does not specify the incidences when the policy may not be applied. However, the supporting text which explains the reason and justification for the policy clearly relates to balancing the needs and protecting land for housing. In a case which relates solely to existing student facilities, it cannot be argued that the text applies which would lead to the conclusion that the policy does not apply.

### **Environmental impact assessment**

49. An environmental statement is not required with this application as the development does not fall within Schedule 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011.

### **Design**

50. Form

Saved Policy 3.13 Urban design, requires that principles of good urban design must be taken into account in all developments. The height, scale and massing of buildings should be appropriate to the local context and should not dominate its surroundings inappropriately; the urban structure, space and movement of a proposal should have regard to the existing urban grain, development patterns and density in the layout of development sites.

51. Bankside House was built in the early 1950's as an office block ancillary to the adjacent Bankside Power Station (now Tate Modern); the massing is monumental and simple, typical of the period, and the architectural expression is basic and utilitarian. The site is surrounded by similarly scaled buildings, with Bankside 2 and 3 to the south of the site and Bankside 1 (the Blue Fin Building) directly to the west; all three of these are large modern blocks with limited articulation of their massing and a generally uniform facade treatment. To the north of the site is the most iconic building in the area, the brick built 1950's power station that now houses Tate Modern; the most prominent element of the building's conversion to a gallery is the glass-clad roof extension. The further expansion of Tate is currently under construction; Tate Modern 2 is a contemporary pyramid that is clad in brick with glass feature elements. West of the Blue Fin building there is the Neo Bankside development, a series of towers with expressed steel frames and glass cladding; to the east are the much lower-scale brick-built Peabody and Corporation of London housing estates, generally at 5-storey.
52. The existing Bankside House has a main body at 9-storeys which is capped by a parapet; above this there is a set-back central block at 10<sup>th</sup> and 11<sup>th</sup>-storey. This current proposal removes the existing levels at 10 and 11 and introduces two complete new floors, set-back from the parapet, along with a re-modelling of the 9<sup>th</sup> level. The current 9<sup>th</sup> storey parapet is 35.26m AOD, with the 10<sup>th</sup> and 11<sup>th</sup> levels at 37.56 (approx.) and 40.16m AOD. The main body of the proposed extension is at 41.97m AOD with an emphasised central block at 42.72m, making the absolute increase in height of 2.56m over the existing. The datum is given as basement level, 0.00, with ground floor at 4.28m AOD. Given the massive bulk and scale of the existing building, the increased height is considered to be relatively minor when viewed holistically within the surrounding large buildings. The height of the glazed extension would be 6.7m above the level of the main parapet, which equates to between one-fifth/one-sixth of the overall height, which proportionately appears (both physically and aesthetically) as a well-balanced composition. In terms of massing, the proposed extension is set-back from the principal building lines and has subtle articulations to reflect the existing massing below, with the central block emphasised to the north and the three wings to the south. The simplicity of the form and its overall massing will give the proposal a calm and responsive relationship with the building below, which is itself relatively simple and austere.

53. Height

Saved Policy 3.20 Tall Buildings states that planning permission may be granted for buildings that are significantly taller than their surroundings or have a significant impact on the skyline, on sites which have excellent accessibility to public transport facilities and are located in the Central Activities Zone (particularly in opportunity areas) outside landmark viewing corridors. Proposals for tall buildings should ensure that there are excellent links between the building(s) and public transport services. Any building over 30 metres tall (or 25 metres in the Thames Policy Area) should ensure that it:

- i. Makes a positive contribution to the landscape; and
- ii. Is located at a point of landmark significance; and
- iii. Is of the highest architectural standard; and
- iv. Relates well to its surroundings, particularly at street level; and
- v. Contributes positively to the London skyline as a whole consolidating a cluster within that skyline or providing key focus within views.

54. It is questionable whether the existing building, which is already defined as a tall building in policy terms, would meet the tests set by policy 3.20. The proposal involves a relatively modest increase in the overall height of the building and could enhance the roofline by creating a more cohesive roof structure. The other works to the facade and forecourt would improve the relationship at street level, although the extent of truly active frontage is still limited. The building sits surrounded by a series of taller buildings, and in this context the additional height is not considered to adversely affect the landscape, and impact on local and wider views are negligible.

55. Appearance

Saved Policy 3.12 Quality in design, requires that developments should achieve a high quality of both architectural and urban design, enhancing the quality of the built environment in order to create attractive, high amenity environments people will choose to live in, work in and visit. New buildings and alterations to existing buildings should embody a creative and high quality appropriate design solution, specific to their site's shape, size, location and development opportunities and where applicable, preserving or enhancing the historic environment.

56. In terms of architectural form and design, the existing building is not considered to be of any particular architectural quality or character that would require its retention without alteration. Similarly, the style of any extension need not copy or reflect that which is below, considering the design quality of the existing. In extending the building with new upper levels the designers have sought an architectural language that is contemporary in style but simple and crisp in its execution; this approach should not compete or be in conflict with the existing building, but will rather sit in relatively unobtrusive contemporary contrast. The extension/addition to the upper levels is a rational expansion of the building's form, and is a sustainable development of the existing structure.

57. In terms of form and materials therefore, it is considered that the simple contemporary approach has been the correct one. The glass cladding panels, whether clear or back-painted, will give a crisp homogenous appearance to the extension within which there will be a distinct pattern and variety that will be even more distinctive at night when they are back-lit. This will provide a contrast with the roof extension Tate Modern, which is much more uniform in its appearance. The windows and cladding system has been designed to give a sleek frameless appearance, which will add to the lightness in its aesthetic and will diminish the visual impacts that the additional bulk will have.

58. Internal layout

Internally the layouts of the new student floors operate very much as those existing below, with a central access corridor. The principal changes to the existing interior are within the ground-floor bar/restaurant which will be re-furbished and opened-up to the new terrace onto Great Guildford Street; as noted above, details and materials will be required to ensure that a high quality of landscaping design and materials is procured.

59. Public realm

A high quality of design and materials will be required for the street environment

including street furniture, planting and public art. This should be coordinated wherever possible, to avoid unnecessary clutter, and ensure a safe, informative and attractive environment. This proposal includes a significant re-modelling of the open-space/public realm within its demise (and a reduction in surface car-parking) which is welcomed. The public realm and streetscape environment will also be enhanced by the introduction of a cafe-terrace onto Great Guildford Street, the activity of which should help to enliven this area and one of the important pedestrian links to/from Tate.

60. Currently, Bankside House is surrounded by paved hard standing that provides little relief from the austere appearance of the building and is mostly occupied by cars parked on the land owned by the LSE. The proposed improvements to the public realm include repaving and implementation of planters and landscaping. On the Sumner Street frontage, there are free standing planter boxes proposed to incorporate trees and shrub planting which will break up the expanse of hard paving whilst also preventing cars from parking on the pavement. There are also planter boxes in front of the light well voids as well as in front of the main entrance into the forecourt area.
61. On the eastern edge of the site, it is proposed to incorporate a raised terrace in connection with the refurbished restaurant and bar on the ground floor. It has three stair access points onto Great Guildford Street as well as a disabled ramp at the northern end. Planter boxes are proposed to include trees and shrub planting whilst a trellis is proposed over the existing basement access ramp.
62. It is considered that the new landscaping and public realm will be a considerable improvement on the current hardstanding around Bankside House. The new planting will soften the harsh environment whilst the planter boxes will help to discourage parking on the pavement. In addition, the terrace on the eastern elevation will help to enliven this section of Great Guildford Street which currently has no active frontages.
63. A number of neighbour responses have objected to the placement of the terrace on the eastern elevation and have suggested the scheme should provide an active frontage onto Canvey Street. It is accepted that further active frontage onto Canvey Street from Bankside House would be beneficial, however there are currently student rooms located in that part of the building which would necessitate their relocation. The restaurant facilities are already located on the eastern section of the building and the LSE has chosen to refurbish this area in its existing location and provide an external terrace; the enlivenment of this frontage will be of benefit to Great Guildford Street. There is also the issue of the level change which can be accommodated on the eastern elevation but is more problematic on the Canvey Street elevation which has the pavement hard up against the building line. It is not considered that the lack of an active frontage in this location would, in itself, warrant refusal of planning permission.
64. In addition, the applicant has agreed to contribute £78,000 towards the Bankside Urban Forest project which will create a network of green connections between the emerging developments in Bankside and the existing open spaces across Southwark. The master plan for the project identifies Great Guildford Street as a key route to the river and that the junction of this street with Sumner Street is a critical part of the realisation of the project. The section 106 contribution to the scheme is welcome and will assist in delivering this project whilst the new terrace and public realm works are considered to relate well to the Urban Forest initiative.

65. Detailed landscaping plans and material samples will be conditioned to ensure that a high-quality scheme will be delivered. Where appropriate, developments should include landscape design that enhances the area and biodiversity, for example through the use of living roofs; it is noted that the intention to provide a variety of green and brown roofs, which is welcome.

#### **Quality of internal accommodation**

66. Criterion (iv) of Saved Policy 4.7 of the Southwark Plan and the Residential Design Standards SPD require any proposal for student accommodation to provide a satisfactory standard of accommodation, including shared facilities. There are no policy standards for size of units within student accommodation.
67. The proposal provides 104 rooms in traditional residential hall layout. They are accessed by 6 lifts which will be extended upwards from the existing core whilst there are a further two escape cores at each end of the building. There are 6 wheelchair accessible rooms ranging from 19 to 20sqm and 32 self-contained studios. The studios range from 17 to 26sqm whilst the single en suite rooms range from 15 to 17sqm. The 8<sup>th</sup> floor includes 4 tea points that incorporate dining and limited kitchen facilities whilst there are two per floor on the upper two storeys which range from 17 to 23sqm whilst 5 student rooms with access to private terraces. 6 wheelchair accessible bedspaces (5%) are proposed which meets Building Regulations minimum requirement. Accommodation at Bankside House is fully catered and so students use the ground floor restaurant as opposed to preparing their own meals.
68. In terms of communal facilities, students also have access to two lounge areas within the basement as well as the former bar area which is to be converted to additional communal lounge space. Laundry facilities are also included in the basement as well as computer room, table tennis room, piano room, and library.
69. The student accommodation is considered to provide good sized rooms that have access to a range of communal amenity areas. The improved facilities within the existing building should have sufficient capacity to meet the needs of the additional students within the extension.
70. The scheme also includes the re-provision of 6 flats made up of four 1-bed flats and two 2-bed flats which are to be occupied by LSE staff or visitors affiliated with the LSE. They are all dual aspect whilst the 2-bed flats have access to private roof terraces. The 1-bed flats range from 45 to 52sqm whilst the 2-bed flats are 67 and 75sqm.
71. Whilst there are rooms that are below the minimum floorspace standards, the flats will not be used as general needs housing and will be occupied by LSE staff and associated visitors. There are two 1-bed flats below the minimum and two in excess whilst there is one 2-bed flat below the minimum and one in excess; as such, it is considered that, on balance, the proposed flats are providing an adequate standard of accommodation for their intended purpose.

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

72. Saved Policy 3.2 of the Southwark Plan states that permission will not be granted for



developments where a loss of amenity, including disturbance from noise, would be caused. In addition, Saved Policy 4.7 states that the provision of non self-contained housing (such as student accommodation) should not result in a significant loss of amenity to neighbouring occupiers. The adopted and draft Residential Design Standards SPDs expands on policy and set out guidelines for protecting amenities in relation to privacy and daylight and sunlight. Core Strategy SP13 - High environmental standards seeks to ensure that development sets high standards for reducing air, land, noise and light pollution and avoiding amenity and environmental problems that affect how we enjoy the environment in which we live and work.

73. Sunlight and daylight

To the north of the site is Tate Modern which is separated by an expanse of open ground whilst Bankside 123 is adjacent to the site to the south and west. The proposed roof extension is not considered to have any adverse impact on these buildings in terms of sunlight and daylight.

74. The only residential properties within close proximity to the site are the blocks of flats to the east and south east of Great Guildford Street: 1-30 Sumner Buildings and 31-50 Sumner Buildings; and 1-22 Block E Peabody Estate, Southwark Street. All of the windows serving habitable rooms within these blocks are located either on the north or south elevation and the two western flank elevations of each block which have a direct outlook onto the application site are both blank flank walls with no apertures.
75. The BRE Guidelines recommend a permissible margin of reduction of a factor of 0.2 (20%) in respect of the Vertical Sky Component (VSC) measured on the face of the window and, for the internal Daylight Distribution, measured by way of the no skyline contour. As the two Sumner Building blocks have blank flank walls facing onto the site, it is evident that the proposed roof extension will sit comfortably within both margins.
76. The Peabody Estate block is oriented on a southwest-northeast axis; windows within the northwest elevation have an oblique view of the site, however, they receive most of their light from along Great Guildford Street. This, together with the application site being 65m away, is considered to result in a negligible impact and be within the BRE guidelines.

Amenity

77. There could be the potential for pedestrian movement to and from the site on a 24 hour basis. Traditionally, local concerns are been raised about possible noisy and anti-social behaviour of students although none have been received for this application and officers are not aware of any complaints received in relation to the existing student accommodation. A Student Accommodation Management Plan has been submitted which advises that there will be an on-site management team operating 24 hours a day. Their role would be to provide a visible presence and a point of contact for students and any other parties and would be responsible for dealing with noise and any minor anti-social behaviour. All communal areas, including the common room and laundry, would be monitored via CCTV. The details of a Student Management Plan will need to be approved prior to occupation and this would be secured by legal agreement.

## Traffic issues

78. Saved Policy 5.1 of the Southwark Plan requires major development to be located near transport nodes. Saved Policy 5.2 states that planning permission will be granted for development unless there is an adverse impact on the transport network of if provision for adequate servicing is not made. Saved Policy 5.3 requires that provision is made for pedestrians and cyclists within the development and Saved Policies 5.6 and 5.7 relate to car parking. Core Strategy Strategic Policy 2 - Sustainable Transport re-asserts the commitment to encouraging walking, cycling and use of public transport rather than travel by car and requiring transport assessments with applications to show that schemes minimise their impacts, minimise car parking and maximise cycle parking to provide as many sustainable transport options as possible. A Transport Assessment, draft Travel Plan and Waste Management Strategy have been submitted.
79. The proposals are not forecast to significantly increase trip generation above existing levels. The additional 104 rooms equate to a maximum occupancy level increase of 124 people during the summer holidays and 115 people in term time. The applicant has provided modal split data from the LSE overarching Travel Plan which is considered a reasonable indication as to how occupants of Bankside House travel. It indicates that the existing occupants mainly travel by walking (69%) or by bus (24%) a small number of people are forecast to use the tube and cycle. The trips associated with staff and service and delivery journeys are not forecast to increase significantly above existing levels.
80. As has been detailed within the submitted Transport Statement, the proposals are not forecast to cause an unacceptable highway impact and the majority of trips are forecast to be by sustainable modes of transport.
81. Car parking
- The Council is seeking to encourage reduced car dependence, particularly in areas with good accessibility to public transport and thus encourage the use of more sustainable transport modes. The CAZ is considered to be an area appropriate for car-free development, with the exception of on-site provision for wheelchair accessible parking.
82. The Southwark Plan has no parking standards for student uses and standards are applied flexibly, on an individual basis. The site currently has provision for 29 vehicles although there is considerable amount of illegal parking on the paved areas within the LSE's ownership. As part of this application the applicant is looking to reduce this to 14 car parking spaces; two of which are wheelchair accessible. While normally new developments in this location would be expected to be car free, as the car parking spaces are existing it is not considered that this should be a reason for refusal; the reduction in car parking spaces in favour of allocating space to more sustainable forms of transport such as cycling is welcomed.
83. The proposal site is situated in a CPZ. Therefore, in order to prevent possible overspill parking from the development, an obligation will be imposed preventing any occupiers of the new rooms being eligible for on-street parking permits.

84. The amendments to the vehicle access to rationalise the forecourt are welcomed. The existing formal crossings are to be retained, however, the illegal practice of crossing the footway where no formal dropped crossing is in place is to be designed out and the parking spaces on the edge of the development site replaced with landscaping and cycle parking.

#### Cycle parking

85. The Southwark Plan does not provide minimum cycle parking standards for student residential accommodation. However, Transport for London's (TfL) Guidance for Workplace Travel Planning for Development provides minimum cycle parking standards for student residential accommodation which requires a minimum of 1 cycle space per 2 students. This specific application to extend the number of student rooms by 104 requires a minimum of 52 cycle spaces.
86. The applicant is providing 190 cycle parking spaces at the basement (access via Zoar Street) and 32 Sheffield stand cycle parking spaces for visitors located at surface level at the front of Bankside House. While it would have been preferred that provision was made for cycle parking spaces to meet the minimum standard for the whole building, the applicant has provided above the minimum standard for the extension (104 rooms) and therefore the number of cycle parking spaces is considered acceptable.
87. The cycle store in the basement is proposed to be a Josta two tier style cycle stand. While the use of Sheffield Stands is preferred, as there are site constraints due to the nature of the development and the fact that the use of Sheffield Stands in this instance would not have provided adequate provision to meet the demand of the whole building not just the extension, the use of a Josta two tier rack is acceptable in this instance.
88. Section 9.1.2 of Southwark Council's Sustainable Transport SPD requires one disabled space per development for disabled housing. There is no specific requirement for student flats.
89. The applicant is proposing 2 wheelchair accessible car parking spaces, an increase of 1 from existing levels. This level of disabled car parking provision is considered adequate and policy compliant. The applicant has also stated (Section 5.12 of the Transport Statement) that, should demand for disabled car parking spaces increase, the management team at Bankside House would allocate spaces to disabled users as required.

#### 90. Travel Plan

A Travel Plan Framework was submitted which seeks to promote more sustainable transport choices such as walking, cycling and public transport. The submission of a full Travel Plan would need to be secured via a legal agreement which would also cover Travel Plan monitoring within which time necessary adjustments could be made in accordance with the success and evolution of the scheme.

91. The travel plan is of good quality and conforms to London Borough of Southwark's policies as well as Transport for London travel planning best practice and has passed the TfL ATTrBuTE assessment.

92. The measures introduced within the LSE Travel Plan Service Management section are welcomed. These include the restriction in the size of vehicles accessing the site and the time deliveries will take place to avoid peak hours.

### Servicing

93. Servicing will be carried out in line with the existing arrangements. The applicant has demonstrated that additional servicing vehicles are not expected in light of the proposals and that it is more likely that the amount of goods delivered per load will increase rather than an increase in vehicle numbers. The main deliveries will take place from Zoar Street to the rear of the development, while some smaller deliveries will occur from the forecourt parking area off Sumner Street.

94. *Move In Move Out Procedure*

The largest vehicular impact would be when students are moving in and out at the start and end of terms. A Move In /Move Out Strategy provides various measures to ensure that any impacts on the highway are limited. The measures include welcome packs for each student which details local public transport services, allocated times for student arrivals, luggage storage at ground level to speed up loading/unloading and helpers on hand to assist in the move in/out process.

95. In terms of the move in move out strategy for students the applicant has submitted a Student Accommodation Plan which provides useful measures to mitigate the impact of students moving into the halls of residence. These include:

- The electronic registration of students.
- The issuing of induction packs to students. These detail that the majority of students will move into the halls on the last Sunday of September.
- The site has the benefit of having the off-street parking in the forecourt area to allow short term drop off for students moving in.
- The applicant is providing secure baggage store at the ground floor level to reduce unloading times.
- The applicant is providing extra staff to assist with unloading.
- The applicant has made a commitment to assess the move in and move out strategy annually and make changes as necessary.
- Details of public transport provision, loading provisions in the local area and alternative car parking locations will be provided in the induction packs.

96. The Move In Move Out procedure is considered to provide adequate measures to ensure that any potential impact is mitigated. The details of the strategy will be secured as part of any permission.

### **Planning obligations (S.106 undertaking or agreement)**

97. Saved Policy 2.5 of the Southwark Plan and Policy 8.2 of the London Plan advise that planning obligations can be secured to overcome the negative impacts of a generally acceptable proposal. Policy 2.5 of the Southwark Plan is reinforced by the Supplementary Planning Document (SPD) on Section 106 Planning Obligations, which

sets out in detail the type of development that qualifies for planning obligations, and Circular 05/05, which advises that every planning application will be judged on its own merits against relevant policy, guidance and other material considerations when assessing planning obligations. Strategic Policy 14 – Implementation and delivery of the Core Strategy states that planning obligations will be sought to reduce or mitigate the impact of developments.

98. The applicant submitted a proposed Heads of Terms based on the Council's Planning Obligations SPD. The draft HOT was subject to negotiation during the course of the planning application. As the proposal is for student accommodation, contributions in respect of education and children's play equipment are not required. The contributions have been calculated on future occupancy rates (i.e. student bed spaces) within the completed development. The following table sets out the contributions payable based on the S106 SPD and accompanying developer's toolkit as compared with what the applicant has proposed to offer.

| Topic Area                                    | SPD Requirement | Applicant's Offer  |
|---|-----------------|--|
| Employment during construction                | 72,529          | 72,529 or provision of a Workplace Coordinator           |
| Employment during construction management fee | 5,591           | 5,591  |
| Health  | 51,590          | 51,590   |
| Transport Strategic                           | 24,855          | 24,855   |
| Transport Site Specific                       | 52,000          | 52,000   |
| Public Realm                                  | 78,000          | 78,000 to go towards Bankside Urban Forest               |
| Sports Development                            | 38,016          | 38,016 or confirmation of access to LSE sport facilities |
| Public Open Space                             | 15,579          | 15,579   |
| Admin Fee (2%)                                | 6,180           | 6,180  |
| <b>Total</b>                                  | <b>315,154</b>  | <b>315,154</b>   |

100. As well as the above financial contributions, the following provisions will also be included in the legal agreement.
- Restrict the use of the 104 rooms to full-time students and university staff only for no less than 39 weeks per year. For the remainder of the year, this accommodation can be used for holiday lets, ie a hotel use.
  - The accommodation should be let at a rent no greater than rents of comparable student housing in order to ensure the affordability of this user group.
  - Restrict the occupation of the units to ensure that all single rooms remain in single occupancy in accordance with the submitted plans.
  - The submission and approval of a Residence Management Plan
  - ensure that the student accommodation extension is used as a single planning

- unit in connection with the existing student accommodation at all times
  - Amendment to the Traffic Management Order restricting occupiers from obtaining parking permits
  - Restrict occupation of flats to tenants affiliated with LSE and not used for general private housing
  - Repaving of the footpath to kerb edge as part of landscaping improvements
  - Submission and approval of a Travel Plan
101. The contributions agreed are considered to provide beneficial environmental improvements in the area and adequately mitigate against the impacts of the development in accordance with saved policy 2.5 of the Southwark Plan.
102. In the absence of a legal agreement being completed by 30 March 2012, the applicant has failed to adequately mitigate against the impacts of the development and, in accordance with Article 22 of the Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2003, it is recommended that the application be refused for the following reason:

“In the absence of a signed Section 106 Agreement, there is no mechanism in place to avoid or mitigate the impact of the proposed development on the public realm, public open space, the transport network, health facilities and employment and the proposal would therefore be contrary to saved policy 2.5 of the Southwark Plan and Policy 8.2 of the London Plan.”

#### **Sustainable development implications**

103. Policy 5.2 of the London Plan requires that major development schemes should provide an assessment of their energy demands and demonstrate how they have taken steps to apply the Mayor's energy hierarchy. Policies 5.5 and 5.6 require consideration of decentralised energy networks and Policy 5.7 requires the use of on-site renewable energy technologies, where feasible. Saved Policy 3.3 of the Southwark Plan requires the submission of a Sustainability Assessment. Saved Policy 3.4 seeks energy efficient development and Saved Policy 3.9 advises that all development should incorporate measures to reduce the demand for water supply. Core Strategy SP13 - High environmental standards applies a similar energy hierarchy to the London Plan and requires the highest environmental standards, including achieving targets based on Code for Sustainable Homes and BREEAM. A Sustainability Checklist, Sustainability Statement, Energy Statement and a BREEAM Pre-Assessment Report have been submitted.
104. The BREEAM pre-assessment demonstrates that the proposed roof extension will achieve an 'Excellent' rating which is in accordance with Strategic Policy 13.
105. Whilst there are no existing district heat networks in the area, the LSE has been in discussion with Tate, Better Bankside and energy consultants regarding the feasibility of a local heat network. Whilst it was concluded that a network could not be feasible before the delivery of the proposed development, the scheme would be designed to enable future connection to a heat network.
106. The energy provision for the existing and proposed development is to be served by

gas-fired CHP communal heating system. Together with energy efficiency savings, the development will save 61 tonnes of carbon per year which equates to 37% savings over regulated emissions.

107. As well as the above measures, it is proposed to provide 35sqm of photovoltaic panels which will provide approximately 1.2% energy provision from renewable sources.
108. The scheme is proposing a series of green and brown roofs which assist in enhancing biodiversity within the area.

### **Flood risk**

109. The site is located within Flood Zone 3 which is considered to be an area of high risk of flooding due to the proximity to the tidal River Thames. However the site is protected by the Thames Barrier and related defences. A Flood Risk Assessment (FRA) has been submitted and this confirms that the site has the potential to be inundated in the event that the flood defences fail.
110. As originally submitted, the proposed development included the provision of short-stay accommodation rooms within the basement. The FRA concluded that, should tidal defences fail, the site could be inundated within 9 minutes; based on this, the Environment Agency strongly advised the authority to not grant planning permission. This, together with officer concerns over amenity within the rooms, meant that the scheme was revised to remove the short-stay accommodation element.
111. Given the only change to the basement is now the cycle storage provision and the changes to the ground floor involve reconfiguration of the restaurant areas, there are no concerns in relation to flooding.

### **Conclusion on planning issues**

112. The proposed roof extension to Bankside House will provide additional student rooms to an existing facility that will meet a part of the need for student accommodation within the borough. As an extension to an existing facility rather than a new student development scheme, it is considered that it would not be appropriate or reasonable to apply the affordable housing requirements of Core Strategy policy SP8.
113. The contemporary extension will sit comfortably on the existing 1950s building and will blend well with the newer developments surrounding the site and will add to the mix of architecture in Bankside.
114. Taking into consideration all aspects of the proposed development, there are not considered to be any grounds for refusal and that the additional student accommodation, together with the improvements to the public realm, will be a positive addition to the area. Accordingly, it is recommended that the application is approved.

### **Community impact statement**

115. In line with the council's Community Impact Statement the impact of this application has been assessed as part of the application process with regard to local people in respect of their age, disability, faith/religion, gender, race and ethnicity and sexual

orientation. Consultation with the community has been undertaken as part of the application process. The impact on local people is set out above.

### Consultations

116. Details of consultation and any re-consultation undertaken in respect of this application are set out in Appendix 1.

### Consultation replies

117. Details of consultation responses received are set out in Appendix 2.

118. Summary of consultation responses

119. Objections received in relation to:

- Impacts from construction
- Development should have active frontages on Canvey Street, rather than Great Guildford Street
- Design

### Human rights implications

120. This planning application engages certain human rights under the Human Rights Act 2008 (the HRA). The HRA prohibits unlawful interference by public bodies with conventions rights. The term 'engage' simply means that human rights may be affected or relevant.

121. This application has the legitimate aim of providing student accommodation. The rights potentially engaged by this application, including the right to a fair trial and the right to respect for private and family life are not considered to be unlawfully interfered with by this proposal.

## BACKGROUND DOCUMENTS

| Background Papers  | Held At  | Contact   |
|--|--|---|
| Site history file: TP/1547-A<br>Application file: 11-AP-2566<br>Southwark Local Development Framework and Development Plan Documents | Regeneration and Neighbourhoods Department<br>160 Tooley Street<br>London<br>SE1 2QH | Planning enquiries telephone:<br>020 7525 5403<br>Planning enquiries email:<br><a href="mailto:planning.enquiries@southwark.gov.uk">planning.enquiries@southwark.gov.uk</a><br>Case officer telephone:<br>020 7525 5906<br>Council website:<br><a href="http://www.southwark.gov.uk">www.southwark.gov.uk</a> |



**APPENDICES**

| <b>No.</b> | <b>Title</b>                    |
|------------|---------------------------------|
| Appendix 1 | Consultation undertaken         |
| Appendix 2 | Consultation responses received |
| Appendix 3 | Neighbour consultee map         |
| Appendix 4 | Images                          |

**AUDIT TRAIL**

|   |  |                          |
|---|--|--------------------------|
| <b>Lead Officer</b>   | Gary Rice Head of Development Management |                          |
| <b>Report Author</b>  | Gordon Adams                             |                          |
| <b>Version</b>  | Final                                    |                          |
| <b>Dated</b>  | 8 December 2011                          |                          |
| <b>Key Decision</b>   | No                                       |                          |
| <b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b> |  |                          |
| <b>Officer Title</b>  | <b>Comments Sought</b>                   | <b>Comments included</b> |
| Strategic Director of Communities, Law & Governance                     | N/A                                      | N/A                      |
| Strategic Director of Regeneration and Neighbourhoods                   | N/A                                      | N/A                      |
| Strategic Director of Environment and Leisure                           | N/A                                      | N/A                      |
| <b>Date final report sent to Constitutional Team</b>                    |  | 9 December 2011          |

**APPENDIX 1****Consultation undertaken**

**Site notice date:** 13/09/2011

**Press notice date:** 08/09/2011

**Case officer site visit date:**

**Neighbour consultation letters sent:** 01/09/2011

**Internal services consulted:**

- Planning Policy
- Transport Planning
- Environmental Protection Team
- Public Realm

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

- Environment Agency
- London Fire and Emergency Planning
- Transport for London

**APPENDIX 2****Consultation responses received****Internal services**

Transport Planning: no objections to the application. However, the following should be provided:

- The gradient of the disabled access ramps should be in line with those details within Part M of the Building Regulations
- The development should be made CPZ exempt
- A Travel Plan should be secured by a S106 and a sum of £3,000 secured for LBS to monitor
- The changes detailed to the cycle parking should be provided including that the spacing between the bikes should be increased to 450mm and the central bank of cycle racks should be extended
- Contribution should be made to Bankside Urban Forest project and to amend the Traffic Management Order to restrict parking permits.

Environmental Protection Team: air quality – satisfied with the assessment methodology and conclusions that the development itself is unlikely to add to the pollution climate through traffic generation emissions or energy production emissions, the construction phases are well catered for in terms of proposed mitigation measures which should be brought forward into a construction management plan; noise and vibration - satisfied with the assessment and findings, the development will not be impacted by proximity to extensive road traffic the principal environmental noise arises from the transformers within the TATE site. It is recommended that acoustician should assist with the design of windows on the north facing facade; relevant conditions to be imposed

Public Realm: footways to the north and east of the site shall be replaced by the developer; developer to enter into a S278 agreement for works on the public highway

**Statutory and non-statutory organisations**

Environment Agency: strongly advise against permitting development due to flood inundation of basement short stay rooms

London Fire and Emergency Planning: no objections raised; requested copies of site plans

Transport for London: no in principle objection; occupants should be excluded eligibility for parking permits; cycle spaces are within standards; CCTV of cycle parking should be provided; Travel Plan to be secured; student accommodation management plan to be secured; Delivery and Servicing Plan to be secured; Construction Logistics Plan to be secured

**Neighbours and local groups**

**In objection**

Bankside Lofts, 65 Hopton Street: the way the area is transforming is beneficial; disappointed that proposal will not contribute to Canvey Street development; more sensible to place restaurant on Canvey Street to further enliven the area rather than east side of the building facing Council housing

7 Horseshoe Wharf, 6 Clink Street SE1: location of rooms in basement fronting onto Canvey Street is unsatisfactory; better to place cafe at this location; siting of the cafe as proposed is unsatisfactory in terms of the plan for the local area which concentrates uses on Canvey Street and the approach to new Tate extension; location of cafe detracts from the overall plan

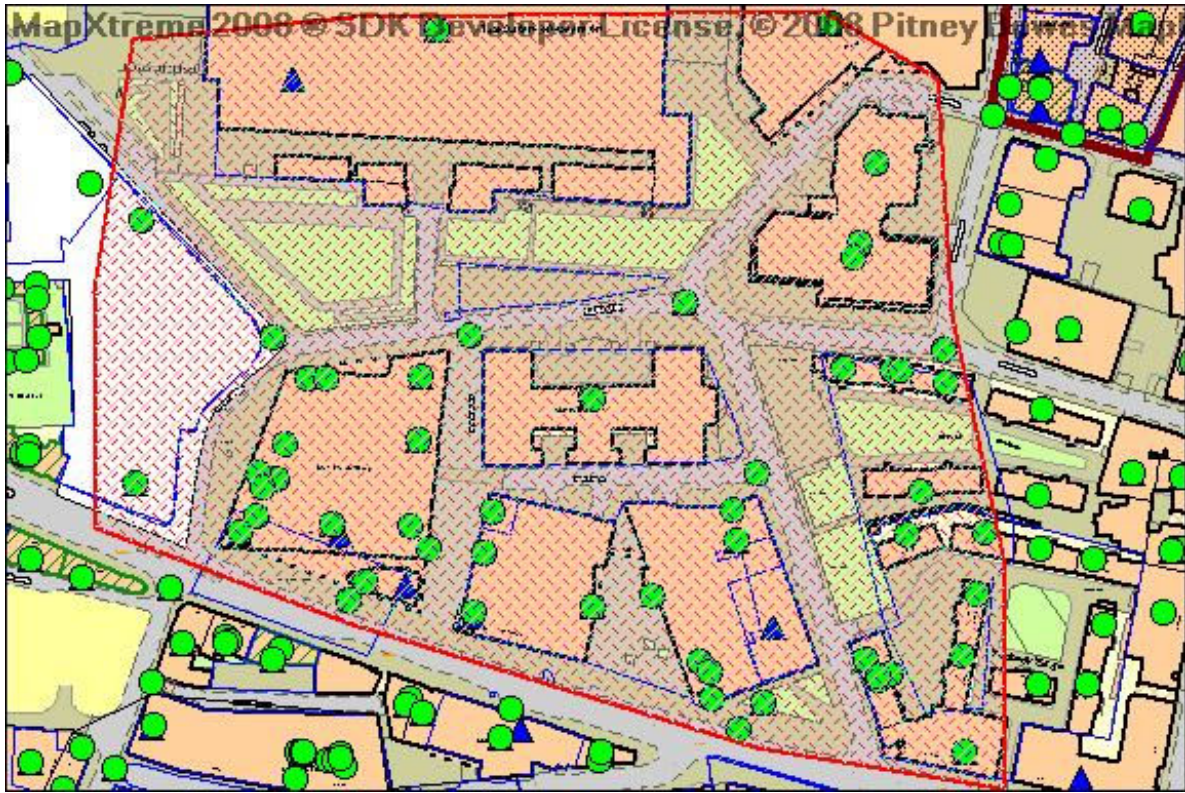
Email: object due to construction impacts

5 Winchester Walk, 4 Clink Street SE1; 12 Well Road, Hampstead NW3; Culverden Park Road Tunbridge Wells TN4; 33 Coleridge Road N8; 72 Belsize Park Gardens NW3; Annesley House, Gritnam Road SO43: no in principle objection to roof extension nor removal of car park on Sumner Street but regret the lack of ambition for the future of Canvey Street and the undistinguished quality of design of the roof top extension; there should be more engagement with the street, more active frontages; new terrace onto Great Guildford Street is raised up, private and remote; the ground floor activity should be onto Canvey Street rather than Great Guildford Street; roof top extension adds nothing of interest, it is a flat facade without relief; the submitted views do not give a fair impression of the actual appearance; box proposed is a poor copy of roof extension on Tate Modern; if approved, request condition that coaches be required to use forecourt and not Sumner Street

**For comment**

Trustees of the Tate Gallery: generally supportive but make comments; want to ensure proposals reflect public realm benefits of the gallery and that the scheme supports and builds on the aims and objectives of the Bankside Urban Forest initiative; support improvements to forecourt and an end to area being used as a car park; would support S106 contributions being spent on Canvey Street

Neighbour Consultee Map







---

## RECOMMENDATION LDD MONITORING FORM REQUIRED

---

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.

---

|                         |  |                    |            |
|-------------------------|--|--------------------|------------|
| <b>Applicant</b>        | London School of Economics and Political Science | <b>Reg. Number</b> | 11-AP-2566 |
| <b>Application Type</b> | Full Planning Permission                         | <b>Case Number</b> | TP/1547-A  |
| <b>Recommendation</b>   | Grant subject to Legal Agreement                 |                    |            |

---

### Draft of Decision Notice

---

**Planning Permission was GRANTED for the following development:**

Demolition of eighth floor and mezzanine in order to construct a three floor extension to provide an additional 104 student rooms, associated minor facade alterations, access, landscape, public realm works and cycle storage.

**At:** BANKSIDE HOUSE, 24 SUMNER STREET, LONDON, SE1 9JA

**In accordance with application received on 02/08/2011  
and revisions/amendments received on 28/10/2011**

**and Applicant's Drawing Nos.** D 0001 Rev P2, D0099 P8, D0100 P6, D0108 P13, D0109 P15, D0110 P13, D0111 P8, D0200 P4, D0201 P5, D0202 P5, D0203 P2, D0300 P3, D0301 P3, D1099 P2, D1100 P2, D1111 P2, D1108 P2, D1109 P2, D1110 P2, D1200 P2, D1201 P2, D1202 P2, D1203 P2, D1300 P2, D1301 P2, 047530-SK01G, 047530-SK02

Design & Access Statement, Planning Statement, Visual Impact Assessment, Sequential Test Report, Transport Statement, Sustainability Report, Energy Statement, Air Quality Assessment, Noise Report, Flood Risk Assessment, Landscape Report, Ecological Assessment, Ecological Management Plan, Daylight & Sunlight Report, Student Accommodation Management Plan, Student Accommodation Market Report

**Reasons for granting permission.**

This planning application was considered with regard to various policies including, but not exclusively:

a) Core Strategy 2011

Strategic Targets Policy 2 - Improving places: Development will improve the places we live and work and enable a better quality of life for Southwark's diverse population. The vision for the Bankside and Borough Opportunity Area advises that the area will continue to be home to a mix of uses providing high quality office accommodation alongside worldclass retail, tourism, culture and entertainment facilities and public spaces.

Strategic Policy 2 - Sustainable transport: We will encourage walking, cycling and the use of public transport rather than travel by car. This will help create safe, attractive, vibrant and healthy places for people to live and work by reducing congestion, traffic and pollution.

Strategic Policy 8 - Student homes: Development will meet the needs of universities and colleges for new student housing whilst balancing the building of student homes with other types of housing such as affordable and family housing.

Strategic Policy 10 - Jobs and businesses: We will increase the number of jobs in Southwark and create an environment in which businesses can thrive. We will also try to ensure that local people and businesses benefit from opportunities which are generated from development.

Strategic Policy 12 - Design and conservation: Development will achieve the highest possible standards of design for buildings and public spaces to help create attractive and distinctive places which are safe, easy to get around and a pleasure to be in.

Strategic Policy 13 - High environmental standards: Development will help us live and work in a way that respects the limit's of the planet's natural resources, reduces pollution and damage to the environment and helps us to adapt to climate change.

b] Saved Policies of the Southwark Plan 2007

Policy 2.5 (Planning obligations): seeks to ensure that any adverse effects arising from a development is taken into account and mitigated and contributions towards infrastructure and the environment to support the development are secured, where relevant in accordance with Circular 05/2005 and other relevant guidance.

Policy 3.1 (Environmental effects): seeks to ensure there will be no material adverse effect on the environment and quality of life resulting from new development.

Policy 3.2 (Protection of amenity): advises that permission will not be granted where it would cause a loss of amenity.

Policy 3.4 (Energy efficiency): advises that development should be designed to maximise energy efficiency.

Policy 3.6 (Air quality): advises that permission will not be granted for development that would lead to a reduction in air quality.

Policy 3.9 (Water) advises that all developments should incorporate measures to reduce demand and for rain water recycling.

Policy 3.12 (Quality in design): requires new development to achieve a high quality of architectural and urban design.

Policy 3.13 (Urban design) seeks to ensure that principles of good urban design are taken into account in all developments.

Policy 3.14 (Designing Out Crime) seeks to ensure that development is designed to improve community safety and crime prevention.

Policy 4.7 (Non Self Contained Housing for Identified User groups) advises that appropriate new development which provide non self contained accommodation will normally be approved where need can be supported, where there is no significant loss of amenity, there is adequate infrastructure and a satisfactory standard of accommodation.

Policy 5.1 (Locating Developments) seeks to ensure that the location is appropriate to the size and trip generating characteristics of the development

Policy 5.2 (Transport Impacts) states that permission will not be granted for development which has an adverse impact on transport networks through significant increases in traffic or pollution and consideration has been given to impacts on the Transport for London road network as well as adequate provision for servicing, circulation and access to and from the site.

Policy 5.3 (Walking and Cycling) requires developments to have adequate provision for pedestrians and cyclists, that there is good location and access arrangements and the development creates or contributes towards more direct, safe and secure walking and cycling routes.

c] London Plan 2011

Policy 2.10 Central Activities Zone - Strategic Priorities, Policy 2.12 Central Activities Zone - Predominantly Local Activities, Policy 2.15 Town Centres, Policy 3.3 Increasing Housing Supply, Policy 3.8 Housing Choice, Policy 3.9 Mixed and Balanced Communities, Policy 5.1 Climate Change Mitigation, Policy 5.2 Minimising Carbon Dioxide Emissions, Policy 5.3 Sustainable Design and Construction, Policy 5.6 Decentralising Energy in Development Proposals, Policy 5.7 Renewable Energy, Policy 6.1 Strategic Approach, Policy 6.3 Assessing Effects of Development on Transport Capacity, Policy 7.1 Building London's Neighbourhood and Communities, Policy 7.2 An Inclusive Environment, Policy 7.3 Designing Out Crime, Policy 7.4 Local Character, Policy 7.5 Public Realm, Policy 7.6 Architecture, Policy 8.2 Planning Obligations

Particular regard was had to the principle of the extension of student accommodation that would result from the proposed development but it was considered that the additional units to the existing London School of Economics facility would not result in any significant adverse impacts. The need for student accommodation, both London-wide and within Southwark, has been demonstrated and the site is appropriately located within a town centre with excellent public transport accessibility. It is recognised that the site is an existing student housing development with there being other schemes under construction in the vicinity, but the proposed development would not result in significant harm to the local character of the area.

The provision of additional student housing to the existing facility is not, on balance, considered to generate a requirement for affordable housing under Core Strategy policy SP8. The development involves a roof extension



to an existing building and is therefore not considered a 'new student accommodation' proposal.

The height, bulk and massing of the development was considered acceptable in its context and the design was considered satisfactory at this stage although the detailed design and quality of materials will need to be secured by condition to ensure a high quality scheme is delivered. The provision of a raised pedestrian crossing in Sumner Street and financial contribution to the Bankside Urban Forest is welcome. The impacts on neighbouring amenity and transport matters have been assessed and were found to be acceptable. It is therefore considered appropriate to grant planning permission having regard to the policies considered and all other material considerations.

**Subject to the following condition:**

**1 Time period**

The development hereby permitted shall be begun before the end of three years from the date of this permission.

**Reason**

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

**2 Plant noise**

(a) Before any work hereby authorised begins, an acoustic report detailing the rated noise level from any plant, together with any associated ducting (which shall be 10 dB(A) or more below the measured  $L_{A90}$  level at the nearest noise sensitive premises) shall be submitted to and approved in writing by the local planning authority and the method of assessment is to be carried in accordance with BS4142:1997 'Rating industrial noise affecting mixed residential and industrial areas'. Prior to occupation or commencement of the use hereby permitted, the plant and equipment shall be installed and constructed in accordance with any such approval given and shall be permanently maintained thereafter and the development shall not be carried out otherwise than in accordance with any such approval given.

(b) Within one month of the installation of the plant and equipment, a further acoustic report to demonstrate compliance with the requirements approved at (a) shall be submitted to and approved in writing by the Local Planning Authority, and the report shall include:

- i) A schedule of all plant and equipment installed;
- ii) Location of the plant, associated ducting, attenuation and damping equipment;
- iii) Manufacturer specifications of sound emissions in octave or third octave detail;
- iv) Location of the most affected noise sensitive receptor locations and most affected windows;
- v) Distance between plant, equipment and receptor location/s and any mitigating features that may attenuate the sound level received at the most affected receptor location/s;
- vi) The lowest existing  $L_{A90, T}$  measurement as already established;
- vii) Noise monitoring data, measurement evidence, calculations demonstrating compliance with this condition.

**Reason**

To ensure that occupiers of neighbouring premises do not suffer a loss of amenity by reason of noise nuisance from plant and machinery in accordance with Strategic Policy 13 High environmental standards of the Core Strategy 2011 and saved Policy 3.2 Protection of Amenity of the Southwark Plan (2007) and PPG24 Planning and Noise.

**3 Residential - internal noise**

(a) All residential premises shall be designed in accordance with BS8233:1999 'Sound insulation and noise reduction for buildings- Code of Practice' to attain the following internal noise levels:

Bedrooms- 30dB  $L_{Aeq, T}^*$  and 45dB  $L_{Amax}$

Living rooms- 30dB  $L_{Aeq, D}^*$

\*T- Night-time 8 hours between 23:00-07:00

\*D- Daytime 16 hours between 07:00-23:00.

(b) After completion of works but prior to occupation or use, a test shall be carried out to show the above criterion has been met and the results shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise than in accordance with any such approval given.

**Reason**

To ensure that the occupiers and users of the development do not suffer a loss of amenity by reason of excess noise from environmental and transportation sources in accordance with Strategic Policy 13 High environmental standards of the Core Strategy 2011 and saved Policies 3.1 Environmental Effects and 3.2 Protection of Amenity of the Southwark Plan 2007 and PPG 24 Planning and Noise.

**4 Condition - Noise creep from noise and/or vibration generation – plant, extract ventilation & ducting etc.**

The noise level from any plant (e.g. refrigeration, air conditioning), together with any associated ducting, shall be 10(A) dB or more below the lowest measured external ambient  $L_{Aeq, T^*}$  at the site boundary. The equipment shall be installed and constructed in accordance with any approved scheme and be permanently maintained thereafter.

Within one month of the installation of the plant and equipment, you are required to submit a further noise report confirming previous details and subsequent measurement data of the installed plant to demonstrate compliance with the above requirements. The supplementary acoustic report must include:

- i) A schedule of all plant and equipment installed;
- ii) Locations of the plant and machinery and associated: ducting; attenuation and damping equipment;
- iii) Manufacturer specifications of sound emissions in octave or third octave detail;
- iv) Distances between plant & equipment and receptor location/s and any mitigating features that may attenuate the sound level received at the most affected receptor location;
- v) The lowest existing  $L_{Aeq, T}$  measurement as already established.
- vi) New noise monitoring data, measurement evidence and any calculations demonstrating that plant complies with the planning condition.

\* $L_{Aeq, T}$   $T = 1$  hr between 07:00 and 23:00 and 5min between 23:00 and 07:00

**Reason**

To ensure that users of the surrounding area not suffer a loss of amenity by reason of noise nuisance and other excess noise from plant and that the operation of plant does not add by cumulative effect to the existing sound environment in accordance with Policy 3.1 'Environmental Effects' of the Southwark Plan 2007.

**5 Environmental Management Plan**

The development shall not commence until details of an Environmental Management Plan has been submitted to, and approved in writing by the Local Planning Authority for that part of the development. The Environmental Management Plan shall oblige the applicant, or developer and its contractor to use all best endeavours to minimise disturbances including but not limited to noise, vibration, dust, smoke and plant emissions emanating from the site during demolition and construction and will include the following information for agreement

- A detailed specification of demolition and construction works at each phase of development including consideration of environmental impacts and the required remedial measures.
- The specification shall include details of the method of piling.
- Engineering measures, acoustic screening and the provision of sound insulation required mitigating or eliminating specific environmental impacts.
- Arrangements for publicity and promotion of the scheme during construction.
- A commitment to adopt and implement of the ICE Demolition Protocol and Considerate Contractor Scheme registration.

All demolition and construction work shall be undertaken in strict accordance with the approved management scheme and code of practice, unless otherwise agreed in writing by the Local Planning Authority.

**Reason**

To ensure that and occupiers of neighbouring premises do not suffer a loss of amenity by reason of pollution and nuisance in accordance with Policies 3.1 'Environmental Effects' and 3.2 'Protection of Amenity' of The Southwark Plan 2007.

**6 Material samples**

A mock-up of the proposed new extension, comprising of at least one window section and one back-painted glazed panel and indicating all jointing/framing conditions, to be used in the carrying out of this permission shall be presented on site and approved in writing by the Local Planning Authority; the development shall not be carried out otherwise than in accordance with any such approval given.

**Reason:**

In order to ensure that these samples will make an acceptable contextual response in terms of materials to be used, and achieve a quality of design and detailing in accordance with Strategic Policy 12 - Design and Conservation of The Core Strategy 2011 and Saved Policies: 3.12 Quality in Design and 3.13 Urban Design of The Southwark Plan 2007.

**7 Section detail-drawings**

Section detail-drawings at a scale of 1:5 through all principal elements to the proposal, including:

- principal features on the facades;
- parapets;
- roof edges;
- junctions with the existing building; and
- heads, sills and jambs of all openings,

shall be submitted to and approved in writing by the Local Planning Authority; the development shall not be carried out otherwise than in accordance with any such approval given.

Reason:

In order to ensure that the quality of the design and details is in accordance with Strategic Policy 12 - Design and Conservation of The Core Strategy 2011 and Saved Policies: 3.12 Quality in Design; 3.13 Urban Design of The Southwark Plan 2007.

**8 Restrictions- no roof plant/ equipment**

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 enclosures of any building hereby permitted.

Reason

In order to ensure that no additional plant 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 Strategic Policy 12 Design and Conservation of The Core Strategy 2011 and Saved Policies 3.2 Protection of Amenity and 3.13 Urban Design of the Southwark Plan 2007.

**9 Landscaping**

Before any work hereby authorised begins, detailed drawings using scales of 1:50, 1:10 and 1:5 as appropriate of a hard and soft landscaping scheme showing the treatment of all parts of the site not covered by buildings (including surfacing materials of any parking, access, or pathways layouts, materials and edge details and material samples of hard landscaping), shall be submitted to and approved in writing by the Local Planning Authority and the landscaping shall not be carried out otherwise than in accordance with any such approval given. The planting shall be carried out in the first planting season following completion of building works and any trees or shrubs that is found to be dead, dying, severely damaged or diseased within five years of the completion of the building works OR five years of the carrying out of the landscaping scheme (whichever is later), shall be replaced in the next planting season by specimens of similar size and species in the first suitable planting season. Planting shall comply to BS:4428 Code of practice for general landscaping operations, BS:3996 Nursery stock specification, BS:5837 Trees in relation to construction and BS:7370 Recommendations for establishing and managing grounds maintenance organisations and for design considerations related to maintenance.

Reason

So that the Council may be satisfied with the details of the landscaping scheme in accordance with Strategic Policy 11 – Open spaces and wildlife and Strategic Policy 12 - Design and Conservation of The Core Strategy 2011 and Saved Policies 3.12 Quality in Design and 3.13 Urban Design in the Southwark Plan 2007

**10 Green / brown roofs**

Before any work hereby authorised begins, details of the green and/or brown roofs (including a specification and maintenance plan) and to be used in the carrying out of this permission shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise than in accordance with any such approval given.

Reason

To ensure the proposed development will preserve and enhance the visual amenities of the locality and is designed for the maximum benefit of local biodiversity, in addition to the attenuation of surface water runoff, it in accordance with Strategic Policy 11 – Open spaces and wildlife and Strategic Policy 13 – High environmental standards of The Core Strategy 2011 and Saved Policies 3.12 Quality in Design, 3.13 Urban design and 3.28 Biodiversity of the Southwark Plan 2007.

**11 Details of external lighting and security**

Details of any external lighting [including design, power and position of luminaries] and security surveillance equipment of external areas surrounding the building shall be submitted to and approved by the Local Planning Authority in writing before any such lighting or security equipment is installed. The development shall not be carried out otherwise in accordance with any such approval given.

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 Strategic Policy 12 - Design and Conservation and Strategic Policy 13 – High environmental standards of The Core Strategy 2011 and Saved Policies 3.2 Protection of Amenity and 3.14 Designing out crime of the Southwark Plan 2007.

**12 Cycle storage**

Before the any work hereby authorised begins, details (1:50 scale drawings) of the facilities to be provided for the secure storage of cycles (including 450mm spacing between stands) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the cycle parking facilities provided shall be retained and the space used for no other purpose and the development shall not be carried out otherwise in accordance with any such approval given.

**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 Strategic Policy 2 - Strategic Transport of The Core Strategy 2011 and Saved Policy 5.3 Walking and Cycling of the Southwark Plan 2007.

**13 Service Management Plan**

No development shall take place until a Delivery and Service Management Plan detailing how all elements of the site are to be serviced has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approval given and shall remain for as long as the development is occupied.

**Reason**

To ensure compliance with Strategic Policy 2 - Sustainable Transport of The Core Strategy 2011 and Saved Policy 5.2 Transport Impacts of the Southwark Plan 2007.

**14 BREEAM**

- (a) Before any fit out works to the commercial premises hereby authorised begins, an independently verified BREEAM report (detailing performance in each category, overall score, BREEAM rating and a BREEAM certificate of building performance) to achieve an 'Excellent' rating shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise than in accordance with any such approval given;
- (b) Before the first occupation of the building hereby permitted, a certified Post Construction Review (or other verification process agreed with the local planning authority) shall be submitted to and approved in writing by the Local Planning Authority, confirming that the agreed standards at (a) have been met.

**Reason**

To ensure the proposal complies with Strategic Policy 13 - High Environmental Standards of The Core Strategy 2011 and Saved Policies 3.3 Sustainability and 3.4 Energy Efficiency of the Southwark Plan 2007.

**15 Energy renewables**

Before any work hereby authorised begins, a detailed report identifying how the development will achieve a reduction in carbon dioxide emissions from on-site renewable energy generation shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall then be provided in accordance with the approved details prior to the occupation of the development and thereafter retained for so long as the development remains in existence.

**Reason**

To ensure that the development complies with Policy 5.7 Renewable Energy of the London Plan 2011 and Strategic Policy 13 - High environmental standards of the Core Strategy 2011.

**16 Wheelchair accessible units**

Prior to their occupation the wheelchair accessible units as shown on the drawings hereby approved shall be constructed and fitted out to the South East London Wheelchair Design Guide.

**Reason**

To ensure the wheelchair units approved are delivered to the relevant standard in accordance with strategic Policy 12 Design and conservation of the Core Strategy 2011 and Saved Policy Quality in design and Policy 3.13 Urban design of the Southwark Plan 2007.

- 18** 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 saved policy 3.2 of the Southwark Plan 2007.

- 19 The development hereby permitted shall not be carried out otherwise than in accordance with the following approved plans:

D 0001 Rev P2, D0099 P8, D0100 P6, D0108 P13, D0109 P15, D0110 P13, D0111 P8, D0200 P4, D0201 P5, D0202 P5, D0203 P2, D0300 P3, D0301 P3, D1099 P2, D1100 P2, D1111 P2, D1108 P2, D1109 P2, D1110 P2, D1200 P2, D1201 P2, D1202 P2, D1203 P2, D1300 P2, D1301 P2, 047530-SK01G, 047530-SK02

Reason:

For the avoidance of doubt and in the interests of proper planning.

#### **Informative**

The development hereby permitted includes alterations and amendments to areas of the public highway which will need to be funded by the owner/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 Engineer, Infrastructure Group (020 7525 5509) at least 4 months prior to any works commencing on the public highway.



London Borough of Southwark  
 Received on:  
 - 8 JUL 2011  
 11 AP 2242  
 Planning Case File



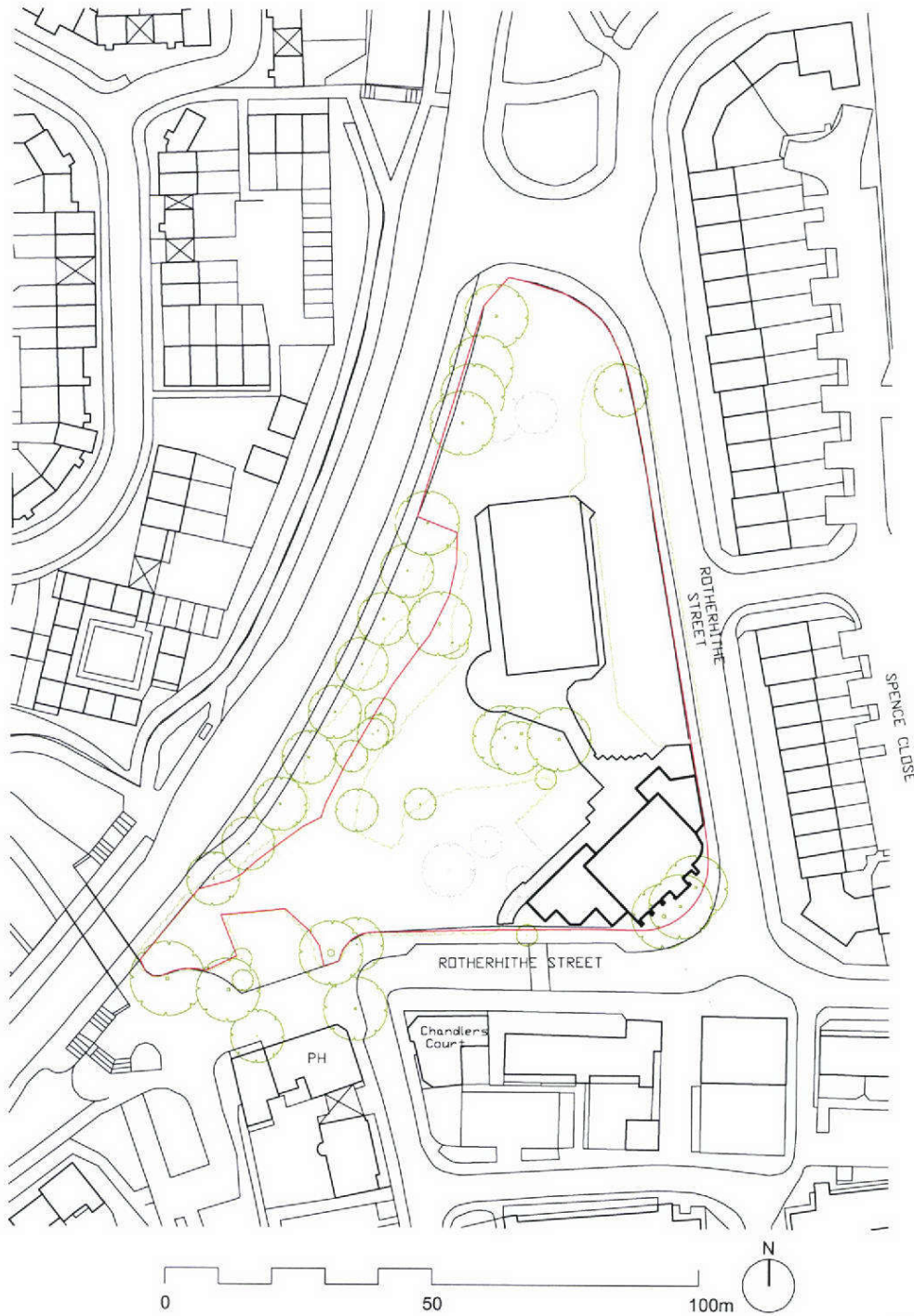
Alan Camp Architects LLP, 88 Union Street, London, SE1 0NW  
 tel. 020 7593 1000, fax 020 7593 1001, mail@alancamp.com

|  |                  |
|--|------------------|
| Job<br>DOCKLAND SETTLEMENTS, ROTHERHITHE | date:<br>06 JUNE |
| Drawing<br>LOCATION PLAN                 | job no:<br>0826  |
| scale:<br>1:1250@A4                      |                  |

|                        |           |
|------------------------|-----------|
| drawing no.<br>0826_01 | rev.<br>A |
|------------------------|-----------|

note: all dimensions to be checked on site. If the measurement of the work, if this drawing exceeds the quantities in any particular item, the contractor is to be informed before the work is commenced. For all items, the contractor is to be informed before the work is commenced. For all items, the contractor is to be informed before the work is commenced.

| rev. | date     | description          | issued by | checked by |
|------|----------|----------------------|-----------|------------|
| /    | 06.06.11 | FOR COMMENT          | ML        | ML         |
| A    | 04.07.11 | PLANNING APPLICATION | NB        | ML         |



SCANNED ON  
 - 9 SEP 2011  
 PLANNING (JR)

|  |   |   |  |
|--|---|---|--|
| <b>Item No.</b><br>8.3                   | <b>Classification:</b><br>OPEN  | <b>Date:</b><br>20 December 2011          | <b>Meeting Name:</b><br>PLANNING COMMITTEE |
| <b>Report title:</b>                     | <b>Development Management planning application:</b><br>Application 11-AP-2242 for: Full Planning Permission<br><br><b>Address:</b><br>DOCKLAND SETTLEMENT AND LAND ADJOINING ROTHERHITHE STREET, LONDON SE16 5LJ<br><br><b>Proposal:</b><br>Demolition of existing buildings, and erection of 28 residential dwellings (6x1 bed; 13x2 bed; 9x3 bed) within a part three, part four storey building at the southern end of the site with associated car parking, cycle storage and amenity spaces. Erection of a new single storey community building (maximum height approximately 7 metres above ground) on the northern part of the site, accessed from Salter Road, providing general hall, meeting spaces and sports facilities, and a new flood-lit external sports pitch. |   |  |
| <b>Ward(s) or groups affected:</b>       | Surrey Docks  |   |  |
| <b>From:</b>                             | Head of Development Management  |   |  |
| <b>Application Start Date</b> 07/09/2011 |   | <b>Application Expiry Date</b> 07/12/2011 |  |

## RECOMMENDATION

- 1
  - i) That planning permission be granted subject to conditions and the applicant first entering into an appropriate legal agreement by no later than 1 February 2012.
  - ii) In the event that the legal agreement is not entered into by 1 February 2012, the head of planning be authorised to refuse planning permission for the reasons set out in paragraph 100 of the report.

## BACKGROUND INFORMATION

### 2 Site location and description

The site is a triangular shaped plot bounded by Rotherhithe Street to the east and south and Salter Road to the west. Currently on the site there is an astro turf football pitch in the centre and a community centre at the south eastern corner in a building which was formerly a Scandinavian sailors' mission and church. The remainder of the site is all soft landscaped with a grassy mound at the northern end of the site. The site has dense tree coverage with mature trees and shrubbery.

- 3 The topography generally rises across the main part of the site from the east to the west with a slightly raised embankment running alongside the Salter Road footpath. The highest point of the site is at the northern end, which is approximately 2m higher than Salter Road and 5m higher than the lowest point of the site. The ground banks down at the south-west corner to meet the lower pedestrian access to the underpass under Salter Road. The existing buildings have been in use by the Dockland Settlement for 75 years. The majority of the surrounding properties are low rise two and three storey dwellinghouses with front and rear gardens with some larger developments of around

four and five storeys to the south of the site.

- 4 The existing buildings provide for a range of community uses, including cub/scout groups, martial arts, art classes and parents and toddler groups. A travel agent, printing company and a beauty treatment room also occupy space in the building.

### **Details of proposal**

- 5 The application has been submitted jointly by Docklands Settlement and Family Mosaic, on land owned in part by the Council and in part by the Settlement. The Council agreed, in October 2011, to grant a long lease to Docklands Settlement on the land that it owns (which consists of the large open areas) in order to facilitate a redevelopment of the whole site. In turn, Docklands Settlement have agreed to work with Family Mosaic, who would carry out the development, and sell/manage the new housing units. Docklands Settlement have agreed to new user rights for the Council's Youth Service in relation to the new facilities. This will ensure good levels of public access to the proposed sports and community facilities in the new building.
- 6 Docklands Settlement is a registered charity, established in the late 19th century to provide recreation and welfare for youth in the dock areas, and working with youth is still the key focus of their activities. They have opted to work jointly with Family Mosaic, a registered social landlord, to benefit from their greater experience in property regeneration and housing development.
- 7 The proposal is to demolish the existing building on the site to provide two new buildings.

The first building would comprise a single storey (maximum height 7m) community centre towards the northern end of the site, accessed from Salter Road only. The centre would provide a range of community and sports facilities, notably:

- a double height multipurpose hall, suitable for sports such as basket ball or badminton;
- a club room for shared use with Southwark Youth Services;
- a large general purpose space;
- a small gym;
- toilets and changing rooms with full wheelchair access;
- offices and storage, including a dedicated office for Southwark Youth Services.

Access to the outdoor sports and recreational spaces would be via this new managed centre.

- 8 Towards the centre of the site, an external all weather games pitch would also be provided to replace the existing. A communal garden would be provided at the centre of the site, for use by residents of the scheme, and also centre users and members of the public. This would also include a children's play area.
- 9 It is proposed that the following facilities would be made available to Southwark Youth Services (at no charge) as part of the scheme:
- i) a dedicated office as described under paragraph 7 above
  - ii) the exclusive use of the all weather games pitch for one hour on Tuesday and Thursday evenings and for 1.5 hours on Friday evenings and any such other time that may be agreed
  - iii) the sole use of the all weather games pitch for two hours a day for four days of the week during the school summer holidays
  - iv) the exclusive use of the youth work space area on Tuesday, Thursday and Friday between 6pm-9.30pm. During the school holidays this area would be available for the Council's exclusive use between 2pm and 9.30pm.



- v) additional usage of any of the facilities subject to agreement.
- 10 Outside of these periods, the facilities would be available for other users, or to the Council at normal hire charge rates.
- 11 The second building on the site would comprise of a part three, part four storey 'L shaped building along the south east corner to provide residential accommodation. Vehicular access would be from Rotherhithe Street (south side), which would lead to an area of car parking at the rear of the building.
- 12 All of the mature trees would be retained under the proposals, except for one willow tree at the centre of the site which is diseased. One cherry tree and some shrub planting would also be removed. The hedgerow along Rotherhithe Street would be retained, and slightly thinned.
- 13 A series of revised plans/information were submitted during the consideration of the application, making the following changes to the scheme:
- the substitution of social rent units with affordable rent units;
  - insertion of windows to the rear ground floor of the residential building;
  - insertion of an entrance lobby for the wheelchair units;
  - the substitution of the metal mesh cladding on the community building with burnt Larch timber cladding;
  - changed design to the boundary fencing and canopy for the community building;
  - inclusion of bio-diverse roofs on both the residential and community buildings;
  - provision of a layby off Salter Road to provide parking for a service vehicle and also for disabled parking;
  - revised first floor plan showing pavement lights over the under-croft area within the car park.

### **Planning history**

- 14 No relevant planning history.

### **Planning history of adjoining sites**

- 15 Application reference 10/AP/1501: At Ship York, 375 Rotherhithe Street, planning permission was granted (on 2 November 2010) for the demolition of the existing three storey (plus basement) building and erection of a five storey (plus basement) mixed use development providing a public house at basement and ground floor level and residential accommodation at all upper levels comprising 8x2 bedroom flats.

## **KEY ISSUES FOR CONSIDERATION**

### **Summary of main issues**

- 16 The main issues to be considered in respect of this application are:
- i) principle of the proposed development in terms of land use;
  - ii) density, housing mix and tenure;
  - iii) quality of accommodation;
  - iv) impact on the amenities of occupiers of adjoining properties;
  - v) traffic issues,
  - vi) design issues, including demolition of the existing building;
  - vii) trees and landscaping;
  - viii) flood risk;
  - ix) planning obligations.
  - x) Sustainable development implications.

## Planning policy

- 17 The Southwark Plan designates the site as falling within the Flood Zone, the Air Quality Management Area, the Thames Special Policy Area, and the Urban Density Zone.
- 18 The site is designated in the Canada Water Area Action Plan [Publication/Submission version] as site CWAAP 21 requiring community use, public open space, residential, and retail uses to be provided. Business use is also listed as an acceptable use. The Plan has been through the Examination in Public (August 2011). The Inspector's report is not yet available but has some weight in decision making.

### Core Strategy 2011

- 19 Strategic Targets Policy 1 - Achieving growth  
 Strategic Targets Policy 2 - Improving places  
 Strategic Policy 1 - Sustainable development  
 Strategic Policy 2 - Sustainable transport  
 Strategic Policy 3 - Shopping, leisure and entertainment  
 Strategic Policy 5 - Providing new homes  
 Strategic Policy 6 - Homes for people on different incomes  
 Strategic Policy 7 - Family homes  
 Strategic Policy 11 - Open spaces and wildlife  
 Strategic Policy 12 - Design and conservation  
 Strategic Policy 13 - High environmental standards  
 Strategic Policy 14 - Implementation and Delivery
- 20 Southwark Plan 2007 (July) - saved policies  
 Policy 1.1 Access to employment opportunities  
 Policy 1.4 Employment sites outside the Preferred Office Locations and Preferred Industrial Locations  
 Policy 1.5 Small business units  
 Policy 2.5 Planning obligations  
 Policy 3.1 Environmental effects  
 Policy 3.2 Protection of amenity  
 Policy 3.3 Sustainability assessment  
 Policy 3.4 Energy efficiency  
 Policy 3.6 Air quality  
 Policy 3.7 Waste reduction  
 Policy 3.9 Water  
 Policy 3.11 Efficient use of land  
 Policy 3.12 Quality in design  
 Policy 3.13 Urban design  
 Policy 3.14 Designing out crime  
 Policy 3.18 Setting of listed buildings, conservation areas and world heritage sites  
 Policy 3.28 Biodiversity  
 Policy 4.1 Density of residential development  
 Policy 4.2 Quality of residential accommodation  
 Policy 4.3 Mix of dwellings  
 Policy 4.4 Affordable housing  
 Policy 4.5 Wheelchair affordable housing  
 Policy 5.1 Locating developments  
 Policy 5.2 Transport impacts  
 Policy 5.3 Walking and cycling  
 Policy 5.6 Car parking  
 Policy 5.7 Parking standards for disabled people and the mobility impaired

- 21 London Plan 2011
- Policy 3.1 Ensuring equal life chances for all
  - Policy 3.3 Increasing housing supply
  - Policy 3.4 Optimising housing potential
  - Policy 3.5 Quality and design of housing developments mayors flat sizes set out
  - Policy 3.6 Children and young people's play and informal recreation facilities
  - Policy 3.8 Housing choice
  - Policy 3.10 Mixed and balanced communities
  - Policy 3.11 Definition of affordable housing
  - Policy 3.12 Affordable housing targets
  - Policy 3.13 Negotiating affordable housing on individual private residential and mixed use schemes
  - Policy 3.14 Affordable housing thresholds
  - Policy 3.18 Healthcare facilities
  - Policy 3.19 Education facilities
  - Policy 4.12 Improving opportunities for all
  - Policy 5.1 Climate change mitigation
  - Policy 5.2 Minimising carbon dioxide emissions
  - Policy 5.3 Sustainable design and construction
  - Policy 5.4 Retrofitting
  - Policy 5.5 Decentralised energy networks
  - Policy 5.6 Decentralised energy in development proposals
  - Policy 5.7 Renewable energy
  - Policy 5.9 Overheating and cooling
  - Policy 5.10 Urban greening
  - Policy 5.11 Green roofs and development site environs
  - Policy 5.12 Flood risk management
  - Policy 5.13 Sustainable drainage
  - Policy 5.15 Water use and supplies
  - Policy 5.18 Construction, excavation and demolition waste
  - Policy 5.21 Contaminated land
  - Policy 6.1 Strategic approach (Transport)
  - Policy 6.3 Assessing transport capacity
  - Policy 6.9 Cycling
  - Policy 6.10 Walking
  - Policy 6.11 Smoothing traffic flow and tackling congestion
  - Policy 6.12 Road network capacity
  - Policy 6.13 Parking
  - Policy 7.1 Building London's neighbourhoods and communities
  - Policy 7.2 An inclusive environment
  - Policy 7.3 Secured by design
  - Policy 7.4 Local character
  - Policy 7.5 Public realm
  - Policy 7.6 Architecture
  - Policy 7.8 Heritage assets and archaeology
  - Policy 7.14 Improving air quality
  - Policy 7.15 Reducing noise and enhancing soundscapes
  - Policy 7.18 Protecting local natural space and addressing local deficiency
  - Policy 7.19 Biodiversity and access to nature
  - Policy 7.21 Trees and woodlands
  - Policy 8.2 Planning obligations
  - Policy 8.3 Community infrastructure levy
- 22 Planning Policy Guidance (PPG) and Planning Policy Statements (PPS)
- PPS 1: Delivering Sustainable Development (February 2005)
  - PPS 3: Housing (As amended, June 2011)
  - PPS 4: Planning for Sustainable Economic Growth (December 2009)

PPS 5: Planning for the Historic Environment (March 2010)  
 PPG 13: Transport (March 2001)  
 PPS 22: Renewable Energy  
 PPS 23: Planning and Pollution Control  
 PPG 24: Planning and Noise  
 PPS 25: Development and Flood Risk  
 The Community Infrastructure Levy Regulations 2010  
 Circular 05/05: Planning Obligations

Relevant Statements/SPD's/SPG's

- 23 Ministerial Statement, Planning for Growth, (March 2010)  
 Section 106 Planning Obligations SPD (July 2007)  
 Design and Access Statements SPD (September 2007)  
 Sustainable Transport Planning SPD (September 2008)  
 Residential Design Standards SPD (September 2008)  
 Affordable Housing SPD (September 2008)  
 Sustainable Design and Construction SPD (February 2009)  
 Sustainability Assessment SPD (February 2009)  
 The London Plan Interim Housing Supplementary Planning Guidance (April 2010)  
 Update to the Residential Design Standards (March 2011)  
 Draft Affordable Housing SPD (June 2011)  
 Canada Water Area Action Plan Publication/Submission version (January 2010)

**Principle of development**

- 24 PPS1 and PPS3 emphasise the benefits of creating balanced and mixed communities. In particular, the policy seeks to promote the efficient use of land by optimising the use of previously developed land (brownfield sites) and vacant or underused buildings.
- 25 The draft National Planning Policy Framework (NPPF) was published at the end of July 2011 and the consultation period has now closed. The Government has set out its commitment to a planning system that does everything it can do to support sustainable economic growth. This presumption in favour of sustainable development is a new policy designed to ensure that the planning system as a whole focuses on opportunities. The presumption, in practice, means that significant weight should be placed on the need to support economic growth through the planning system and local planning authorities should plan positively for new development and approve all individual proposals wherever possible. The draft NPPF makes clear that the policies should apply 'unless the adverse impacts of allowing development would significantly and demonstrably outweigh the benefits'.
- 26 Consistent with that objective, the application should ensure the effective and efficient use of land and buildings and promote prosperity.
- 27 The London Plan sets a minimum target of 20,050 additional homes to be provided in Southwark over a period from 2011-2021. Core Strategy Strategic Policy 5 - Providing new homes carries this forward to give a target of 24,450 new homes between 2011 and 2026. A key objective is to provide as much new housing as possible and create places where people will want to live. The proposed 28 new residential units will contribute towards meeting an identified housing need.
- 28 The Canada Water Action Plan designates the site as a proposal site (CWAAP 21) where the required land uses are community use (Class D), public open space, residential use (Class C3) and retail uses (Classes A1/A3). It also considers that other acceptable uses would be business use (Class B1). The figures of 28 units and 300sqm of retail space as referred to in the designation are not strict requirements, instead being

estimated capacities.

- 29 The proposal seeks to re-provide the community uses on the site, in line with the CWAAP, in the form of a new part single storey building. In terms of the accommodation provided, a multi-purpose hall, meeting spaces, gymnasium and youth club would be provided. An external all weather 5-a-side football/basketball court would also be provided as a replacement for the existing astro turf pitch. The amount of floorspace provided would exceed that which currently exists, and would enable good quality modern space to be provided to better serve the needs of the local community, particularly local youth. This is a key objective of the Council's Core Strategy, and is therefore welcomed. One of the units in the scheme would be given over for use as a caretakers house, so that a caretaker can properly run and manage the facilities on offer.
- 30 As referred to in paragraph 10 above, these facilities would be made available for all members of the community. Some of the facilities would be available for the Council's Youth Services team at no charge during certain periods, including some evenings and also during the school summer holidays. This is a significant benefit of the proposals, and its provision can be secured through a S106 agreement, to reinforce the terms secured through the lease arrangements.
- 31 The development would also provide 28 new housing units which also accords with the requirements of the CWAAP, and would increase the quantum of housing stock within the borough. Issues in relation to the housing mix, tenure and quality of this accommodation are discussed further below. However, no provision for retail or business units has been made. The CWAAP lists the business use as 'other acceptable uses', and therefore there is no strict requirement that this use be provided. The applicant has stated that retail and business uses could prove to be unlettable, and could result in a scheme that would not be viable. Given the location of the site away from any main road or district centre, it is accepted that new retail floorspace may not prove marketable, and that the provision of unlettable space could undermine the viability and attractiveness of the overall scheme. Since the development provides high quality community space and new housing, it is considered that the absence of retail space should not warrant planning permission being withheld.
- 32 The Docklands Settlements currently sub lets some of their space to commercial tenants, as described under paragraph 4 above. These tenants are a travel agent, a beauty therapist and a printing company, each of which trade on an appointment only basis and do not allow callers from the street. These uses have been operating at the site for a limited period and do not benefit from planning permission. It would not be appropriate to require these uses to be re-provided on the site.
- 33 The site designation CWAAP 21 also requires any development to incorporate an area of public open space. The proposals include an area of open space, including children's play space, which would be accessible via the community building. This space would only be available for use during the normal opening hours of the community building (from 9am to 9pm Mondays to Sundays), and would be closed outside of these periods for security reasons. The space provided would be capable of delivering a high quality space, with the retained mature landscaping providing significant amenity benefit. Detailed landscaping plans should be submitted showing the layout and form of this space.
- 34 The principle of development on the site is therefore supported and would be in line with the majority of the requirements of the CWAAP. The community building would provide high quality sports and social facilities for the community. The redevelopment of the existing Settlement building would enable a more flexible and modern space to be provided than could have been accommodated within the confines of the existing

structure. The provision of residential accommodation is also welcomed, and would help address the need for new homes and contribute towards meeting an identified housing need.

### **Environmental impact assessment**

- 35 The applicant submitted a screening opinion on 3 May 2011 ref 11AP1379 to determine whether an Environmental Impact Assessment would be required for the development. The development is not considered to constitute EIA development, based on a review of the scheme against both the EIA Regulations 1999 and the European Commission guidance. In summary, the proposed development would not be likely to have significant effects upon the environment by virtue of factors such as its nature, size or location, and therefore an EIA would not be required.

### **Density, housing mix and tenure**

#### Density

- 36 The application site is within the Urban Density Zone within the Southwark Plan, where Saved Policy 4.1 of the Southwark Plan advises that a density of between 200 and 700 habitable rooms per hectare is expected, taking into account proposed non-residential uses. However, the Core Strategy identified this area as being within the Suburban Zone. The Canada Water AAP seeks to clarify the density zone boundaries and confirms this site as Suburban, with a lower density range of 200 to 350 hrh. Following the Examination in Public, the Inspectors binding report is not yet available but the policies have some weight.

- 37 The proposed development would result in a density of 200 habitable rooms per hectare which is at the bottom of the range expected for this area. This lower density is a consequence of the single storey community building and the amount of open space retained on the site. In the circumstances, the development is not considered to be an under-development of the site, and the density of the development is therefore acceptable.

#### Housing mix

- 38 London Plan policy 3A.5 and Saved Policy 4.3 of the Southwark Plan require a mix of dwelling sizes and types to be provided in order to cater for a range of housing needs. There is a particular need for family units in the borough and therefore policy 4.3 requires the majority of units to have two or more bedrooms and at least 10% three or more bedroom units. A minimum of 10% of the units should be suitable for wheelchair users.

- 39 The council's dwelling mix requirements have been updated in Core Strategy Strategic Policy 7 - Family homes which specifies at least 60% of the units to have 2 or more bedrooms and a minimum of 30% 3, 4 or 5 bedroom flats in the suburban zone. The suburban zoning for this site has been recently confirmed through the CWAAP Inspectors report.

|              | <b>Private</b> | <b>Affordable rent</b> | <b>Shared ownership</b> | <b>Total</b> |
|--------------|----------------|------------------------|-------------------------|--------------|
| <b>1 bed</b> | 4              |                        | 2                       | 6 (21%)      |
| <b>2 bed</b> | 10             | 1                      | 2                       | 13 (46%)     |
| <b>3 bed</b> | 5              | 4                      |                         | 9 (32%)      |
| <b>Total</b> | 19             | 5                      | 4                       | 28           |

- 40 78% of the accommodation would be provided in the two bed plus sector, which considerably exceeds the 60% policy requirement and is considered to be a positive benefit of the scheme. 32% of the accommodation would be provided in the three bed

plus sector, which again exceeds the policy requirement. A total of two wheelchair units are to be provided, both of them as three bed units; this would equate to a 10.2% provision by habitable rooms. The provision of family-sized wheelchair units within the rented sector is particularly welcomed, and each of the units has direct access to a parking space and a large outdoor terrace. These units would be fitted with a through-floor lift, located adjacent to the internal stair. These wheelchair units would be designed to the South-East London Housing Partnership Wheelchair standards, and it is recommended that a condition be imposed securing this.

- 41 The inclusion of a mix of houses, maisonettes and flats, with a high proportion of larger units, is a positive aspect of the development, and is welcomed. The overall quantum of accommodation is in line with the CWAAP, which advises that the capacity of the site would be for this number of units.

#### Tenure

- 42 Core Strategy policy 6 requires a minimum of 35% of development to be affordable housing. Saved Policy 4.4 of the Southwark Plan requires 35% of new housing to be provided in the affordable sector, with a tenure breakdown of 70% social rented and 30% intermediate within the affordable housing. The CWAAP repeats the Core Strategy and Saved Southwark Plan policies for the amount of affordable housing and tenure split. The Core Strategy refers to the CWAAP to set the targets, with the CWAAP stating that 35% should be affordable in line with the saved Southwark Plan. In addition, it states that of the affordable housing 70% should be social rented and 30% intermediate, identical to the requirements of the Southwark Plan. Saved Southwark Plan Policy 4.5 advises that for every affordable wheelchair unit proposed, one less affordable habitable room is required.
- 43 The proposal provides 98 habitable rooms in total. In order to achieve 35% affordable here, a total of 34 affordable habitable rooms would be required. However, given the two affordable wheelchair units proposed, this would reduce to 32 habitable rooms (33%). The scheme offers a total of 9 units for affordable housing (5 affordable rent and 4 shared ownership (intermediate)) This would equate to a total of 34 affordable habitable rooms, of which 10 would shared ownership and 24 affordable rent. This would provide 35% affordable housing.
- 44 Affordable rent units are proposed instead which is a relatively new form of affordable housing with rented housing offered at up to 80% of the local market rent. An amendment to Planning Policy Statement 3: Housing, was adopted in June 2011, recognising affordable rent as a type of affordable housing. Affordable rent will be offered by registered providers of social housing through the usual lettings/nominations process to new tenants. Members will note the policy item elsewhere on the agenda which explains this form of tenure more fully, but it should be noted that PPS3 Housing accepts that it is a legitimate form of affordable housing. However, the provision of this form of housing would represent an exception to the council's policy on affordable housing which, as set out in paragraph 42 above, requires the provision of social rent housing and intermediate housing. In this case, the affordable rent would be instead of social rent. In accordance with the council's Affordable Housing SPDs, a financial appraisal has been submitted with the application to justify the departure from Southwark's policies.
- 45 The appraisal sets out that the properties will be developed at a percentage of market rent that is significantly less than 80% and more akin to the rent that would be charged on a social rented unit.. The rents have been indicated in the order of between 38% and 46% of market rents, and thus would be well below the 80% maximum set out in PPS3. In particular, the three bed units (which represent 80% of the affordable rented units) would be offered at 38% of market rent, which would be very similar to social rent levels. This will ensure that the proposed housing would help to meet the underlying housing

need. Therefore, on the basis of these specific circumstances, the provision of affordable rent units would be acceptable as an exception to the normal policy position. The housing proposed is effectively being used to cross subsidise the development of the community centre. The viability of the overall development is marginal, and Family Mosaic have indicated that they would not be able to deliver the scheme with social rented units. They have also indicated a willingness to commit to the initial rent levels in the S106 agreement. On balance, and in recognition of the relatively small scale of the development, the lower proportion of market rents being offered, and importantly the wider benefit of the development in delivering valuable new community facilities, it is recommended that the affordable rented units should be accepted in this case.

- 46 In terms of the tenure split, the affordable housing would be split 70.6%:29.4% between affordable rent: shared ownership. This would be only very slightly out of our normal required split of 70:30 and so does not raise any significant concern.

### **Quality of accommodation**

- 47 Saved Policy 4.2 of the Southwark Plan advises that planning permission will be granted provided the proposal achieves good quality living conditions.

#### Internal layout

- 48 The adopted standards in relation to internal layout are set out in the recently adopted Residential Design Standards SPD 2011.

#### **Minimum Size 2011 amendments**

1b: 50sqm  
2b4p: 70sqm  
3b4p: 74sqm  
3b5p: 86sqm

#### **Size Range Proposed**

1b: 50sqm-50.2sqm  
2b4p: 70.0sqm -100.9sqm  
3b4p: 120.8sqm  
3b5p: 88.8sqm -141.4sqm  
3b6p: 121.4sqm - 144.7sqm

- 49 The unit sizes are considered acceptable, and comfortably exceed the policy requirements. Further, the individual room sizes also exceed the minimum standards. This is considered to be a positive aspect of the scheme. Revisions were received during the course of the application to introduce internal lobbies to the wheelchair maisonettes [rather than entering directly into the kitchen], which would further increase housing quality. For the affordable rent units, the kitchens are separate from the living areas. The scheme also includes provision of four houses, each with private gardens of 50 sqm.

- 50 All of the units are dual aspect (100%), and they would be orientated to principally face east and south. This further demonstrates that the quality of living accommodation has the potential to be exemplary. Internal storage space has been shown on the plans.

- 51 Privacy and overlooking

The 'L' shaped arrangement for the residential building does mean that there would be some very minor levels of overlooking between the flats that would be at right angles to each other. However, the overlooking would be very limited, and therefore would not impact significantly on the amenity levels for occupiers.

- 52 Amenity space provision

All new residential development must provide an adequate amount of useable outdoor amenity space. In respect of flatted development, the SPD requires 50sqm of communal amenity space per development plus 10 sqm for each individual unit. Where a unit does not provide the full 10sqm of private amenity space, any shortfall should be added to the communal amenity space, of which 50sqm is required. In respect of houses, a minimum of 50sqm is required. In addition, Policy 3D.13 of the



- 53 London Plan requires new developments to make provision for play areas based on the expected child population of the development. Children's play areas should be provided at a rate of 10 sq.m per child bedspace.

All of the three bed flats have private amenity space in the form of terraces or gardens. The sizes of the amenity spaces range from 24.9sqm to 57.9sqm, which considerably exceeds the policy requirements. The four houses offered as part of the scheme in particular have private gardens ranging from 50.4sqm to 57.9sqm in size, again exceeding the requirement for houses. They also have terraces at second floor level of 12.1sqm. The other one and two bed flats also have amenity spaces ranging from 5.4sqm to 23.1sqm. Every flat in the development would therefore have access to their own private amenity space.

- 54 The total amount of communal amenity space that would need to be provided is as follows:

42sqm – shortfall as some flats do not provide the full 10sqm per unit;

50sqm – communal amenity space required for the flats; and

210sqm – children's play space

Total required 302sqm.

- 55 The scheme does not provide any communal amenity space for the sole use of residents. Instead, it provides amenity space that would be used jointly by the residents and the public. In order to gain access to the space as a member of the public, visitors would need to go via the community centre. The space would therefore only be available to the public during the opening hours for the centre, likely to be between 9am to 9pm on Mondays to Saturdays (it is not clear if it would be open on Sundays). The residents of the site would additionally have access to this space via a gate at the western end of their building. It would however, not be available between 4pm and 7pm on weekdays and for one weekend in six – to enable the use of the garden by vulnerable groups. The amount of space offered would be in total over 1,000sqm, which significantly exceeds the policy requirement. The space would be properly maintained, and would provide significant amenity to residents and the public. It would be surrounded by mature planting, which would further increase its use and appeal. Details of the lighting, including detailed layout would need to be reserved by condition.

- 56 The total amount of amenity space offered would significantly exceed policy requirements. Whilst it would not provide amenity space for sole use by residents, since it would be shared by the public, it would offer a large space capable of use by both groups. Although the limitations on the hours of use by residents are not ideal, and the space is not for their exclusive use, it does provide a very large and well-landscaped garden on their doorstep. As such, and in light of the generous areas of private amenity space for most units, it is considered acceptable.

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

- 57 Saved Policy 3.2 of the Southwark Plan states that permission will not be granted for developments where it would cause a loss of amenity, including disturbance from noise, to present and future occupiers in the surrounding area or on the application site. The Residential Design Standards SPD expands on policy and sets out guidelines for protecting amenities in relation to privacy and daylight and sunlight.

#### Daylight and sunlight

- 58 In order to assess the scheme in relation to daylight and sunlight, a Daylight, Sunlight and Overshadowing Report has been submitted with the application. The report assesses the scheme based on the Building Research Establishments guidelines on

daylight and sunlight. The submitted report considers the scheme in relation to the Vertical Sky Component (VSC) test, which is the most readily adopted methodology. This test considers the potential for daylight by calculating the angle of vertical sky at the centre of each of the windows serving the residential buildings which look towards the site. The target figure for VSC recommended by the BRE is 27% which is considered to be a good level of daylight and the level recommended for habitable rooms with windows on principal elevations. The BRE have determined that the daylight can be reduced by about 20% of their original value before the loss is noticeable.

- 59 A sample of the properties facing the site were tested in the report, and these include:
- Aardvark PH, 351 Rotherhithe Street
  - Chandlers Court, Elgar Street
  - 331 Rotherhithe Street
  - 341 Rotherhithe Street
  - 347 Rotherhithe Street
  - 355 Rotherhithe Street
- 60 The report advises that all the above mentioned properties would comfortably exceed the BRE guideline of 27%, as VSC levels would be between 28% and 33%. The extent of losses experienced would only be between 2.5% and 7%. The properties would therefore continue to retain good levels of daylight with the development in place.
- 61 In relation to sunlight, only those properties that face within 90 degrees of due south were tested. The test is to calculate the proportion of annual probable sunlight hours (APSH) received, taking into account the amount of sun available in both the summer and winter for each given window which faces within 90 degrees of due south. The assessment requires that a window should receive a quarter of annual probable sunlight hours in the summer and at least 5% of sunlight hours during the winter months. The results for the sunlight analysis show that all of the windows would receive more than 25% of annual probable sunlight hours in the summer months, and also that all of the windows would receive more than 5% of winter sunlight in the winter months.

#### Overlooking/outlook

- 62 In order to prevent against harmful overlooking, the Residential Design Standards SPD 2008 requires developments to achieve a distance of 12m at the front of the building and any elevation that fronts a highway and a minimum of 21m at the rear.
- 63 To the east, the proposal would be at least 18m from the residential properties on the east side of Rotherhithe Street. To the south, the distance would be at least 17m. To the west, the distance would be over 25m. The distances are significantly in excess of the standards required by the SPD and would not give rise to any harmful levels of overlooking.
- 64 For the same reasons, and owing to the separation distances to surrounding properties, the proposal is unlikely to impact significantly on outlook from existing properties.

#### Overshadowing

- 65 An overshadowing analysis has been submitted as part of the application to consider the extent to which the proposed external games pitch would be overshadowed. The overshadowing diagrams show that the pitch would not experience any significant overshadowing, except for some minimal overshadowing in the early morning. This would ensure that the sports pitch would be suitable for its users and would be well used. It would also retain good sunlight levels for most of the day. The relatively low scale of the proposed building would ensure minimal overshadowing of the open space across the site.

Noise/Lighting

- 66 As the proposal includes an external games pitch, there is the potential for surrounding residential properties to be disturbed by noise. The hours of use of the games pitch would be 9am to 10pm. The games pitch would need to incorporate sufficient fencing to mitigate against any noise emanating, but may still result in some noise to surrounding properties. However, the current noise levels from the use of the existing pitch would not be exceeded. Details of the fencing can be reserved by condition. The existing hedgerow along the east of the site would be retained, and this may also serve to contain noise within the site.
- 67 In the interests of protecting residential amenity from light pollution, careful consideration should be given to any external lighting required. The lighting scheme proposed has been designed to ensure minimal light spillage and also to ensure no upward light to avoid sky glow. Further details for the locations for the lighting, including manufacturer's specifications should be required by condition.
- 68 The access to the community centre has been orientated towards Salter Road, to avoid the need for visitors to enter the quieter Rotherhithe Street. This will minimise disturbance to the residents in Rotherhithe Street, and focus activity towards the main road frontage.

Air quality

- 69 The submitted Air Quality Report has assessed the scheme in relation to exposure of residents to pollution owing to traffic, and also in relation to any impacts likely to be experienced during the construction phase. The report concludes by advising that the development would not significantly impact upon the air quality of any resident. The council's Environmental Protection Team has advised that the report and its conclusions are accurate, and no remedial measures would be required.

**Traffic issues**Access and servicing arrangements

- 70 Access to the residential car parking would be from Rotherhithe Street (south side). An amendment was received during the course of the application to provide a layby off Salter Road in order to provide parking for a servicing vehicle and also for a disabled bay for any disabled/mobility impaired user of the community building. The detailed design of the lay-by would need to be secured by a s.278 agreement with the council.

Trip Generation/Highway Impacts

- 71 It is believed that the scheme would not generate a significant impact on the highway in terms of vehicle movements. It is assumed that the centre will serve a mainly local catchment, and that most visitors will arrive on foot or by bicycle. No on site parking, except for one disabled space in the planned layby, is proposed. There should therefore be no impact on local transport conditions. The small scale of the residential development should not generate a significant number of vehicle movements.

Cycle Storage

- 72 35 cycle spaces would be provided for the residential element of the scheme. The plans show that they would be secure and weatherproof. Visitor cycle spaces have also been provided next to the communal flat entrance. The overall quantum of residential cycle

spaces exceeds the minimum requirement and is therefore acceptable.

- 73 For the community element, 12 cycle storage spaces for visitors would be provided, plus two spaces for staff and 2 for the leisure element of the development. The cycle storage spaces meet the policy requirements. Further details of the cycle storage, including the type of stands and the spacing between the stands should be requested by condition.

#### Car parking

- 74 This proposed development is located in an area with a Public Transport Accessibility Level (PTAL) rating of 3 (moderate), according to Transport for London's mapping. As this part of the borough is not covered by a Controlled Parking Zone, the development would need to make adequate provision for on site parking to mitigate against any overspill parking.
- 75 For the residential element of the scheme, 21 off street car parking spaces are proposed, of which 2 are disabled spaces. This would result in slightly less than one space per unit, which would be an acceptable level of provision to prevent overspill parking on the surrounding highway. The plans show that some of these parking spaces would need to be kept clear if deliveries to the residential building are expected. No car parking has been provided for the community use, but space for minibus parking has been provided adjacent to the residential parking area. This minibus parking would be used by small community groups using facilities within the building. A disabled parking bay for use in association with the community building would be provided in a lay-by, off Salter Road.

#### Travel Plan

- 76 The travel plan is of good quality and is therefore acceptable. It is recommended that the travel plan is secured by condition, or through the legal agreement. Funds for travel plan monitoring (£3,000) would also be required through the s.106.

### **Design issues**

#### Demolition of existing buildings

- 77 PPS5 Planning for the Historic Environment states that in considering the impact of a proposal on any heritage asset, local planning authorities should take into account the particular nature of the significance of the heritage asset and the value that it holds for this and future generations.
- 78 The existing building on the site is the Ebenezer Chapel, built in 1871 to serve the needs of the Norwegian seamen that lived and worked in Rotherhithe and the Surrey Docks area. The remaining buildings were added on to the former chapel at various points during the 20th Century. The buildings are not listed, or on the council's draft local list. Further, the buildings do not lie within a conservation area. A few fixtures and elements of interest including the stained glass windows were removed from the Chapel in the 1980's; it is believed that these were given to Norwegian Church in St Olavs Square. An item that is of historical interest is the foundation stone, originally laid by Crown Prince Oscar, later King Oscar II of Norway and Sweden. This stone should be preserved during the demolition process, and a suitable location for its re-use identified; this can be agreed via a condition.
- 79 The building is of some limited architectural interest, and also has a local historic and cultural interest due to its link to the former dock industries and trading links with the Scandinavian countries. However, it is in very poor condition.

- 80 The building was constructed in masonry on timber piles. The fluctuations in the water table have led to the piles rotting, causing differential subsidence and significant cracking. The cost of stabilising the building and bringing it back into beneficial use would be significant. The benefits of reusing the existing building would also need to be weighted against the benefits of providing new, flexible, sports and community facilities within a purpose designed building. If the building were to be retained, the spaces provided would be constrained and limited, and therefore would not allow for modern, high quality, community spaces to be provided and the option to create a sports hall not possible. Given the merits of new development, and in light of the circumstances highlighted, it is considered that the demolition of the building would be acceptable.

#### Height and Layout

- 81 The development has been designed to work with the existing contours of the site, in an attempt to moderate the impact of the new community building. The objective is to retain the overall green character of the site, and to give the impression of buildings sitting within a landscaped setting. The retention of features such as the grass mound at the northern end of the site will reduce the apparent bulk of the community centre building.
- 82 The height for the residential element is at three and four storeys, which relates appropriately to the context of two and three storey housing to the east and west, and also to the larger four and five storey buildings to the south of the site. The building is arranged as one long terrace, with the lower 3 storey town houses being on the north end of the 'L' shaped terrace. The building sits behind a small front garden for the houses and ground floor units, defended by a low boundary wall. The terrace sits on and around the footprint of the existing Settlement building and retains the mature trees at the corner of Rotherhithe Street.
- 83 The community building is mainly single storey (with a double height space above the sports hall) and sits on the northern part of the site. The building has a relatively large footprint, and is located on land which is currently open space. Its low height, and situation behind the retained grassy mound and mature tree cover reduces its impact from Salter Road. It is designed to face onto Salter Road, which is appropriate since this is the more major of the two road frontages.
- 84 Between the two buildings sits the games court and garden areas, which are themselves screened to some extent by the retained planting.

#### Elevational Design and Materials

- 85 The principal residential facades have clearly expressed proportion and order with interest provided through the slight variations in height, deep recessed balconies, and deep reveals that would modulate the surface of the building. The residential building does not have a strong corner, but this is somewhat compensated for by the presence of the retained mature trees and the stronger south and east elevations. It is important that the trees are preserved, since they offer significant visual amenity and provide local tree cover.
- 86 The building would be constructed with brick, and two different types of brick have been chosen to be vertically alternating. The brick is also used for the front garden wall. A terraced deck is provided at rear first floor level, sitting over the residents' car parking. The car parking would be largely screened from the north of the site, owing to the drop in levels across the site.
- 87 The design of the community building has been amended during the course of the application. The lower walls are faced in brickwork. Above the brickwork, the scheme

originally showed a full storey height of aluminium mesh. This material generated a number of objections due to its perception as harsh and defensive; this has been replaced with timber (burnt Larch), which is considered to be more appropriate within this setting. The design of the entrance canopy, and the metal boundary fence, have also been revised following comments from officers. The building is considered to be acceptable, and make an appropriate response to its context.

- 88 In conclusion, the design of both buildings is considered acceptable. The scheme would involve in the loss of some green space on the site, and this has caused some concern with objectors. However, the benefits of the scheme, in delivering high quality sport and community facilities, and new housing, are a significant consideration, and a substantial area of green space would remain. The proposal would not impact upon the setting of any listed building or conservation area. The loss of the existing Chapel building is justified due to the limitations in what facilities could be provided within the building and its current structural problems. The redevelopment would provide a high quality range of new community and residential buildings, of appropriate design and using good quality materials.

### **Trees and landscaping**

- 89 The site contains, and is then surrounded by, mature landscaping including a number of good quality trees. These trees and open space contribute significantly to the character of the area. The scheme has been designed to protect the majority of the trees on the site. These trees would need to be adequately protected during construction, particularly the two large Limes on this south east corner which are in close proximity to the existing Chapel, due for demolition, and the proposed residential buildings. These trees offer a significant visual amenity to the area and officers are considering their further protection through Tree Preservation Orders.
- 90 The proposal does involve the loss of one Willow and one Cherry tree, as well as some shrub planting. Details of replacement planting would be required to mitigate the loss of these trees. Currently a semi mature Ash tree is proposed as a replacement to the Willow, however a Lime tree would be more appropriate. Details of the replacement tree planting should therefore be conditioned to ensure that there is adequate suitable replacements, with adequate trunk girth. The trees along Salter Road, together with the hedge on the eastern side of the site would be retained under the proposals. This would ensure the verdant character of the area is preserved.

### **Flood Risk**

- 91 The site is located within Flood Zone 3 which is considered to be an area of high risk of flooding due to the proximity of the tidal River Thames. However the site is protected by the Thames Barrier and related defences. The site also lies within the <6 hour inundation rate zone as defined by the Southwark Strategic Flood Risk Assessment (SFRA). The SFRA requires that there should be no residential accommodation at ground level within the <6 hour inundation rate zone. The proposed sleeping accommodation is located on the 1st floor and above and would be above the flood level in the event of a breach or overtopping event. The Environment Agency were consulted on the application and have advised that they would have no objection to the proposals on flood risk grounds. An emergency flood plan would however need to be developed and agreed.
- 92 Consideration must be given to the sequential test, advocated in Planning Policy Statement 25 "Development and Flood Risk" which requires Local Planning Authorities to direct development towards lower flood risk zones and within development sites where the highest vulnerability uses should be located on parts of the site at lowest probability of flooding. A significant part of Southwark is within Flood Zone 3 and there

are no sites at a lower risk of flooding for some distance. The application site is designated in the Canada Water Action Area Plan for residential and community uses, and the redevelopment of brownfield sites such as this is encouraged in order to maximise the efficient use of land with the provision of much needed housing as well as providing community facilities. The proposed scheme therefore meets the Planning Policy Statement 25 sequential test.

- 93 The site is located over a Secondary Aquifer and within 180m of the River Thames. Historic uses have included a timber yard and warehousing (unspecified) with a former creosote works nearby. The submitted contamination report has indicated the presence of infilled docks nearby and soils analyses have revealed the presence of elevated concentrations of metals, cyanide and hydrocarbons. No groundwater analyses were undertaken. The Environment Agency have therefore requested that conditions be attached requiring remediation, to protect the ground waters.

#### **Planning obligations (S.106 undertaking or agreement)**

- 94 Policy 2.5 of the Southwark Plan and 6A.5 of the London Plan advise that planning obligations can be secured to overcome the negative impacts of a generally acceptable proposal. Policy 2.5 of the Southwark Plan is reinforced by the Supplementary Planning Document (SPD) on Section 106 Planning Obligations, which sets out in detail the type of development that qualifies for planning obligations, and Circular 05/05, which advises that every planning application will be judged on its own merits against relevant policy, guidance and other material considerations when assessing planning obligations. Strategic Policy 14 – Implementation and delivery of the emerging Core Strategy states that planning obligations will be sought to reduce or mitigate the impact of developments.
- 95 The applicant has submitted a proposed Heads of Terms based on the Council's Planning Obligations SPD. The following table sets out the contributions payable based on the Section 106 Planning Obligations SPD and what the applicant has proposed to offer.

| <b>Topic area</b>                             | <b>S106 SPD</b> | <b>Applicant's S106 offer</b> |
|---|-----------------|-------------------------------|
| Education                                     | £79,536         | £79,536                       |
| Employment during construction                | £19,527         | £19,527                       |
| Employment during construction management fee | £1,505          | £1,505                        |
| Public open space                             | £8,928          | £0,00                         |
| Children's play equipment                     | £4,293          | £0,00                         |
| Sports development                            | £21,786         | £0,00                         |
| Transport Strategic                           | £14,244         | £14,244                       |
| Transport Site Specific                       | £14,000         | £14,000                       |
| Lower Road Gyratory                           | £0,00           | £14,650                       |
| Public Realm                                  | £21,000         | £21,000                       |
| Health  | £28,711         | £28,711                       |
| Community Facilities                          | £4,612          | £0,00                         |
| Admin charge                                  | £4,363          | £3,887                        |
| <b>Total</b>                                  | <b>£222,505</b> | <b>£198,257</b>               |

- 96 The payments proposed are generally in line with the toolkit save for the absence of contributions towards community facilities, children's play, open space and sport. This is acceptable since the scheme provides new high quality sports and community

facilities, with the provision of outdoor and indoor sports facilities, club room and general purpose space for community use, and also the provision of a significant proportion of children's play and open space on the site. The provision of these facilities, which benefit the wider community, are considered to adequately mitigate the impact of the development in this respect.

- 97 In addition to those listed above, the SPD also advises that for large developments which have wide ranging impacts, additional mitigation measures may also be sought. The applicant has therefore proposed a payment of £14,650 towards the Lower Road Gyratory, which currently suffers from significant delays. The payment would be pooled into a fund to remove the gyratory system and to reintroduce two way working to Lower Road. This will also involve the creation of a new high street linking the Canada Water Basin with Lower Road, public realm improvements, and pedestrian and cycle links between Hawkstone Road, Surrey Quays station and the shopping centre. Traffic movement will also be more efficient and improve the environment around the gyratory.
- 98 Funds for travel plan monitoring (£3,000) would also need to be secured through the s.106. The detailed design of the lay-by would need to be secured by a s.278 agreement with the council.
- 99 It is considered that the planning obligations sought meet the planning tests of Circular 05/05 and the CIL regulations. The contributions would be spent on delivering new school places as a result of the development, job creation during construction, improvements to increase the capacity of transport provision across the borough, improvements to the public realm and new health facilities.
- 100 In accordance with the recommendation, if the Section 106 Agreement is not signed by 1st February 2011, the Head of Development is authorised to refuse planning permission, if appropriate, for the reason below:  
 'In the absence of a signed Section 106 Agreement, there is no mechanism in place to avoid or mitigate the impact of the proposed development on the public realm, education, health, the transport network and employment and the proposal would therefore be contrary to Saved Policy 2.5 'Planning Obligations' of the Southwark Plan and Policy 14 – 'Implementation and delivery' of the Southwark Core Strategy, the Southwark Supplementary Planning Document 'Section 106 Planning Obligations' 2007, and Policy 8.2 Planning obligations of the London Plan 2011.

### **Sustainable development implications**

- 101 The Energy Strategy follows the Mayor's energy hierarchy to:
1. use less energy through efficiency measures;
  2. use low carbon sources of energy, in particular prioritising decentralised energy generation;
  3. use renewable energy.
- 102 In terms of using less energy, a series of energy saving measures are proposed to save carbon dioxide emissions. These include the dwellings being highly insulated with best practice air tightness, maximising the potential for passive solar gains, and the use of efficient glazing and lighting systems. Further, a series of low flush toilets, taps and showers with low flow rates are proposed. In terms of using low carbon sources of energy, a Combined Heat and Power plant was considered but was considered to be too small to be viable. The scheme has however been designed to allow future connectivity to a district heating system if one becomes available. In relation to renewable energy technologies, ground source heat pumps and photo-voltaics are proposed. These technologies would result in a carbon reduction of between 21% and 24%. The reduction would exceed the 20% set by policy and therefore is acceptable. It is recommended that diagrams be submitted showing the locations for the panels by condition so that officers are satisfied that their use has been maximised. The



development would achieve a carbon reduction of 51.8% when measured against Part L of the Building Regulations; this would exceed the Core Strategy requirement of 44%. This would be a further benefit of the scheme.

- 103 The Pre-Assessment Code for Sustainable Homes Report states that the development would be capable of achieving Code Level 4. This would result in compliance with the Core Strategy standard and so is acceptable. A condition requiring a post construction review is recommended. In relation to the community building, the indicative BREEAM assessment refers to a “very good” standard being achieved. This is in accordance with the Core Strategy standard which requires community facilities to achieve a very good rating.
- 104 Rainwater harvesting would also be provided for the residential element of the scheme, and bio-diverse roofs also provided.

### Ecology

- 105 The ecological survey submitted as part of the application was undertaken quite late in the year, however the mosaic of habitats are not particularly rare. The bat survey is consistent with best practice. Conditions should be applied in relation to the timing of vegetation clearance, the implementation of agreed mitigation/enhancement works, a bio-diverse roof and also details of bat and bird nesting boxes. The landscape plan should also consider the scope for biodiversity enhancements for great crested newts and reptiles; for example creation of water bodies, habitat linkages and suitable terrestrial habitat.

### **Conclusion on planning issues**

- 106 The principle of development on the site is supported and would be in line with the majority of the requirements of the Canada Water Area Action Plan. It would deliver high quality sports and community facilities for residents which is a significant positive benefit of the scheme. The redevelopment of the existing Settlement building would enable a more flexible and modern space to be provided than could have been accommodated within the confines of the existing structure. The provision of residential accommodation is also welcomed, and would help address the need for new homes and contribute towards meeting an identified housing need.
- 107 Whilst the scheme proposes 35% affordable housing, some of this housing would be provided within the affordable rent tenure. This is a relatively new form of tenure, and the submitted financial appraisal demonstrates that the scheme would only be viable if this form of tenure was delivered. The housing would cross subsidise the community facilities, and thus would be appropriate and justifiable in this specific circumstance. The quality of accommodation, in terms of internal space standards, layout and dual aspect are considered to be excellent. The proposal also provides a high proportion of family sized accommodation.
- 108 The design and height of the buildings is considered to be acceptable and appropriate for the context. The proposal would not impact upon the setting of any listed building or conservation area. There has been some objections in relation to the loss of the existing Chapel, but the provision of high quality facilities would be very difficult within the constraints of the existing buildings.
- 109 The total amount of amenity space offered would significantly exceed policy requirements. Whilst the space would be jointly used by residents and public, it would be a large space and thus capable of being used by both groups. It would also be properly maintained and managed. Although the limitations on the hours of use by residents is not ideal, and the space is not for their exclusive use, it does provide a very large and well-landscaped garden on their doorstep. Every unit has access to their own

form of private amenity space, and the spaces provided, especially for the large family sized units are generous and in excess of the standards required by policy.

- 110 The impacts upon surrounding occupiers in terms of transport, daylight, privacy and overlooking are all considered acceptable and would not result in any harm being caused.
- 111 In assessing and determining the application the council has applied the presumption in favour of sustainable development, including the economic benefits that would arise from the proposal.

### **Community impact statement**

- 112 In line with the council's Community Impact Statement the impact of this application has been assessed as part of the application process with regard to local people in respect of their age, disability, faith/religion, gender, race and ethnicity and sexual orientation.
- 113 Details of the pre-application consultation have been submitted as part of the application. The forms of consultation undertaken include public meetings (as early as 2007), discussions with Redrift Tenants Associations and Friends of Russia Dock Woodland and a public exhibition in November 2010. All comments made during this pre-application consultation process, negative and positive, were collated and considered by the applicant and responses to the feedback were developed, either as amendments to the design or an explanation as to why the comments were not carried forward into actions.

### **Consultations**

- 114 Details of consultation and any re-consultation undertaken in respect of this application are set out in Appendix 1.

### **Consultation replies**

- 115 Details of consultation responses received are set out in Appendix 2.

### **Summary of consultation responses**

- 116 Six letters of objection received. The concerns raised comment that the use of metal cladding for the community building would be inappropriate. Also concerns about the loss of the existing Chapel, the excessive height of the development and impact on noise, light and traffic conditions. The retention of trees was welcomed and supported.

### **Human rights implications**

- 117 This planning application engages certain human rights under the Human Rights Act 2008 (the HRA). The HRA prohibits unlawful interference by public bodies with conventions rights. The term 'engage' simply means that human rights may be affected or relevant.
- 118 This application has the legitimate aim of providing new community facilities together with new residential accommodation. The rights potentially engaged by this application, including the right to a fair trial and the right to respect for private and family life are not considered to be unlawfully interfered with by this proposal.

### **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

#### **Strategic Director of Communities, Law & Governance**

- 119 None.

**BACKGROUND DOCUMENTS**

| <b>Background Papers</b>   | <b>Held At</b>   | <b>Contact</b>  |
|--|--|---|
| Site history file: TP/271-287A<br>Application file: 11-AP-2242<br>Southwark Local Development Framework and Development Plan Documents | Regeneration and Neighbourhoods Department<br>160 Tooley Street<br>London<br>SE1 2QH | Planning enquiries telephone: 020 7525 5403<br>Planning enquiries email: <a href="mailto:planning.enquiries@southwark.gov.uk">planning.enquiries@southwark.gov.uk</a><br>Case officer telephone: 020 7525 5513<br>Council website: <a href="http://www.southwark.gov.uk">www.southwark.gov.uk</a> |

**APPENDICES**

| <b>No.</b> | <b>Title</b>                    |
|------------|---------------------------------|
| Appendix 1 | Consultation undertaken         |
| Appendix 2 | Consultation responses received |
| Appendix 3 | Neighbour consultee map         |
| Appendix 4 | Images                          |

**AUDIT TRAIL**

|   |   |                          |
|---|---|--------------------------|
| <b>Lead Officer</b>   | Gary Rice, Head of Development Management |                          |
| <b>Report Author</b>  | Kiran Chauhan, Development Management     |                          |
| <b>Version</b>  | Final                                     |                          |
| <b>Dated</b>  | 6 December 2011                           |                          |
| <b>Key Decision</b>   | No  |                          |
| <b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b> |   |                          |
| <b>Officer Title</b>  | <b>Comments Sought</b>                    | <b>Comments included</b> |
| Strategic Director of Communities, Law & Governance                     | No  | No                       |
| Strategic Director of Regeneration and Neighbourhoods                   | No  | No                       |
| Strategic Director of Environment and Leisure                           | No  | No                       |
| <b>Date final report sent to Constitutional Team</b>                    | 8 December 2011                           |                          |

**Consultation undertaken**

**Site notice date:** 14/09/2011

**Press notice date:** 15/09/2011

**Case officer site visit date:** Most recent on 31/10/2011

**Neighbour consultation letters sent:** 09/09/2011

**Internal services consulted:**

Environmental Protection Team

Public Realm

Property Division

Planning Policy

Transport Planning Team

Property Division

Design Review Panel

Arboriculturalist

Ecology

Archaeology

Housing Regeneration Initiatives

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

Transport for London

Metropolitan Police

Environment Agency

London Fire & Emergency Planning

Thames Water

EDF Energy

Natural England

**Neighbours and local groups consulted:**

Canada Water Forum

Canada Water Campaign Group

**Re-consultation:**

Given the nature and extent of changes to the scheme, it was not considered that re-consultation was necessary.

## Consultation responses received

### Internal services

Transport Group: The levels of car and cycle parking are considered acceptable. The lack of off street servicing for the community building is a concern and needs to be re-considered. Details of gradient levels into the site are required. Clarification on the minibus parking is required in terms of who will it serve. Scheme required to contribute £14,560 towards the Lower Road Gyratory scheme, including a contribution towards the Rotherhithe Peninsula transport improvement plan scheme and contribution to walking and cycling improvements in the area.

Environmental Protection Team: The air quality report is acceptable. Conditions should be attached in relation to land contamination and construction management.

Ecology: The ecological survey was undertaken quite late in the year, however the mosaic of habitats are not particularly rare. The bat survey is consistent with best practice. Conditions should be applied in relation to the timing of vegetation clearance, the implementation of agreed mitigation/enhancement works, a biodiverse roof and also details of bat and bird nesting boxes.

Urban Forester: The site is surrounded by mature screening and therefore consideration of tree protection will be paramount - especially of the two large Limes on the south east corner which are in close proximity to that elevation. These are worthy of protection with a TPO which would also provide for suitable control to prevent loss following development due to requests by residents to fell the trees.

The landscape plan should also show which trees are to be retained and any replacement planting to mitigate the loss of the large willow tree within the site.

Planning Policy: The tenure split comprises of intermediate and affordable rent. The scheme would need to demonstrate that the scheme is not deliverable without the provision of affordable rent as a component of the affordable housing requirement.

Design Review Panel: It should be noted that an earlier version of the scheme was presented to the Panel in July 2011, and the scheme has since been amended to take into account the comments made. The following comments were made.

- The proposal comprises a series of different buildings but has not properly considered how these disparate parts relate to each other. The scheme was considered to lack synergy.
- There is a poor relationship of the units to their amenity space, and a failure to respond to the natural slope of the site. The large area of tarmac at the centre disconnects the development from its context. The spaces left over between the blocks lack definition.
- The massing has an uncomfortable relationship – two storey houses, four storey flats and a low level community building. The massing introduces two storey uncomfortable leaps in scale.
- The Panel felt that the scheme lacked a clear strategy on sustainability and encouraged the architects to explore a wider range of sustainable design which should be integrated into the design.
- The boxy design and utilitarian cladding of the community building fails to respond to its natural context.
- The Panel raised concerns about the way it has responded to its natural and cultural heritage. They were particularly concerned with how it failed to retain

the mature landscape. The landscape design also results in natural spaces that are poorly arranged and would not be used.

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

Natural England: Standing advice issued in relation to bats:

- Permission may be granted subject to appropriate conditions including a detailed mitigation and monitoring strategy for bats.
- Consideration should be given to whether biodiversity enhancements for great crested newts and reptiles for example creation of water bodies, habitat linkages and suitable terrestrial habitat.

Natural England is broadly satisfied that the mitigation proposals, if implemented, are sufficient to avoid adverse impacts on the local population of bats and therefore avoid affecting favourable conservation status. It is for the local authority to determine whether the proposal would offend Article 12(1) of the Habitats Directive. The ecological survey submitted has not identified that there will be any significant impacts on domestic statutorily protected species or on priority Biodiversity Action Plan (BAP) habitats as a result of the proposal. However, when considering the application the council should maximise opportunities in and around the development for building in beneficial features as part of good design.

Environment Agency: No objections on flood risk grounds. Conditions recommended to ensure sufficient remediation of the site.

### **Neighbours and local groups**

Six objections received- however the objections also include areas of support for the scheme as indicated.

39 Gabriel House, 10 Odessa Street:

- Pleased that the mature trees opposite the Aardvark Pub are being retained.
- The metal mesh cladding on the community centre is ugly and does not fit in the area.
- The on street parking on the area is full, and there is concern that the residents of new houses will use the private car parks intended for residents of Gabriel House, Walker House and Elgar Street.

42 Gabriel House, Odessa Street:

- Concur with the views of 38 Gabriel House in relation to facade finish and the lack of parking.
- Commendable that the trees will be retained.

20 Walker House, Odessa Street:

- Welcome the application; the existing trees are of no merit and their replacement is desired, particularly by a residential development whose street aspect seems to me varied and attractive.
- Retention of trees welcomed, including the grassy open space on the corner of Salter Road and Rotherhithe Street. Retention of hedgerow on Rotherhithe Street also welcomed, and attention needs to be given to the detail of the overall landscaping.
- The metal mesh cladding for the community centre is however inappropriate and would convey defensiveness and hostility.

Reveley Square [number not provided]:

- The development would take away one of the few remaining green spaces in the neighbourhood.
- Unclear how the chapel building would be incorporated into the plans, and hope it would not be demolished [officer comment: it would be demolished].
- The height of the development is inappropriate and it would obscure light and be inconsistent with the area.

#### 4 Spence Close:

- The site is the only piece of grassland between the south side of the River Thames and Salter Road – the space therefore needs to be retained.
- Object to the plans to have a drop off bay on Salter Road – on grounds of safety as the road is only two lanes wide.
- Loss of light and overlooking from the four storey houses; also residents will be trapped and penned in.
- The development would be large and dominating and would destroy the community feel.
- The loss of the Ebenezer Chapel is concerning, and it should be kept and refurbished.
- People will filter into the quiet roads and create disturbance.
- Impact from the floodlighting.
- The provision of car parking spaces is contrary to transport policies which seek to encourage less car use. Also contrary to the Mayor's Transport Strategy.
- Impact on noise levels, particularly from bored piles used during construction.
- Surprised that a 3D model has not been prepared to visualise the scheme.

#### 5 Winchester Wharf, 4 Clink Street:

- In the planning documentation, there is no attempt to demonstrate how the existing 1871 Norwegian Chapel could be re-used. There is no survey from a structural engineer and there is no attempt to describe the 'significance' of the building either to the local community or to Southwark as a whole. The application is therefore flawed in its analysis.
- It is surely common knowledge that the keeping of existing buildings is the most sustainable strategy for any new site. Half the energy used in the lifetime of a building is embodied in the existing structure. There is no reference to this.
- The existing Chapel should be placed within a space of its own. This would allow the surrounding existing buildings as well as the new buildings to form a unified space. This would allow the proposal to properly understand the place.
- The two residential wings are brought together at an apex, and instead of bringing activity to a space, the two gable walls are largely unfenestrated. The opportunity for life, activity and passive policing is lost. It will be dull.
- The proposal does not effectively engage with the outside. The shape of some of the required spaces seems at odds with the shape of the site. Streets will be less interesting and less safe.
- The design and access statement should inform the design, and demonstrate sequence and quality of thinking. The design and access statement is formulaic and does not demonstrate with any real conviction the appreciation of available historical assets.

The scheme is a disappointment and fails to realise its potential.

Neighbour consultee map





**ALAN CAMP ARCHITECTS**  
 Alan Camp Architects LLP, 85 Jingo Street, London, SE1 1XW  
 Tel: 020 750 1000, Fax: 020 750 1001, mail@alancamp.com

DATE: 07/11  
 DRAWING NO: 1.200-04-1  
 PROJECT NO: 0668

DATE: 08/11  
 DRAWING NO: 1.200-04-1  
 PROJECT NO: 0668

DATE: 08/11  
 DRAWING NO: 1.200-04-1  
 PROJECT NO: 0668

ISSUED BY: [Signature]  
 CHECKED BY: [Signature]  
 DATE: 04/11/11  
 PROJECT: [Signature]

**EXTERNAL AREA SCHEDULE**  
 (Excludes Car Parking, defensible space and non-landscaped residential entrance)

**Public**  
 Public green space (outside site boundary): 2370m<sup>2</sup> (including residential entrance)  
 Publicly accessible landscaped entrance courtyard: 1330m<sup>2</sup>

**Community**  
 Community publicly accessible via apartments:  
 Community residential security (ob): 820m<sup>2</sup> (also accessible by children's activity, seating and terrace area)  
 Children's activity, seating and terrace area: 180m<sup>2</sup>  
 Games pitch: 600m<sup>2</sup>

**Residential**  
 Residential (private to each unit):  
 4 houses: 212m<sup>2</sup> (garden space (min 50m<sup>2</sup> each))  
 48m<sup>2</sup> terrace space (12m x each)  
 6 maisonettes and 1 x 3-bed flat: 204m<sup>2</sup> terrace space (min 25m<sup>2</sup> each)  
 131m<sup>2</sup> terrace balcony space (min 5.4m<sup>2</sup> each)  
 17 x 1 and 2-bed flats

**Grassy Mound Retained and Landscaped**  
 820m<sup>2</sup> (also accessible by children's activity, seating and terrace area)  
 180m<sup>2</sup>  
 600m<sup>2</sup>

**Planted Bank Retained as Screening**  
 212m<sup>2</sup> (garden space (min 50m<sup>2</sup> each))  
 48m<sup>2</sup> terrace space (12m x each)  
 6 maisonettes and 1 x 3-bed flat: 204m<sup>2</sup> terrace space (min 25m<sup>2</sup> each)  
 131m<sup>2</sup> terrace balcony space (min 5.4m<sup>2</sup> each)  
 17 x 1 and 2-bed flats

**Grassy Mound Retained and Landscaped**  
 820m<sup>2</sup> (also accessible by children's activity, seating and terrace area)  
 180m<sup>2</sup>  
 600m<sup>2</sup>

**Planted Bank Retained as Screening**  
 212m<sup>2</sup> (garden space (min 50m<sup>2</sup> each))  
 48m<sup>2</sup> terrace space (12m x each)  
 6 maisonettes and 1 x 3-bed flat: 204m<sup>2</sup> terrace space (min 25m<sup>2</sup> each)  
 131m<sup>2</sup> terrace balcony space (min 5.4m<sup>2</sup> each)  
 17 x 1 and 2-bed flats

**Grassy Mound Retained and Landscaped**  
 820m<sup>2</sup> (also accessible by children's activity, seating and terrace area)  
 180m<sup>2</sup>  
 600m<sup>2</sup>

**Planted Bank Retained as Screening**  
 212m<sup>2</sup> (garden space (min 50m<sup>2</sup> each))  
 48m<sup>2</sup> terrace space (12m x each)  
 6 maisonettes and 1 x 3-bed flat: 204m<sup>2</sup> terrace space (min 25m<sup>2</sup> each)  
 131m<sup>2</sup> terrace balcony space (min 5.4m<sup>2</sup> each)  
 17 x 1 and 2-bed flats

**Grassy Mound Retained and Landscaped**  
 820m<sup>2</sup> (also accessible by children's activity, seating and terrace area)  
 180m<sup>2</sup>  
 600m<sup>2</sup>

**Planted Bank Retained as Screening**  
 212m<sup>2</sup> (garden space (min 50m<sup>2</sup> each))  
 48m<sup>2</sup> terrace space (12m x each)  
 6 maisonettes and 1 x 3-bed flat: 204m<sup>2</sup> terrace space (min 25m<sup>2</sup> each)  
 131m<sup>2</sup> terrace balcony space (min 5.4m<sup>2</sup> each)  
 17 x 1 and 2-bed flats

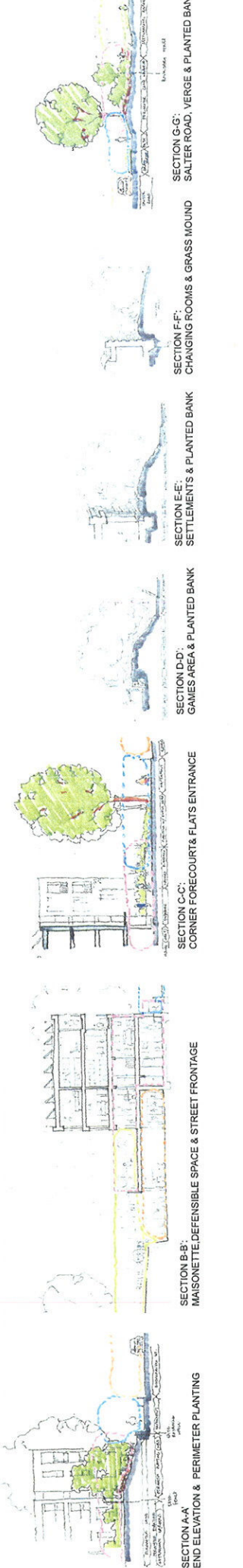
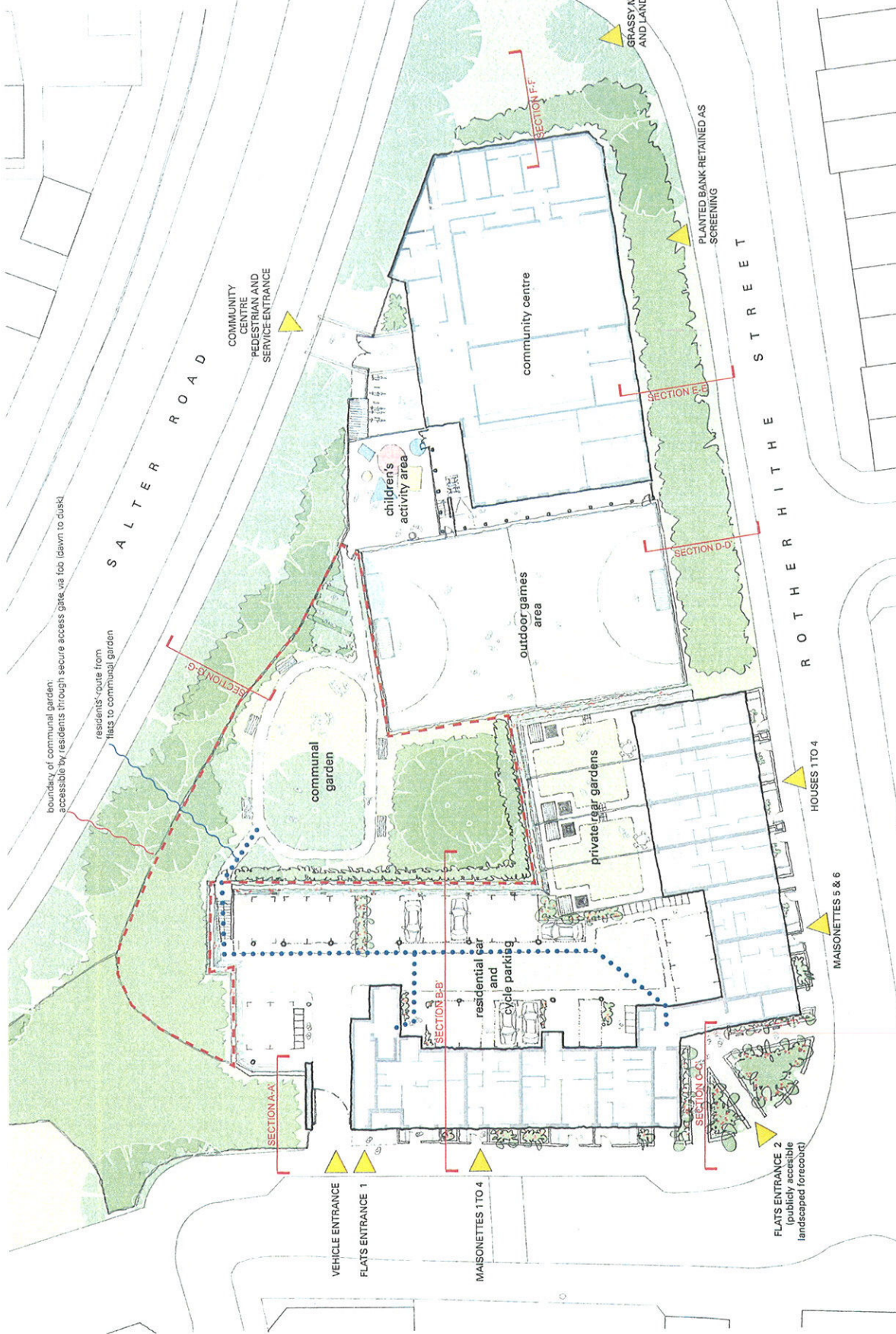
**Grassy Mound Retained and Landscaped**  
 820m<sup>2</sup> (also accessible by children's activity, seating and terrace area)  
 180m<sup>2</sup>  
 600m<sup>2</sup>

**Planted Bank Retained as Screening**  
 212m<sup>2</sup> (garden space (min 50m<sup>2</sup> each))  
 48m<sup>2</sup> terrace space (12m x each)  
 6 maisonettes and 1 x 3-bed flat: 204m<sup>2</sup> terrace space (min 25m<sup>2</sup> each)  
 131m<sup>2</sup> terrace balcony space (min 5.4m<sup>2</sup> each)  
 17 x 1 and 2-bed flats

**Grassy Mound Retained and Landscaped**  
 820m<sup>2</sup> (also accessible by children's activity, seating and terrace area)  
 180m<sup>2</sup>  
 600m<sup>2</sup>

**Planted Bank Retained as Screening**  
 212m<sup>2</sup> (garden space (min 50m<sup>2</sup> each))  
 48m<sup>2</sup> terrace space (12m x each)  
 6 maisonettes and 1 x 3-bed flat: 204m<sup>2</sup> terrace space (min 25m<sup>2</sup> each)  
 131m<sup>2</sup> terrace balcony space (min 5.4m<sup>2</sup> each)  
 17 x 1 and 2-bed flats

**Grassy Mound Retained and Landscaped**  
 820m<sup>2</sup> (also accessible by children's activity, seating and terrace area)  
 180m<sup>2</sup>  
 600m<sup>2</sup>





|        |                                   |             |        |
|--------|-----------------------------------|-------------|--------|
| Job    | DOCKLAND SETTLEMENTS, ROTHERHITHE | date:       | FEB 11 |
| Client | CGI / RESIDENTIAL CORNER          | job no.     | 0826   |
| Scale  | NTS @ A3                          | drawing no. | 42     |
| rev.   |                                   | rev.        | B      |

note: all dimensions to be checked on site. All drawings are subject to the terms and conditions of the contract. The client is responsible for ensuring that the drawings are used for the intended purpose and are not used for any other purpose without the written consent of Alan Camp Architects.

| rev. | date     | description   | issued by | checked by |
|------|----------|---|-----------|------------|
| 1    | 08.06.11 | FOR COMMENT   | ML        | ML         |
| A    | 04.07.11 | PLANNING APPLICATION                                      | NB        | ML         |
| B    | 28.07.11 | ELEVATIONAL TREATMENT MODIFIED FOLLOWING PLANNING COMMENT | NB        | ML         |





|          |                                   |              |          |
|----------|-----------------------------------|--------------|----------|
| job:     | DOCKLAND SETTLEMENTS, ROTHERHITHE | date:        | FEB 11   |
| drawing: | CG1: SETTLEMENTS ENTRANCE AREA    | scale:       | NTS @ A3 |
|          |                                   | job no.:     | 0826     |
|          |                                   | drawing no.: | 41       |
|          |                                   | rev.:        | D        |



| rev. | date     | description  | issued by | checked by |
|------|----------|--|-----------|------------|
| /    | 08.06.11 | FOR COMMENT  | ML        | ML         |
| A    | 04.07.11 | PLANNING APPLICATION   | NB        | ML         |
| B    | 23.07.11 | ELEVATIONAL TREATMENT  | NB        | ML         |
| C    | 04.11.11 | PLANNING COMMENT<br>BURNT LARCH BATTENED<br>RAINSCREEN CLADDING<br>ADDED IN LIEU OF MESH<br>CLADDING | NB        | ML         |
| D    | 05.11.11 | PATTERN OF LASER-CUT<br>FENCING AMENDED  | NB        | ML         |

---

## RECOMMENDATION LDD MONITORING FORM REQUIRED

---

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.

---

|                         |  |                    |             |
|-------------------------|--|--------------------|-------------|
| <b>Applicant</b>        | The Docklands Settlement & Family Mosaic | <b>Reg. Number</b> | 11-AP-2242  |
| <b>Application Type</b> | Full Planning Permission                 | <b>Case</b>        | TP/271-287A |
| <b>Recommendation</b>   | Grant subject to Legal Agreement         | <b>Number</b>      |             |

---

### **Draft of Decision Notice**

---

#### **Planning Permission was GRANTED for the following development:**

Demolition of existing buildings, and erection of 28 residential dwellings (6x1 bed; 13x2 bed; 9x3 bed) within a part three, part four storey building at the southern end of the site with associated car parking, cycle storage and amenity spaces. Erection of a new single storey community building (maximum height approximately 7 metres above ground) on the northern part of the site, accessed from Salter Road, providing general hall, meeting spaces and sports facilities, and a new flood-lit external sports pitch.

**At:** DOCKLAND SETTLEMENT AND LAND ADJOINING, ROTHERHITHE STREET, LONDON SE16 5LJ

**In accordance with application received on 08/07/2011  
and revisions/amendments received on 07/11/2011**

**and Applicant's Drawing Nos.** 0826-01 Rev A, 0826-02 A, 0826-03 A, 0826-04 F, 0826-05A, 0826-10 E, 0826-11 E, 0826-12 D, 0826-13 D, 0826 15 C, 0862-20 C, 0826-21 B, 30 C, 31 B, 32 D, 33 B, 34 C, 0826-35 C, 0826-36 C, 40 D, 41 D, 42 B, 43 B

Planning & Planning Obligation Statement, Report on Trees, Ecological Survey Report Phase 1, Bat Emergence & Re-entry Survey Report, Daylight Tree Survey Report, Energy Statement plus addendum, Codes for Sustainable Homes, Drainage Strategy, Noise Assessment Report, Flood Risk Assessment, Daylight/Sunlight Assessment, Lighting Impact Assessment, Desk Study & Ground Investigation Report, Desk Study for Unexploded Ordnance, Travel Plan 25/02/2011, Travel Plan 28/02/2011, Transport Statement, Design & Access Statement

#### **Reasons for granting permission.**

This planning application was considered with regard to various policies including, but not exclusively:

##### a] Southwark Plan 2007(saved policies)

Policy 2.5 Planning obligations where the local planning authority will seek to enter into planning obligations to avoid or mitigate the adverse impacts of development which cannot be addressed through conditions.

Policy 3.2 Protection of amenity where permission will not be granted where it would cause a loss of amenity, including disturbance from noise, to present and future occupiers in the surrounding area or on the application site.

Policy 3.4 Energy efficiency which requires all development to maximise energy efficiency and to minimise and reduce energy consumption and carbon dioxide emissions.

Policy 3.11 Efficient use of land which advises that all developments should ensure that they maximise the efficient use of land subject to satisfying a number of criteria.

Policy 3.12 Quality in design states that developments should achieve a high quality of both architectural and urban design.

Policy 3.13 Urban design advises that the principles of good urban design must be taken into account in all developments.

Policy 4.1 Density of residential development where density will be expected to comply with the specified density ranges, taking into account the quantity and impact of any non-residential uses.

Policy 4.2 Quality of residential accommodation which advises that permission will be granted for residential

development provided that they achieve good quality living conditions and include high standards of accessibility, privacy and outlook, daylight and sunlight, ventilation, amenity space, safety and security and protection from pollution.

Policy 4.3 Mix of dwellings seeks to ensure a mix of dwelling sizes and types to cater for a range of housing needs in the area.

Policy 4.4 Affordable housing where the local planning authority will endeavour to secure 50% of all new dwellings as affordable in accordance with the London Plan.

Policy 5.2 Transport impacts where planning permission will be granted for development unless there is an adverse impact on transport networks, adequate provision has not been made for servicing or consideration has not been given to impacts on the Transport for London road network.

#### b] Policies of the Southwark Core Strategy 2011

Strategic Policy 1 Sustainable Development which requires developments to improve the places we live in and work in and enable a better quality of life for Southwark's diverse population.

Strategic Policy 2 Sustainable Development which seeks to encourage walking, cycling and the use of public transport rather than travel by car.

Strategic Policy 5 Providing new homes which seeks to ensure that development meets housing needs by providing high quality new homes in attractive environments, particularly in growth areas.

Strategic Policy 6 Homes for people on different incomes seeks to ensure developments provide homes including social rented, intermediate and private for people on a wide range of incomes.

Strategic Policy 7 Family homes advises that developments must provide more family housing with 3 or more bedrooms for people of all incomes.

Strategic Policy 11 Open spaces and wildlife which seeks to protect and improve habitats for a variety of wildlife.

Strategic Policy 12 Design and Conservation which requires the highest possible standards of design for buildings and public spaces.

Strategic Policy 13 High Environmental Standards which requires developments to meet the highest possible environmental standards.

Strategic Policy 14 Implementation and Delivery which ensure that the strategic vision and objectives for Southwark are implemented to ensure that the borough continues to be successful and vibrant.

#### c] The London Plan 2011

Policy 3.3 Increasing housing supply, Policy 3.6 Children and young people's play and informal recreation facilities, Policy 3.8 Housing choice, Policy 3.13 Negotiating affordable housing on individual private residential and mixed use schemes, Policy 4.1 Developing London's economy, Policy 4.7 Retail and town centre development, Policy 5.1 Climate change mitigation, Policy 5.2 Minimising carbon dioxide emissions, Policy 5.5 Decentralised energy networks, Policy 5.6 Decentralised energy in development proposals, Policy 5.7 Renewable energy, Policy 6.1 Strategic approach (Transport), Policy 6.13 Parking, Policy 7.4 Local character, Policy 7.5 Public realm, Policy 7.6 Architecture and Policy 8.2 Planning obligations

d] Planning Policy Statements 1 Planning for Sustainable Communities, 5 Planning and the Historic Environment, 22 Renewable Energy 13 Transport, 24 Planning and Noise and 25 Development and Flood Risk.

e] The Canada Water Area Action Plan Publication/Submission Version 2010 which designates the site as a proposal site (CWAAP 21) the where the required land uses are: community use (Class D); public open space; residential use (Class C3); retail uses (Classes A1/A3). It also considers that other acceptable uses would be business use (Class B1).

The redevelopment of the site is welcomed and supported in policy terms, and would be broadly in line with the requirements of the Canada Water Area Action Plan. It would provide for much needed housing, including affordable housing. The design is of an acceptable form and scale, and would be appropriate for the context. The quality of the residential accommodation is considered to be of a high standard with internal room sizes exceeding minimum requirements and with 100% dual aspect flats. The provision of a community building would provide for new and improved community facilities, which would be of benefit to surrounding residents and users. There would be no adverse impacts on local residential amenity in terms of loss of daylight, outlook or privacy. The development would be acceptable in transport terms and would cause no harmful highway impacts, subject to appropriate mitigation being secured. It is therefore recommended that planning permission be granted subject to conditions and the completion of a S106 agreement.



**Subject to the following condition:**

- 1 The development hereby permitted shall be begun before the end of three years from the date of this permission.

Reason

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

2 **Approved plans**

The development hereby permitted shall not be carried out otherwise than in accordance with the following approved plans:

0826-01 Rev A, 0826-02 A, 0826-03 A, 0826-04 F, 0826-05A, 0826-10 E, 0826-11 E, 0826-12 D, 0826-13 D, 0826 15 C, 0862-20 C, 0826-21 B, 0826\_22, 30 C, 31 B, 32 D, 33 B, 34 C, 0826-35 C, 0826-36 C, 40 D, 41 D, 42 B, 43 B

Reason:

For the avoidance of doubt and in the interests of proper planning.

3 **Historical recording**

No demolition works shall take place until the applicant has secured the implementation of a programme of recording and historical analysis, which considers building structure and architectural detail/evidence. This shall be submitted by the applicant before works on site commence.

Reason:

To ensure that the features of interest on the existing building are properly recorded, in accordance with Saved Policy 3.15 Conservation of the historic environment of the Southwark Plan 2007 and SP12 Design and Conservation of the Core Strategy 2011.

4 **Environmental Management Plan**

Before any work hereby authorised begins, details of an Environmental Management Plan and Code of Practice (which shall oblige the applicant/developer and its contractors to use all best endeavours to minimise disturbances including but not limited to noise, vibration, dust, smoke and plant emissions emanating from the site) which shall include the following information:

- A detailed specification of demolition (including method and foundation piling) and construction works for each phase of development including consideration of environmental impacts and the required remedial measures;
- A detailed specification of engineering measures, acoustic screening and sound insulation measures required to mitigate or eliminating specific environmental impacts;
- Details of arrangements for publicity and promotion of the scheme during construction;
- A commitment to adopt and implement of the ICE Demolition Protocol and Southwark's Environmental Code of Construction and GLA Best Practice Guidance.
- A Delivery and Servicing Plan (all construction access routes and access details also need to be approved by TfL).

shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise than in accordance with any such approval given and the demolition and construction work shall be undertaken in strict accordance with the approved Management Plan and Code of Practice.

Reason

To ensure that and occupiers of neighbouring premises do not suffer a loss of amenity by reason of pollution and nuisance in accordance with Strategic Policy 13 - High Environmental Standards of The Core Strategy 2011, Saved Policies 3.1 Environmental Effects, 3.2 Protection of Amenity, 3.6 Air Quality and 3.10 Hazardous Substances of The Southwark Plan 2007 and PPS23 Planning and Pollution Control.

5 **Land contamination**

Prior to the commencement of development, the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1) An options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

2) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (1) are complete and identifying any requirements for longer-term

monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

3) If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved.

**Reason:** To protect groundwater in compliance with Planning Policy Statement 23.

For the protection of Controlled Waters. The site is located over a Secondary Aquifer and it is understood that the site is affected by historic contamination.

#### 6 **Contamination - verification report**

Prior to occupation of the development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, if appropriate, and for the reporting of this to the local planning authority. Any long-term monitoring and maintenance plan shall be implemented as approved.

**Reason:** To protect groundwater in compliance with Planning Policy Statement 23.

Should remediation be deemed necessary, the applicant should demonstrate that any remedial measures have been undertaken as agreed and the environmental risks have been satisfactorily managed so that the site is deemed suitable for use.

#### 7 **Materials - samples**

Prior to the commencement of the development, material sample-panels of the proposed brickwork and mortar/pointing and sample-boards of all other external facing materials/finishes to be used in the carrying out of this permission shall be presented on site and approved in writing by the Local Planning Authority; the development shall not be carried out otherwise than in accordance with any such approval given.

**Reason:**

In order to ensure that these samples will make an acceptable contextual response in terms of materials to be used, and achieve a quality of design and detailing in accordance with Strategic Policy 12 - Design and Conservation of The Core Strategy 2011 and Saved Policies: 3.12 Quality in Design and 3.13 Urban Design of The Southwark Plan 2007.

#### 8 **Materials - section details**

Prior to the commencement of development, section detail-drawings at a scale of 1:5 through all principal features on the facades, including;

- a) Parapets, roof-edges/eaves, roof openings;
- b) All balcony types and railings;
- c) Junctions with the existing building;
- d) Heads, sills and jambs of all openings

shall be submitted to and approved in writing by the Local Planning Authority; the development shall not be carried out otherwise than in accordance with any such approval given.

**Reason:**

In order to ensure that the quality of the design and details is in accordance with Strategic Policy 12 - Design and Conservation of The Core Strategy 2011 and Saved Policies: 3.12 Quality in Design; 3.13 Urban Design of The Southwark Plan 2007.

#### 9 **Landscaping**

Before any above grade work hereby authorised begins, detailed drawings of a hard and soft landscaping scheme showing the treatment of all parts of the site, including communal areas, not covered by buildings (including surfacing materials of any parking, access, or pathways layouts, materials, access routes from residential and commercial elements and edge details and material samples of hard landscaping), shall be submitted to and approved in writing by the Local Planning Authority and the landscaping shall not be carried out otherwise than in accordance with any such approval given. Details shall also be provided of a childrens play area within the communal garden, and of the species and size of all replacement trees.

The planting, seeding and/or turfing shall be carried out in the first planting season following completion of

building works and any trees or shrubs that is found to be dead, dying, severely damaged or diseased within five years of the completion of the building works OR five years of the carrying out of the landscaping scheme (whichever is later), shall be replaced in the next planting season by specimens of similar size and species in the first suitable planting season. Planting shall comply to BS:4428 Code of practice for general landscaping operations, BS:3996 Nursery stock specification, BS:5837 Trees in relation to construction and BS:7370 Recommendations for establishing and managing grounds maintenance organisations and for design considerations related to maintenance.

**Reason**

So that the Council may be satisfied with the details of the landscaping scheme in accordance with Strategic Policy 12 - Design and Conservation of The Core Strategy 2011 and Saved Policies 3.12 Quality in Design and 3.13 Urban Design in the Southwark Plan 2007.

**10 Green/brown roofs**

Prior to the commencement of any works above grade, details of the areas of the brown/green roofs (including a specification and maintenance plan) shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise than in accordance with any such approval given. The roofs shall be permanently retained and maintained for as long as the buildings are occupied for the uses hereby approved.

**Reason**

To ensure the proposed development will preserve and enhance the visual amenities of the locality and is designed for the maximum benefit of local biodiversity, in addition to the attenuation of surface water runoff, it in accordance with Strategic Policies 12 - Design and conservation and 13 - High environmental standards of the Core Strategy 2011 and Saved Policies 3.12 Quality in Design, 3.13 Urban design and 3.28 Biodiversity of the Southwark Plan 2007.

**11 Tree protection- general**

Prior to works commencing on site, including any demolition, details of the means by which any existing trees identified for retention are to be protected from damage by vehicles, stored or stacked building supplies, waste or other materials, and building plant or other equipment shall be submitted to and approved in writing by the Local Planning Authority, and the protective measures shall be installed and retained throughout the period of the works in accordance with any such approval given and protective fencing must not be moved or removed without the explicit written permission of the Local Authority Arboriculturalist. Within the protected area, no fires may be lit, no materials may be stacked or stored, no cement mixers or generators may be used, no contractor access whatsoever is permitted without the explicit written permission of the Local Authority Arboriculturalist under the supervision of the developer's appointed Arboriculturalist. Within the protected area, any excavation must be dug by hand and any roots found to be greater than 25mm in diameter must be retained and worked around.

In this condition "retained tree" means an existing tree which is to be retained in accordance with the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 1 year from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard [3998 (Tree Work)].

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the

**Reason**

To ensure the protection of the existing trees in accordance with Strategic Policy 11 – Open spaces and wildlife of The Core Strategy 2011 and Saved Policies 3.2 Protection of Amenity and 3.28 Biodiversity of The Southwark Plan 2007.

**12 Boundary treatments, including garden and terrace boundaries**

Before any above grade work hereby authorised begins, details of the means of enclosure for all site boundaries, including boundaries for the gardens, external games court and screening for the terraces shall



be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise than in accordance with any such approval given.

Reason

In the interests of visual and residential amenity in accordance with Strategic Policy 12 – Design and conservation of The Core Strategy 2011 and Saved Policies 3.2 Protection of amenity, 3.12 Quality in Design, and 3.13 Urban design of the Southwark Plan 2007.

13 **Timing of vegetation clearance (breeding birds)**

All removal of trees, hedgerows, shrubs, scrub or tall herbaceous vegetation shall be undertaken between September and February inclusive. If this is not possible then a suitably qualified ecologist shall check the areas concerned immediately prior to the clearance works to ensure that no nesting or nest-building birds are present. If any nesting birds are present then the vegetation shall not be removed until the fledglings have left the nest.

**Reason:**

In the interests of protecting biodiversity in accordance with saved Policy 3.28 Biodiversity of the Southwark Plan 2007 and SP13 Open Spaces and Wildlife of the Core Strategy 2011.

14 **External lighting**

Details of any external lighting [including design, power and position of luminaries] and security surveillance equipment of external areas surrounding the building, shall be submitted to and approved by the Local Planning Authority in writing before any such lighting or security equipment is installed. The development shall not be carried out otherwise in accordance with any such approval given.

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 Strategic Policy 12 - Design and Conservation of The Core Strategy 2011 and Saved Policies 3.2 Protection of Amenity and 3.14 Designing out crime of the Southwark Plan 2007.

15 **External lighting**

Details of the external lighting for the external games court shall be submitted to and approved by the Local Planning Authority in writing before any such lighting is installed. The lighting shall be in line with scheme submitted within the submitted Lighting Impact Assessment Report. The development shall not be carried out otherwise in accordance with any such approval given.

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 Strategic Policy 12 - Design and Conservation of The Core Strategy 2011 and Saved Policies 3.2 Protection of Amenity and 3.14 Designing out crime of the Southwark Plan 2007.

16 **Code for Sustainable Homes and BREEAM**

a) Before the first occupation of the building hereby permitted, a Code for Sustainable Homes final certification (or other verification process agreed with the Local Planning Authority) shall be submitted to and approved in writing by the Local Planning Authority, confirming that the Code Level 4 rating has been met.

b) Before the first occupation of the building hereby permitted, a certified Post Construction Review (or other verification process agreed with the local planning authority) shall be submitted to and approved in writing by the Local Planning Authority, demonstrating that it can meet BREEAM very good rating.

Reason

To ensure the proposal complies with Strategic Policy 13 - High environmental standards of the Core Strategy 2011 and Saved Policies 3.3 Sustainability and 3.4 Energy Efficiency of the Southwark Plan 2007.

17 **Energy**

The energy strategy, including the renewable energy technologies shall be provided in accordance with the submitted energy strategy prior to the first occupation of the development and thereafter retained and used for energy supply for so long as the development remains occupied. If maintenance requires replacement, to be replaced with an equally performing plant.

Reason:

To ensure the development complies with Strategic Policy 13 - High Environmental Standards of The Core Strategy 2011 and Policy 5.1 Climate change mitigation, Policy 5.2 Minimising carbon dioxide emissions and Policy 5.7 Renewable energy of the London Plan 2011.

18 **Refuse storage**

Before the first occupation of the building hereby permitted, the refuse storage arrangements shown on the approved drawings shall be provided and made available for use by the occupiers of the development and the facilities provided shall thereafter be retained and shall not be used or the space used for any other purpose.

## Reason

To ensure that the refuse will be appropriately stored within the site thereby protecting the amenity of the site and the area in general from litter, odour and potential vermin/pest nuisance in accordance with Strategic Policy 13- High environmental standards of the Core Strategy 2011 and Saved Policies 3.2 Protection of Amenity and Policy 3.7 Waste Reduction of The Southwark Plan.

19 **Service Management**

No development shall take place until a Service Management Plan detailing how all elements of the site are to be serviced has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approval given and shall remain for as long as the development is occupied.

## Reason

To ensure compliance with Strategic Policy 2 - Sustainable Transport of The Core Strategy 2011 and Saved Policy 5.2 Transport Impacts of the Southwark Plan 2007.

20 **Cycle storage**

Before any above grade works are carried out, details (1:50 scale drawings) of the facilities to be provided for the secure storage of cycles (for both the residential and community elements) shall be submitted to and approved in writing by the Local Planning Authority (both for the residential and commercial element). Thereafter the cycle parking facilities provided shall be retained and the space used for no other purpose and the development shall not be carried out otherwise in accordance with any such approval given.

## 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 Strategic Policy 2 - Strategic Transport of The Core Strategy 2011 and Saved Policy 5.3 Walking and Cycling of the Southwark Plan 2007.

21 **No roof plant**

No roof plant, equipment or other structures, shall be placed on the roof or be permitted to project above the roofline of any part of the building as shown on elevational drawings or shall be permitted to extend outside of the roof plant enclosure of any building hereby permitted.

## Reason

In order to ensure that no additional plant 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 Strategic Policy 12 - Design and Conservation of The Core Strategy 2011 and Saved Policies 3.2 Protection of Amenity and 3.13 Urban Design of the Southwark Plan 2007.

22 **Noise from machinery, plant or equipment**

The machinery, plant or equipment installed or operated in connection with the carrying out of this permission shall be so enclosed and/or attenuated that noise there from does not, at any time, increase the ambient equivalent noise level when the plant, etc., is in use as measured at any adjoining or nearby premises in separate occupation; or (in the case of any adjoining or nearby residential premises) as measured outside those premises; or (in the case of residential premises in the same building) as measured in the residential unit.

## Reason

In order to protect neighbouring occupiers from noise nuisance thereby protecting the amenity of neighbouring occupiers in accordance with Policy 3.2 Protection of Amenity of The Southwark Plan 2007 and Planning Policy Guidance 24 Planning and Noise.

23 **Biodiversity and ecological mitigation measures**

Before the first occupation of the building hereby permitted, an Environmental Action Plan detailing proposed ecological mitigation measures, including proposals for bat and bird boxes, shall be submitted to and approved in writing by the Local Planning Authority and the measures pursuant to this condition shall be carried out and thereafter permanently maintained in accordance with any such approval given.

## Reason

To ensure the proposal protects and enhances biodiversity in accordance with Strategic Policy 11 – Open spaces and wildlife of The Core Strategy 2011 and Saved Policy 3.28 Biodiversity of The Southwark Plan 2007.

**24 Hours of use**

The community uses, including use of the external games court hereby permitted shall not be carried on outside of the hours 0900 hours to 2200 hours.

Reason:

To safeguard the amenities of neighbouring residential properties in accordance with Saved Policy 3.2 Protection of Amenity of The Southwark Plan 2007 and Strategic Policy 13 - High Environmental Standards of the Core Strategy 2011.

**25 Surface Water drainage**

No infiltration of surface water drainage into the ground is permitted other than with the written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to Controlled Waters. The development shall be carried out in accordance with the approval details.

Reason:

To protect groundwater in compliance with Planning Policy Statement 23.

**26 Piling/foundation design**

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason:

The developer should be aware of the potential risks associated with the use of piling where contamination is an issue. Piling or other penetrative methods of foundation design on contaminated sites can potentially result in unacceptable risks to underlying groundwaters. We recommend that where soil contamination is present, a risk assessment is carried out in accordance with our guidance 'Piling into Contaminated Sites' - <http://publications.environment-agency.gov.uk/?lang=e>. – Product Code SCHO0202BISW-E-E. We will not permit piling activities on parts of a site where an unacceptable risk is posed to Controlled Waters.

**27 Emergency flood plan**

Prior to first occupation of the development, an emergency flood plan shall be submitted and approved by the local planning authority. Details of any signage and warning plans shall be displayed within the site and permanently retained, and details of the emergency measures shall be publicised to all occupiers of the site.

Reason:

To ensure that there is a strategy in place in the event of a flood, in accordance with PPS25.

**Informatives**

1 In accordance with the advice from the Environment Agency, an emergency flood plan would need to be developed (condition 31). The PPS25 Practice Guide details what should be included within flood warning and evacuation plans in figure 7.2 and supporting paragraphs 7.25 - 7.33.

**2 Waste Disposal**

Contaminated soil that is excavated, recovered or disposed of, is controlled waste. Therefore, its handling, transport, treatment and disposal is subject to waste legislation, which includes:

Duty of Care Regulations 1991.

Hazardous Waste (England and Wales) Regulations 2005.

Environmental Permitting Regulations 2010.

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed off site operations is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

|                                    |                                |  |  |
|------------------------------------|--------------------------------|--|--|
| <b>Item No.</b><br>9.              | <b>Classification:</b><br>Open | <b>Date:</b><br>20 December 2011   | <b>Meeting Name:</b><br>Planning Committee |
| <b>Report title:</b>               |                                | Release of S106 monies: Community and environmental improvements funded as part of the legal agreement for St. Christopher House. S106/2678 A/N 182 (01/AP/1701) |  |
| <b>Ward(s) or groups affected:</b> |                                | Cathedrals   |  |
| <b>From:</b>                       |                                | Deputy Chief Executive   |  |

## RECOMMENDATIONS

1. To note the comments from Borough and Bankside Community Council about the proposed expenditure.
2. To authorise release of £226,875.33 of section 106 funding from the legal agreement in respect of the development at St Christopher’s House (Bankside 1,2,3), S106/2678 A/N 182 (01/AP/1701), towards The 56 Southwark Bridge Road Centre.

## BACKGROUND INFORMATION

3. Planning obligations are used to mitigate against the negative impacts caused by a development and contribute towards providing infrastructure and facilities necessary to achieve sustainable communities. In order to achieve this, the Council enters into a legal agreement with a developer whereby the developer agrees to provide planning contributions and/or enters into various planning obligations.
4. The Section 106 agreement attached to the planning permission for St Christopher House, 80-112 Southwark Street and Tabard House, 116 Southwark Street, London SE1 was completed on 27 June 2003. The agreement makes provision for a range of projects aimed at securing the sensitive regeneration of the area, including community facilities, environmental enhancements, and community training in the area surrounding the site.
5. Schedule 2 Item D8 sets out support for local community/training facilities and says:
 

*“a contribution of £1,300,000 is to be expended by the council on the development of community space within the area at 56 Southwark Bridge Road and at their new training facility proposed by the Blackfriars Settlement at Rushworth Street and/or for the support of environmental improvements in the vicinity of the Site and for the benefit of the local community.”*
6. The agreement also states that there is a two year period at the end of which the contributions must have been expended. The end of the two year period for the most recent payment falls at end of October 2011. In August 2005 the developer issued a letter confirming its intention to extend the period within which expenditure could take place. The last payment was received in 2009 for the contribution at Item D8 of the S106 agreement. As such the allocation for

expenditure of this contribution should be made as soon as possible.

7. There has previously been expenditure of over £2 million in total as detailed in the table below. At the bottom of the table under D8 it details the previous allocations for the community and environmental improvements contribution.

**S106/2678**

**Account 182**

**St. Christopher's House Development**

**As at Nov. 2011**

**SCHEDULE OF PAYMENTS TO THE COUNCIL AND THE STATED PURPOSES UNDER SCHEDULE 2 OF THE AGREEMENT AND COMMITMENTS RECORDED.**

| Ref | Purpose                                     | Total             | Committed         | Notes                                      |
|-----|---|-------------------|-------------------|--|
| A.1 | Bankside Open Spaces Trust consultation     | 15,000.00         | 15,000.00         | Approved                                   |
| A.2 | Tourist Information                         | 200,000.00        | 140,000.00        | SB14 & SO19                                |
| A.4 | Design of improvements for new gateways     | 50,000.00         | 50,000.00         | Approved<br>£50,000.00                     |
|     | Art Project                                 |                   |                   |  |
| A.4 | Carrying out the bridge improvements        | 400,000.00        | 60,000.00         | Approved -<br>p/cttee (Fees<br>£60,000.00) |
|     |   |                   | 340,000.00        | Works                                      |
| A.5 | BOST for work for community open spaces     | 50,000.00         | 5,000.00          | Approved                                   |
|     |   |                   | 45,000.00         | Approved                                   |
|     | <b>Sub-total payable on signing</b>         | <b>715,000.00</b> | <b>655,000.00</b> | <b>Trigger 1</b>                           |
| B.2 | Workplace coordinator                       | 150,000.00        | 50,000.00         | Approved<br>Phased<br>payment              |
|     |   |                   | 100,000.00        | Approved                                   |
| B.3 | Off Site Lighting                           | 400,000.00        | 400,000.00        | Approved<br>Planning/Cttee                 |
| B.4 | Monitoring officer costs                    | 60,000.00         | 60,000.00         | Approved<br>Council<br>employed            |
|     | <b>Sub-total payable on demolition</b>      | <b>610,000.00</b> | <b>610,000.00</b> | <b>Trigger 2</b>                           |
| C.1 | Community education                         | 100,000.00        | 99,210.00         | Approved                                   |
| C.2 | Training for local employment opportunities | 50,000.00         | 50,000.00         | Approved                                   |
| C.3 | Lifelong Training Waterloo Project Board    | 30,000.00         | 30,000.00         | Approved                                   |

| Ref | Purpose                                    | Total                      | Committed           | Notes  |
|-----|--|----------------------------|---------------------|--|
| C.4 | Conference link for local schools          | 10,000.00                  | 10,000.00           | Approved                                     |
| C.5 | Signage                                    | 55,000.00                  | 55,000.00           | Approved                                     |
| C.6 | BOST for community open spaces             | 50,000.00                  | 50,000.00           | Report Aug 2010 Mint St Pk. From 2nd Tranche |
|     | <b>Sub-total payable on implementation</b> | <b>295,000.00</b>          | <b>294,210.00</b>   | <b>Trigger 3</b>                             |
| D.6 | Pedestrian environment improvements        | <b>370,000.00</b>          | <b>370,000.00</b>   | <b>Planning 27/10/08</b>                     |
| D.8 | Community Space & Training Facilities      |                            |                     |  |
|     | Building 1*                                | 715,000.00                 |                     | Paid 31/07/2006                              |
|     | Building 2 - Swrk St Gateway               | 247,000.00                 |                     | Paid 31/11/2005                              |
|     |  |                            |                     | Paid 17/09/2009                              |
|     | Southwark Street Gateways Improvements     |                            | 40,000.00           | Approved Planning/Cttee                      |
|     | Building 2 - Swrk St Gateway Art Project   |                            | 280,000.00          | Approved Planning/Cttee                      |
|     | Bankside Community Space Project           |                            | 65,000.00           | Delegated Approval                           |
|     | Blackfriars Settlement Relocation Project  |                            | 250,000.00          | Approved Planning/Cttee                      |
|     | Sumner Street pedestrian area              |                            | 175,000.00          | Planning 27/10/08                            |
|     | Building 3                                 | 338,000.00                 |                     |  |
|     |  |                            | 300,800.00          | Blackfriars Settlement                       |
|     |  |                            | 72,000.00           | Great Guildford Street Tunnel                |
|     |  |                            | 50,000.00           | Cathedral Square                             |
|     | <b>Sub-total payable on Occupation</b>     | <b>1,300,000.00</b>        | <b>1,232,800.00</b> | Trigger 4 see note                           |
|     | <b>Interest on balances</b>                | <b>158,875.33</b>          |                     | To 31/03/2008                                |
|     | <b>All totals</b>                          | <b>3,290,000.00</b>        | <b>3,162,010.00</b> |  |
|     | <b>Balances remaining Nov 2011</b>         | Community Space & Training | 68,000.00           |  |
|     |  | Tourism                    | 60,000.00           |  |
|     |  | Interest (remaining)       | 158,875.33          |  |
|     |  | <b>Total</b>               | <b>286,875.33</b>   |  |

8. The planning committee of 1 November 2011 approved the commitment of three allocations of from the original £1.3 million secured under Schedule 2, Item D8.
  - £300,800 towards Blackfriars Settlement
  - £72,000 towards the Great Guildford Street Tunnel
  - £50,000 towards Cathedral Square.
9. Of the £1.3 million for community and environmental improvements there remains a balance of £68,000 plus £158,875.33 interest.
10. The 56 Southwark Bridge Road Centre was envisaged as a potential beneficiary of the agreement at the time of the application, therefore it was been directly named as a potential recipient of some of the £1.3 million. Blackfriars Settlements was also named as a potential beneficiary and has been allocated £250,000 and £300,800.

## **KEY ISSUES FOR CONSIDERATION**

### **The 56 Southwark Bridge Road Centre**

11. The 56 Southwark Bridge Road Centre opened in September 2009 following full redevelopment as a combination of a training centre specialising in broadcast media business and employment and a community facility for use by local organisations. The centre, operated by Leonard Cheshire Disability, offers a range of accredited courses in television and film, radio and animation for a range of disabled and able-bodied users. Since the opening in 2009, the centre has engaged with more than 600 disabled people, delivering accredited media skills qualifications. The building contains a large, purpose-built community space, with a servery kitchen and projection facilities, managed, maintained and promoted by the tenant as a free resource to local community organisations as defined in the lease. This facility is overseen by a steering group comprising the council, the tenant and community representatives to ensure use in accordance with the intended purpose as a community facility.
12. The principal sum for development of a media centre was provided through Elephant Links SRB grant as approved by the LDA. The total cost to the council of the 56 Southwark Bridge Road redevelopment is £5.5 million, with a contribution £3.5 million of Elephant Links Single Regeneration Budget grant funded by the London Development Agency.
13. The council has been expecting to support the centre with some of this allocation for some time, as it is named in the agreement. As the main contract costs of the development had previously been allocated, this report proposes an allocation of additional funds from item D8 to meet the retention payments subsequent to completion of the development and settlement of the final account.
14. The outstanding retention costs subsequent to settling of the final account amounted to £59,065 in 2009 and £167,810.33 in 2011 totalling £226,875.33. This report recommends the allocation of these sums towards the additional costs of providing community facilities in the redevelopment of 56 Southwark Bridge Road.

### **Community Project Bank Prioritisation**

15. At its meeting on 22 July 2009, the then Executive approved a priority list of community project banks. These priorities should be carefully considered in the case of releasing monies from any S106 agreement.
16. In terms of the community facilities projects these have both been specifically referred to within the S106 legal agreement. Where legal agreements state specific projects or beneficiaries these supersede the priorities set by local councillors.
17. Other allocations from this development such as Great Guildford Street project sits as the fourth priority project for environmental/public realm improvements for Bankside. The other priority project which this agreement could fund is Flat Iron Square which has recently been completed with funding from the LDA.

### **Community impact statement**

18. The programme of projects is designed to enhance the attractiveness of Bankside as a place in which people choose to live and work. By implementing these environmental and community facility projects in the area, the council is improving the environment and social sustainability of the community council area, providing high quality public places whether indoor (community centre) or outdoor (public realm) which local residents and workers can use, and which promotes the potential for interaction. Improving interaction between different social groups enhances trust and creates the conditions to forger stronger networked communities.

### **Resource implications**

19. The use of section 106 funds to meet the retention payment on the Southwark Bridge Road project ensures that corporate resources intended for other projects within the council's capital programme are protected and prevents the possible delay or cancellation of other high priority capital schemes within the programme. The council has a legal obligation to meet the final costs of this project, therefore must use its corporate resources (including section 106 funds where the use is compliant with the legal agreement) to do so, or risk legal action which could cost the council more than those sums outstanding.
20. Occasionally section 106 funds need to be used to fund projects where expenditure has already been incurred. Where the original intention was for those funds to be used for that purpose then this is the best use of those funds. The discrepancy in receipt of section 106 funds and their application can arise as a result of a number of factors: developments which give rise to a section 106 contribution can be delayed, resulting in the payment of funds being delayed; capital projects due to be funded from section 106 contributions can be delayed, due to a wide range of causes such as planning issues, bad weather, or procurement issues; some payments on capital projects are subject to faults liability period where the payment is retained until the end of that period of liability, causing final payments to be up to 12 months after the completion of the project.
21. Section 106 funds are used to mitigate the impact of development in an area. Often the council needs to plan projects in advance to meet the additional requirements of a development. For example additional school places may need to be planned for several years in advance, to ensure that the necessary capital works have been completed to ensure those new places are available as soon as



the need arises. Therefore it is not possible to tie all section 106 funds to specific projects prior to projects being approved within the council's capital programme. For this reason the Capital Programme 2011-21 report, agreed by Council Assembly on 6 July 2011, supported the use of section 106 funds for projects already within the approved capital programme. The capital programme includes those projects considered to be high priority by the cabinet. There will still be instances where section 106 agreements specify specific local projects for which funds must be used, and community project banks will be reviewed when considering the application of S106 funds, so that local priorities are not overlooked.

## Consultation

22. This report has been consulted upon internally with the relevant delivery teams with local councillors, the cabinet member for resources, Financial Director, S106 managers and Land Securities.
23. The report was taken to the Borough and Bankside Community Council on 6 October 2011. The community council and Blackfriars Residents Forum objected to the allocation to The 56 Southwark Bridge Road Centre but supported other aspect of the combined report.
24. When planning committee members considered the combined report on 1 November 2011, they approved the three other allocations but deferred the allocation to The 56 Southwark Bridge Road Centre and sought a separate report highlighting previous expenditure and further information.
25. The reasons given by the community council opposing the allocation of funding to The 56 Southwark Bridge Road Centre were that:
  - it should not use S106 to repay monies already expended;
  - it should not use S106 for a project that has overspent;
  - no further public money should be expended on this project;
  - the community council did not support the council's approach of supporting projects in the capital programme before local priorities.
26. Regarding the points raised by the Bankside Residents Forum (BRF) relating to the 56 Southwark Bridge Road centre, officers note that:
  - Schedule 2 Item D8 is quoted in paragraph 5 of this report and clearly states that the S106 funding is for community facilities at 56 Southwark Bridge Road and Blackfriars Settlement and for the *"support of environmental improvements in the vicinity of the Site and for the benefit of the local community"*.
  - The proposal for Marlborough Playground has been investigated by officers previously. BOST were not able to take it forward at the time so the S106 contribution was allocated to Mint Street Park (planning committee on 12 October 2010). Also currently Marlborough Playground is not a local priority. The funding cannot be used for revenue funding.
  - Initially £65,000 S106 funding was allocated from this agreement to set up community space. The centre is managed by Better Bankside who lease it and who host BRF. As part of the terms of the lease they are obliged to keep the centre in good repair. The funding requested is for new carpets (which is considered to be a maintenance issue) and for IT (which it is considered should be supplied by BB as a Business Improvement District).

### **Equal opportunities**

27. All projects will be or have been already designed to be fully accessible to all, without prejudice or discrimination.

### **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

#### **S106 Manager**

28. The total value of the St Christopher's House agreement for amounts to £3,290,000 of which all has been received by the council to date pursuant to the Agreement terms. This excludes other works and facilities to be provided directly by the Developer with a value of £4,018,000 and rent subsidies for community use of premises estimated at £600,000.
29. The agreement provides for a total of £1,300,000 payable under Schedule 2 item D8 for support for Local Community and Training Facilities. All of this contribution has been received and £68,000 is remaining from this agreement account number 182.
30. Subject to the legal concurrence with respect of the purpose of the expenditure being covered within the planning agreement, the amount of £68,000 plus £158,875 associated interest is available from the funding available under the agreement and is recommended for approval as capital expenditure.

#### **Strategic Director of Communities, Law & Governance (16112011NS)**

31. Members of the Planning Committee are requested to note the Borough and Bankside Community Council's comments on the allocation of funds in the amount of £226,875.33 from the St Christopher's House S106 legal agreement and to approve the release of these funds (which include interest accrued) to meet the retention payments subsequent to completion of the development and settlement of the final account at 56 Southwark Bridge Road.
32. The S106 monies must be expended in accordance with:
- (a) the terms of the specific S106s; and
  - (b) the relevant policy tests set out in Circular 2005/05 and the first three being legal tests below which are now enshrined in Regulation 122(a) of the Community Infrastructure Levy Regulations in that they must be: -
    - (i) relevant to planning purposes;
    - (ii) necessary to make the developments on the respective sites acceptable in planning terms by mitigating adverse impacts;
    - (iii) directly related to the respective developments;
    - (iv) fairly and reasonably related in scale and kind to the respective developments; and
    - (v) reasonable in all other respects.
33. Schedule 2 item D8 of the S106 agreement dated 27 June 2003 specifically allocates £1,300,000 towards support for local community/training facilities. Paragraph 8.1 of item D8 states that the contribution must be expended by the Council on the development of community space within the area at 56 Southwark Bridge Road and also on the new training facility proposed by the Blackfriars

Settlement at Rushworth Street and/or on the support of environmental improvements in the vicinity of the site and which are for the benefit of the local community. In order to comply with the legal agreement the contribution must therefore be spent in accordance with this paragraph 8.1.

34. The 56 Southwark Bridge Road Project is explicitly identified by paragraph 8.1 of the S106 legal agreement, and therefore allocation of the funds identified on these projects would be legally compliant.
35. The decision to consider and approve S106 expenditure exceeding £100,000 is reserved to members of Planning Committee in accordance with Part 3F, paragraph 2 under the heading 'Matters Reserved for a Decision'. Subject to taking account of the above considerations, members are advised to approve the expenditure which would be consistent with the terms of the S106 and the legal and policy tests relating to validity and expenditure of S106 contributions.

### **Finance Director**

36. This report recommends that the planning committee authorise the release of £226,875.33 of section 106 funding from the legal agreement in respect of the development at St Christopher's House (Bankside 1,2,3) towards the 56 Southwark Bridge Road Centre.
37. Paragraphs 27 and 29 note that the S106 monies have been received by the council, are available for allocation with the recommendation for utilisation on capital expenditure.
38. Paragraph 17 explains the importance of the use of section 106 funds for this project to prevent the delay or cancellation of other capital projects within the Borough. Paragraph 14 explains that where projects are specifically named within a section 106 legal agreement that this supersedes the priorities set by local councillors. Paragraph 8 confirms that 56 Southwark Bridge Road is a named recipient of these funds.
39. Paragraph 18 provides the rationale for the application of section 106 funds to a project where expenditure has already been incurred. Paragraph 19 explains that funding cannot be withheld in the case of project overspends, though the Council employs robust procurement and contract management procedures to limit the risk of project overspends within its control.
40. Paragraph 19 explains why section 106 funds are used to support existing projects within the current approved capital programme, and that this use is set out within the Capital Programme 2011-21 report which was approved by Council Assembly in July 2011.

### **BACKGROUND DOCUMENTS**

| <b>Background Papers</b> | <b>Held At</b>   | <b>Contact</b>                     |
|--------------------------|--|------------------------------------|
| S106 files               | 5 <sup>th</sup> floor, 160 Tooley Street, London SE1 2QH | Zayd Al Jawad,<br>020 7525 7309    |
| Bankside S016 projects   | 5 <sup>th</sup> floor, 160 Tooley Street, London SE1 2QH | Alistair Huggett,<br>020 7525 5576 |

## AUDIT TRAIL

|   |   |                          |
|---|---|--------------------------|
| <b>Lead Officer</b>   | Eleanor Kelly, Deputy Chief Executive                 |                          |
| <b>Report Author</b>  | Alistair Huggett, Frameworks & Implementation Manager |                          |
| <b>Version</b>  | Final   |                          |
| <b>Dated</b>  | 5 December 2011                                       |                          |
| <b>Key Decision?</b>  | No  |                          |
| <b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b> |   |                          |
| <b>Officer Title</b>  | <b>Comments Sought</b>                                | <b>Comments included</b> |
| Strategic Director of Communities, Law & Governance                     | Yes   | Yes                      |
| Finance Director / Departmental Finance Manager                         | Yes   | Yes                      |
| S106 Manager  | Yes   | Yes                      |
| <b>Cabinet Member</b>   | No  | No                       |
| <b>Date final report sent to Constitutional Team</b>                    |   | 8 December 2011          |

This page left intentionally blank.

**OPEN**

**MUNICIPAL YEAR 2011/12**

**COMMITTEE:**

**PLANNING COMMITTEE**

**NOTE:**

Original held in Constitutional Team; all amendments/queries to Kenny Uzodike, Constitutional Team,  
Tel: 020 7525 7236.

**OPEN**

| <b>COPIES</b>                            |           | <b>COPIES</b>                          |          |
|--|-----------|--|----------|
| <b>COUNCILLORS</b>                       |           | <b>REGENERATION AND NEIGHBOURHOODS</b> |          |
| Councillor Nick Dolezal                  | 1         | Simon Bevan                            | 1        |
| Councillor Althea Smith                  | 1         | Yvonne Lewis                           | 1        |
| Councillor Darren Merrill                | 1         | Rob Bristow                            | 1        |
| Councillor Neil Coyle                    | 1         | Tim Gould                              | 1        |
| Councillor Nick Stanton                  | 1         |  |          |
| Councillor Jeff Hook                     | 1         | <b>ENVIRONMENT &amp; HOUSING</b>       |          |
| Councillor Robin Crookshank Hilton       | 1         | Environmental Protection Team          | 1        |
| <b>Total</b>                             | <u>7</u>  | <b>COMMUNICATIONS</b>                  |          |
|  |           | Robin Campbell                         | 1        |
| <b>RESERVES</b>                          |           | <b>Total</b>                           | <u>7</u> |
| Councillor Kevin Ahern                   | 1         |  |          |
| Councillor Michael Situ                  | 1         |  |          |
| Councillor Mark Williams                 | 1         |  |          |
| Councillor James Barber                  | 1         |  |          |
| Councillor Eliza Mann                    | 1         |  |          |
| <b>Total</b>                             | <u>5</u>  |  |          |
| <b>LIBRARIES</b>                         |           |  |          |
| Local History Library                    | 1         |  |          |
| <b>Total</b>                             | <u>1</u>  |  |          |
| <b>COMMUNITIES, LAW &amp; GOVERNANCE</b> |           |  |          |
| Nagla Stevens                            | 1         |  |          |
| Virginia Wynn-Jones                      | 19        |  |          |
| <b>Total</b>                             | <u>20</u> |  |          |
|  |           | <b>Total Print Run: 40</b>             |          |
|  |           | List Updated: 24 October 2011          |          |