

Planning Committee

Tuesday 17 January 2023

6.30 pm

Ground Floor Meeting Room G02 - 160 Tooley Street, London SE1 2QH

Membership

Councillor Richard Livingstone (Chair)
Councillor Kath Whittam (Vice-Chair)
Councillor Ellie Cumbo
Councillor Nick Johnson
Councillor Richard Leeming
Councillor Reginald Popoola
Councillor Bethan Roberts
Councillor Cleo Soanes

Reserves

Councillor Sam Foster
Councillor Jon Hartley
Councillor Sarah King
Councillor Sunny Lambe
Councillor Margy Newens
Councillor Sandra Rhule
Councillor Michael Situ
Councillor Emily Tester

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.

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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 or please contact the person below.

Contact

Gregory Weaver on 020 7525 3667 or email: Gregory.weaver@southwark.gov.uk

Members of the committee are summoned to attend this meeting

Althea Loderick

Chief Executive

Date: 9 January 2023



Planning Committee

Tuesday 17 January 2023

6.30 pm

Ground Floor Meeting Room G02A - 160 Tooley Street, London SE1 2QH

Order of Business

Item No.	Title	Page No.
	PART A - OPEN BUSINESS	
	PROCEDURE NOTE	
1.	APOLOGIES	
	To receive any apologies for absence.	
2.	CONFIRMATION OF VOTING MEMBERS	
	A representative of each political group will confirm the voting members of the committee.	
3.	NOTIFICATION OF ANY ITEMS OF BUSINESS WHICH THE CHAIR DEEMS URGENT	
	In special circumstances, an item of business may be added to an agenda within five clear days of the meeting.	
4.	DISCLOSURE OF INTERESTS AND DISPENSATIONS	
	Members to declare any personal interests and dispensation in respect of any item of business to be considered at this meeting.	
5.	CONFIRMATION OF ARTICLE 4(1) DIRECTION TO WITHDRAW THE PERMITTED DEVELOPMENT RIGHTS FOR THE DEMOLITION OF NO. 41 LINDEN GROVE, SE25 3LW	3 - 20
6.	DEVELOPMENT MANAGEMENT	21 - 25

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6.2.	22/AP/2295 - LUDGATE HOUSE, 245 BLACKFRIARS ROAD, LONDON, SOUTHWARK, SE1	148 - 242

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.”

Date: 9 January 2023



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. The role of members 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 council offices 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.
6. Speakers should lead the committee to subjects on which they would welcome further questioning.
7. Those people nominated to speak on behalf of objectors, supporters or applicants, as well as ward members, should sit on the front row of the public seating area. This

is for ease of communication between the committee and the speaker, in case any issues need to be clarified later in the proceedings; it is **not** an opportunity to take part in the debate of the committee.

8. Each speaker should restrict their comments to the planning aspects of the proposal and should avoid repeating what is already in the report. The meeting is not a hearing where all participants present evidence to be examined by other participants.
9. This is a council committee meeting which is open to the public and there should be no interruptions from the audience.
10. No smoking is allowed at committee.
11. Members of the public are welcome to film, audio record, photograph, or tweet the public proceedings of the meeting; please be considerate towards other people in the room and take care not to disturb the proceedings.

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

Contacts: General Enquiries
Planning Section, Chief Executive's Department
Tel: 020 7525 5403

Planning Committee Clerk, Constitutional Team
Finance and Governance
Tel: 020 7525 5485



Confirmation of Article 4(1) direction to withdraw the Permitted Development Rights for the demolition of no. 41 Linden Grove, SE15 3LW



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Item No. 5	Classification: Open	Date: 17 January 2023	Decision Taker: Planning Committee
Report title:		Confirmation of Article 4(1) direction to withdraw the Permitted Development Rights for the demolition of no. 41 Linden Grove, SE15 3LW	
Ward(s) or groups affected:		Nunhead and Queen's Road	
From:		Director of Planning and Growth	

RECOMMENDATION

That the Planning Committee

1. Confirms the Article 4(1) direction (Appendix A) to withdraw the permitted development right granted by the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), which would otherwise permit the demolition of no.41 Linden Grove (site identified in Appendix B) that has been identified as a heritage asset.

BACKGROUND INFORMATION

Site Location and description

2. On 26 July 2022 the Planning Committee resolved to place an immediate Article 4(1) direction to withdraw the Permitted Development Rights for the demolition of no. 41 Linden Grove, to consult locally and with the Secretary of State for a minimum of 6 weeks and to return to the Planning Committee for a final recommendation.
3. An Article 4(1) direction is made permanent if it is confirmed by the council within 6 months of its issue. If it is not confirmed this Article 4(1) direction will lapse on 25 January 2023.
4. Site notices were placed on the property and in the immediate vicinity on 27 July 2022 and at the same time a notice was served on the owner, the occupier and the scheme architects inviting them to comment on the Article 4(1) direction. A press notice was published in Southwark News and a webpage set up on the Southwark Council's website.
5. The Secretary of State was notified on 4 August 2022 and, in response to a request of 4 October, additional information was supplied to central government on the 18 October.
6. No. 41 Linden Grove is a well-proportioned, 3-storey early Victorian villa

that is three windows wide and over lower ground, upper ground and first floor level, and with a low-rise hipped roof and overhanging eaves. The architecture has a simple classical style, comprising brickwork with camber arched window openings with an evident hierarchy, centred around the front entrance with its simple stucco surround and stoop. The building appears to retain its original fenestration, including shutters, whilst the brickwork is London stock with an attractive patina. The roof is slate, but looks worn. The building is not listed and is not within a conservation area.

7. The property includes a two-storey gabled outbuilding that abuts its west flank and a single-storey outbuilding that abuts to its east. Both outbuildings are in the same brickwork and are likely to be contemporaneous with the house, albeit modified. The property is set within good-sized front and rear gardens, although the plot tapers towards the rear, being on the inside curve on Linden Grove.
8. The building is located on the north side of Linden Grove: a long mainly residential road that arcs between its junction with Nunhead Lane to the northwest and Oakdale/ St Asaph Road to the west. Linden Grove forms the main entrances to Nunhead Cemetery and to Nunhead Reservoir, which border much of the south side of the road, with a wooded section of the reservoir's grounds sitting directly opposite the property.
9. The building sits back within its plot, contributing to the general building line, and is flanked by residential properties to both sides. Those to its west comprise a short block of six 2-storey interwar terraced houses (no.37-39b) in the Arts and Crafts style; whilst the property to the east is a modern 4-storey flatted block constructed in 2005, and which steps down to two storeys onto the adjacent Nunhead Grove.
10. It is a tall building relative to its surroundings and is in a prominent position on a curve on the road. It is thus a recognisable landmark for many local people and contributes positively to the local townscape.
11. On 25 August 2022 the council refused a planning application (ref No: 21/AP/3580) for the redevelopment of the site for residential, providing a new 4-storey flatted block. However, the Town and Country Planning (General Permitted Development) (England) Order (2015) (as amended) ("GPDO") still allows for the demolition of buildings outside conservation areas without planning permission. As such, in the absence of an Article 4(1) direction, the possibility that No.41 Linden Grove could be demolished without planning permission for its replacement would remain.
12. It is therefore considered appropriate to confirm the Article 4(1) direction to permanently remove the following permitted development rights from No.41 Linden Grove.

*Town and Country Planning (General Permitted Development)
(England) Order 2015 (as amended)*

Schedule 2, Part 11: Heritage and demolition
Class B: Demolition of buildings

Article 4 direction

13. An Article 4 direction can be used to remove specific permitted development rights in all or parts of a local authority's area. It does not restrict development altogether, but instead ensures that development requires planning permission. A planning application for the demolition would need to be submitted and that would then be determined in accordance with the development plan. Demolition could only be undertaken lawfully with express planning consent, and would otherwise be a breach of planning control and subject to enforcement action.
14. The government's national planning practice guidance (NPPG entitled 'When is permission required?') sets out guidance on the use of Article 4 directions. The NPPG states that an Article 4 direction to remove national permitted development rights should be limited to situations where this is necessary to protect local amenity or the well-being of the area. It also states that in deciding whether an Article 4 direction would be appropriate, local planning authorities should identify clearly the potential harm that the direction is intended to address (paragraph 038).
15. An Article 4 direction can be either immediate or non-immediate depending upon the date given within the notice as to when it is to come into force. An immediate Direction can be made where the development presents an immediate threat to local amenity or prejudices the proper planning of an area (NPPG paragraph 045).
16. In the case of this report, the council made an immediate Article 4(1) direction, the procedure for which is set out in Schedule 3 of the GPDO and can be summarised as follows:

Stage 1 Direction-making (current)

The council makes an Article 4(1) direction withdrawing permitted development rights with immediate effect.

Stage 2 Publication and consultation

The council:-

- i) publishes the notice of the direction in a local newspaper;
- ii) serves notice on the site owner and occupier, where practicable;
- iii) displays notices on site for a period of not less than 6 weeks; and
- iv) specifies a period of at least 21 days during which representations may be made.

The direction comes into force on the date on which the notice is served on the owners / occupiers of the land, or where such service is not practicable, on the date of publication in the press.

Stage 3 SoS Notification

On the same day that notice is given under Stage 2 above, the council refers its decision to the Secretary of State who has wide powers to modify or cancel a Direction.

Stage 4 Confirmation

The council may confirm the Direction not less than 28 days from the latest date of service or publication of notice of the Direction, taking into account any representations that have been received. The council must then give notice of the confirmation and issue a copy of the direction to the Secretary of State.

If the council does not confirm the Direction within 6 months, it lapses.

Compensation

17. In some circumstances the council can be liable to compensate developers or landowners whose developments are affected by Article 4 directions. Under sections 107 and 108 of the Town and Country Planning Act 1990 Local planning authorities are liable to pay compensation to landowners who would have been able to develop under the permitted development rights that an Article 4 direction withdraws, if they:
 - Refuse planning permission for development which would have been permitted development if it were not for an Article 4 direction; or
 - Grant planning permission subject to more limiting conditions than the GPDO would normally allow, as a result of an Article 4 direction being in place.
18. The compensation may be claimed for abortive expenditure or other loss or damage directly attributable to the withdrawal of permitted development rights. 'Abortive expenditure' includes works carried out under the permitted development rights before they were removed, as well as the preparation of plans for the purposes of any work.
19. Loss or damage directly attributable to the withdrawal of permitted development rights can include the depreciation in the value of land or a building(s), when its value with the permitted development right is compared to its value without the right.

Planning applications

20. If permitted development rights are withdrawn and planning permission is required, the council would be obliged to determine the proposal in accordance with the development plan unless material considerations indicate otherwise. The policy context is set out below.
21. It should be noted that where permitted development rights are withdrawn, the standard planning application fees nonetheless apply. As of January 2018, an earlier fee exemption for those properties affected by Article 4 directions is no longer valid.

KEY ISSUES FOR CONSIDERATION

22. This report sets out the proposal to confirm the Article 4(1) direction for no.41 Linden Grove to remove the rights of the owners to demolish the building without first gaining express consent from the council as the local planning authority.
23. Under the current GPDO, the building could be demolished prior to the submission of or during the processing of a planning application. As such, the building would be demolished without any consideration of its heritage value. The Article 4(1) direction seeks to avoid this. In effect, it requires the application to consider actively whether and how the building could be retained and its heritage contribution conserved.
24. It is important to note that in agreeing the Article 4(1) direction this does not predetermine a planning application. It simply allows for a full assessment of the planning merits of a scheme, including the potential loss of the existing building's heritage contribution. It does not preclude the building's loss, but ensures that its replacement is justified and appropriate.
25. Where an Article 4(1) direction has been made removing Schedule 2 Part 11 Class B rights, demolition without a grant of planning permission would be a breach of planning control and subject to enforcement action.
26. Officers therefore recommended that the Committee confirm the Article 4(1) direction removing permitted development rights for demolition to protect no.41 Linden Grove in perpetuity, which is not listed or in a conservation area and needs protection.

Contribution of no.41 Linden Grove

27. As described above, no.41 Linden Grove is a good example of a fine early Victorian villa in terms of its built form and surviving detailing. The villa's simple classical style is attractive, albeit the 3-storey building appears to be in poor condition.
28. The building is one of the few survivors of the early 19th century suburbanisation of the local area, which initially saw the development of large villas and townhouses along Linden Grove between its junctions with Nunhead Lane and Nunhead Grove. The urban form predates the arrival of Nunhead Cemetery (1840) and railway station (1871), and the subsequent densification of the area towards the end of the 19th century with infill development of more modest terraced housing. Many of the villas were lost during the 1930s, initially replaced by large flatted residential blocks, which in turn were redeveloped to provide modern housing estates at the beginning of this century.

29. No.41 Linden Grove retains its villa form and appearance, and is a notable outlier, the other surviving villas being located close to the junction of Nunhead Road and within the Nunhead Green conservation area. Its prominent position on the curve of the road and notable architecture make for a local landmark along this stretch of Linden Grove, close to the cemetery. It contributes positively to the local townscape. Given its history, fine architecture and prominent position, the building is regarded by officers as a Non-Designated Heritage Asset (NDHA).



Image of no.41 Linden Grove

Policy context

30. The National Planning Policy Framework (NPPF) identifies that heritage assets contribute to the social and environmental roles of sustainable development. These are at risk from demolition without planning permission or an assessment of their heritage value. In the instance of this Article 4(1) direction, the requirement of removing permitted development rights at no.41 Linden Grove seeks to comply with the social and environmental role of the NPPF.
31. The social role: Removing the permitted development rights for demolition of no. 41 Linden Grove will ensure that the contribution to the cultural well-being they provide to the community can be considered within a planning application and it is not lost without consideration through the demolition without a forthcoming scheme.

32. The environmental role: the NPPF supports the conservation and enhancement of the historic environment, recognising that heritage assets are an irreplaceable resource. No.41 Linden Grove contributes to the character and historic fabric of the area.
33. As set out in paragraph 189 of the NPPF, 'Heritage Assets range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites which are internationally recognised to be of Outstanding Universal Value.' It highlights that the council should identify and assess the particular significance of any heritage asset that may be affected by a proposal taking account the available evidence and necessary expertise.
34. Not all heritage assets are designated. Nonetheless, the NPPF expects the local planning authority to take into account the effect of an application on the significance of a non-designated heritage asset when determining a planning application (para. 203). Removing the permitted development rights for demolition of no.41 Linden Grove will allow the council to consider the significance of the heritage value through the planning application process.
35. The London Plan (March 2021) believes London's diverse range of designated and non-designated heritage assets contributes to its status as a world-class city. It therefore advocates the identification and sensitive management of London's heritage assets, in tandem with promoting the highest standard of architecture. This, it regards, as 'essential to maintaining the blend of old and new that contributes to the capital's unique character.' (para 7.13). It supports the creative re-use of heritage assets and the historic environment, requiring development proposals to conserve a heritage asset's significance and to promote the effective integration of London's heritage in regenerative change (policy HC1).
36. The Southwark Plan requires development to conserve and enhance the significance of designated and non-designated heritage assets and their settings, and to enable the viable use of the heritage asset that is consistent with its on-going and long-term conservation (Policy P21). This Article 4(1) Direction will ensure a planning application is required to allow the council's assessment of the viable retention of no.41 Linden Grove

Methodology

37. The NPPF advises in para.53 that the use of Article 4 directions to remove national permitted development rights should be limited to situations where it is necessary to protect local amenity or the wellbeing of the area. This is reiterated in the NPPG, which also states local planning authorities should identify clearly the potential harm that the direction is intended to address and that immediate directions can be made where the development presents an immediate threat to local amenity or prejudices the proper planning of an area.

38. The council considers no.41 Linden Grove to be a non-designated heritage asset. This Article 4 direction is necessary to allow a full assessment of any subsequent planning application, unfettered by the risk of its interim demolition, and thereby ensure the proper planning of the site.

Areas affected

39. The NPPG states that an Article 4 direction to remove national permitted development rights should be limited to situations where this is necessary to protect local amenity or the wellbeing of the area. For the reasons outlined above it is considered this Article 4 direction should relate only to the building plot of no.41 Linden Grove (extent illustrated at Appendix B) due to the heritage significance as outlined above.

Conclusions

40. An Article 4(1) direction can be made if the council is satisfied that it is expedient that demolition should not be carried out unless planning permission is granted and that in the case of immediate direction, there is an immediate threat to local amenity or prejudices the proper planning of an area
41. Officers consider no.41 Linden Grove to be a fine example of an early Victorian house that makes a significant contribution to the architectural and historic interest and visual impact of the area, forming a non-designated heritage asset. Given the site is not within a conservation area, there is a risk of demolition of the building without recourse to planning, which would constitute a threat to the amenity of the area.
42. The use of an Article 4 direction would not restrict development altogether, but instead ensure that demolition requires planning permission and that the building's loss as a non-designated heritage asset would actively form a material consideration in determining the planning application.
43. Consultations on the Article 4(1) direction have been carried out in accordance with the statutory process. No representations were received during the relevant period.
44. For the above reasons, it is therefore recommended that the immediate Article 4(1) direction preventing the demolition of the property now be confirmed.

Policy framework implications

45. The Southwark Plan (February 2022)
Policy P21 - Conservation of the historic environment and natural heritage

The London Plan (March 2021)

Policy HC1 - Heritage conservation and growth.

The National Planning Policy Framework (NPPF) July 2021

Community, equalities (including socio-economic) and health impacts

Community impact statement

46. Southwark Council is committed to achieving the best quality of life for its residents. This includes maintaining a strong local economy and revitalised neighbourhoods for the communities within Southwark. It is vital that a strong policy framework ensures the borough's heritage and community values continue to be protected for the benefit of local residents. The Article 4(1) direction seeks to protect the demolition of no.41 Linden Grove without a robust analysis through the planning process.
47. The equalities analysis (Appendix C) has concluded that the Article 4(1) direction will have a positive impact on equalities and they will assist the council in implementing its planning policy framework, which has also undergone equalities analysis.

Equalities (including socio-economic) impact statement

48. Section 6 of the Human Rights Act 1998 prohibits public authorities from acting in a way which is incompatible with the European Convention on Human Rights (ECHR). Various Convention rights may be engaged in the process of making and considering these Article 4 direction, including under Article 1 of the First Protocol (Protection of property) and Article 8 (Right to respect for a private and family life). The European Court has recognised that "regard must be had to the fair balance that has to be struck between the competing interests of the individual and of the community as a whole". Both public and private interests are to be taken into account in the exercise of the council's powers and duties as a local planning authority. Any interference with a Convention Right must be necessary and proportionate.
49. The council has carefully considered the balance to be struck between individual rights and the wider public interest. The rights of those affected by the proposed Article 4 direction have been considered under the Human Rights Act 1998 and it has been determined that the Articles will not be triggered.
50. In consulting upon the introduction of the Article 4 direction the council has had regard to its public sector equality duty (PSED) under s.149 of the Equality Act 2010.
51. The PSED is only one factor that needs to be considered when making a

decision and may be balanced against other relevant factors. The council also took into account other relevant factors in respect of the decision, including financial resources and policy considerations. In appropriate cases, such countervailing factors may justify decisions which have an adverse impact on protected groups

52. The Council has given consideration to all the protected characteristics in the Equality Act 2010 to ensure that any potential impacts of the proposed immediate Article 4 direction on these groups of people have been considered and where possible mitigated (Appendix C).

Health impact statement

53. The Article 4 direction is a legal matter in requiring planning permission first be obtained for the demolition of an existing building. It does not preclude demolition per se, but would allow for a planning condition to confirm the demolition and waste removal process, which could in themselves present health concerns and would require careful control.

Climate change implications

54. The Article 4 direction does not preclude demolition of the building should a reasoned and justifiable case be made, the retention of the existing building as a non-designated heritage asset would also preserve the embodied energy within the building fabric, helping the Council to meet its net zero carbon climate change goals.

Resource implications

55. The notification and public consultation process will not result in resource implications for the staffing of the Department of the Chief Executive. Such undertakings are part of the management of the historic environment and as such will be carried out by the Department's Conservation and Design Team within its existing staffing resources.
56. Other resource implications will be the cost of advertising the Article 4 direction for the purposes of public consultations, which can met within the Department of the Chief Executive's revenue budget. The cost is a standard charge.
57. The Article 4 direction would not generate additional planning casework per se. It would require the need to obtain planning permission for the building's demolition, which would form part of a planning application for the site's development.

Legal implications

58. The legal implications that arise from the Article 4 direction relate to the requirements to undertake statutory consultations as part of the direction-

making process; and in the outcome of the immediate Article 4 direction itself. The latter would legally require the applicant to obtain express planning consent for the demolition of the property prior to the commencement any such works. The Council would consider the case for demolition as part of the application decision-making process, weighing the planning benefits and dis-benefits of the scheme, including heritage. There would be no additional legal implications for the Council beyond these statutory processes.

Financial implications

59. As is noted above, should the local authority refuse planning permission for development that otherwise would have been granted by the GPDO (or grant planning permission but with more onerous conditions than would have the case under the GPDO) the council has a potential liability for compensation. Any compensation may relate either to a depreciation in the value of land or buildings which results from failure to gain planning permission or to abortive expenditure. Therefore, there is a risk that the proposed direction will make the council liable to compensation claims. Because circumstances vary widely, it is not possible to gauge the magnitude of such claims.
60. Any claim for compensation will be dealt with through the council's official complaints procedure and it is anticipated that any award would be contained within the Planning division's budget. This position will be monitored and if the award cannot be contained within existing departmental revenue budgets will be reflected in the council's revenue budget monitoring arrangements for funding from council reserves.
61. Any potential drawdown from council reserves for the payment of compensation claims will be subject to agreement by the relevant cabinet member, or full cabinet in the case of claims over £50,000.
62. Staffing and any other costs connected with this recommendation will be contained within existing departmental revenue budgets.

Consultation

63. Consultations were undertaken as part of the Article 4(1) direction process, complying with provisions set out in the GPDO. Notice of the direction was made by:
 - Local advertisement in the press;
 - Site notices placed outside no. 41 Linden Grove for a period of 6 weeks (27th July to 7th September); and
 - Written notification sent to every owner/ occupier, specifying a period of 21 days in which representations could be made.
64. The council did not received any representations during the six-week period. A request was received from the Secretary of State for additional

information regarding the red-line boundary and justification for the proposal. The information was supplied on 18th October, following which the Secretary of State chose not to comment.

65. As the consultation period has ended and without any representations, the recommendation is to confirm the article, noting that the Planning Committee remains within the statutory 6-month period of the initial direction for its decision-making.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Law and Governance

66. Planning Committee is being asked to confirm an Article 4(1) direction to withdraw the permitted development rights granted by Schedule 2, Part 11, Class B of the GPDO to restrict the demolition of the buildings forming no.41 Linden Grove without planning permission, and to note the equalities analysis annexed to this report.
67. Part 3F of the council's Constitution entitled "Matters reserved for decision by the Planning Committee" at paragraph 3 reserves to Planning Committee any authorisations under Article 4 of the Town and Country Planning Permitted Development Order. This confirms Planning Committee has authority to take the decisions being asked of it.
68. The Equality Act 2010 introduced the public sector equality duty, which merged existing race, sex and disability equality duties and extended them to include other protected characteristics; namely age, gender reassignment, pregnancy and maternity, religion and belief and sex and sexual orientation, including marriage and civil partnership. In summary those subject to the equality duty, which includes the council, must in the exercise of their functions: (i) have due regard to the need to eliminate unlawful discrimination, harassment and victimisation; and (ii) foster good relations between people who share a protected characteristic and those who do not. This report notes the conclusion in the equalities analysis that the Article 4 direction is anticipated to have a positive impact on equalities. The report should however be considered in full.
69. In addition, the Human Rights Act 1998 imposed a duty on the council as a public authority to apply the European Convention on Human Rights; as a result the council must not act in a way which is incompatible with these rights. The most important rights for planning purposes are Article 8 (respect for homes); Article 6 (natural justice) and Article 1 of the First Protocol (peaceful enjoyment of property). It is important to note that few rights are absolute in the sense that they cannot be interfered with under any circumstances. 'Qualified' rights, including Article 8 and the First Protocol, can be interfered with or limited in certain circumstances. The extent of legitimate interference is subject to the principle of proportionality whereby a balance must be struck between the legitimate aims to be achieved by a local planning authority in the policy making

process against the potential interference with individual human rights. In this case it is considered proportionate to remove permitted development rights in order to protect the non-designated heritage asset at 41 Linden Grove.

Strategic Director of Finance and Governance

70. This report is requesting the planning committee to confirm the Article 4(1) direction (Appendix A) to withdraw the permitted development rights for demolition granted by the General Permitted Development Order 2015 (as amended) for the Stables and the Forge. Full details and background is provided within the main body of the report.
71. This report also notes the equalities analysis of the proposed Article 4(1) direction (Appendix C).
72. The strategic director of finance and governance notes that the proposed Article 4 direction may lead to potential compensation claims but it is not possible to gauge the magnitude of such claims. It is noted that any claim for compensation will be dealt through the council's official complaints procedure and sanctioned by the relevant cabinet member under the council's constitution as reflected in the report.
73. It is also noted that any agreed claims for compensation would be contained within the existing departmental revenue budgets where possible before funding from councils reserves are requested.
74. Staffing and any other costs connected with this recommendation to be contained within existing departmental revenue budgets.

Other officers

75. None.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Southwark Local Development Framework and Development Plan Documents	Chief Executive's Department 160 Tooley Street London SE1 2QH	Planning enquiries telephone: 020 7525 5403 Planning enquiries email: planning.enquiries@southwark.gov.uk Case officer telephone: 0207 525 1513 Council website: www.southwark.gov.uk
https://www.southwark.gov.uk/planning-and-building-control/planning-policy-and-transport-policy/new-southwark-plan		

APPENDICES

No.	Title
Appendix A	Sealed Immediate Article 4(1) direction to withdraw Permitted Development Rights granted by Schedule 2, Part 11, Class B of the Town and Country Planning (General Permitted Development) Order 2015 (as amended)

AUDIT TRAIL

Lead Officer	Stephen Platts, Director of Planning and Growth	
Report Author	Richard Craig, Team Leader	
Version	Final	
Dated	28 November 2022	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Law and Governance	Yes	
Strategic Director of Finance and Governance	Yes	
Cabinet Member	No	No
Date final report sent to Constitutional Team / Scrutiny Team		4 January 2023



**TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT)
(ENGLAND) ORDER 2015 (AS AMENDED)**

DIRECTION MADE UNDER ARTICLE 4(1)

WHEREAS the London Borough of Southwark ("the Council") being the appropriate local planning authority within the meaning of article 4(5) of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) ("the Order") is satisfied that it is expedient that development of the description set out in the Schedule below should not be carried out on the land shown edged red in the attached plan as it would constitute a threat to the amenities of the Council's area, unless planning permission is granted on an application made under Part III of the Town and Country Planning Act 1990 (as amended).

NOW THEREFORE the Council in pursuance of the power conferred on it by article 4(1) of the Order hereby directs that the permission granted by article 3 of the Order shall not apply on the said land to development of the description set out in the Schedule below:

THIS DIRECTION is made under article 4(1) of the Order and, in accordance with paragraph 2 of Schedule 3 of the Order, shall come into force with immediate effect from the date of service of notice of this Direction in accordance with paragraphs 2(5) and 1(1)(c) of Schedule 3 of the Order and shall remain in force for six months from that date and shall then expire unless it has been confirmed by the Council in accordance with paragraphs 1(9) and (10) of Schedule 3 of the Order before the end of the six month period.

SCHEDULE

Development consisting of the demolition of a building as comprised within Schedule 2, Part 11, Class B of the Town and Country Planning (General Permitted Development) (England) Order 2015.

1. Made under the Common Seal of the London Borough of Southwark this 27th day of July 2022

Authorised Signatory

K. Reed
KATHARINE REED



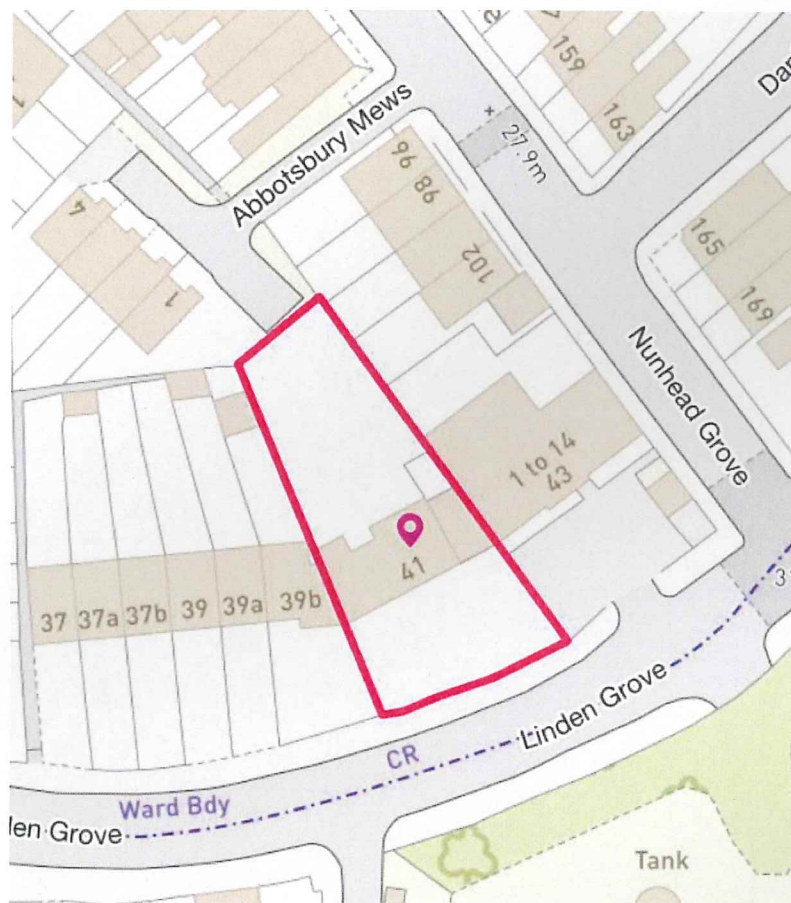
38717

2. Confirmed under the Common Seal of the London Borough of Southwark this _____ day of _____

Authorised Signatory

Annex

Land at no.41 Linden Grove



AUTHORISED
SIGNATORY
W Reed

Item No. 6.	Classification: Open	Date: 17 January 2023	Meeting Name: Planning Committee
Report title:		Development Management	
Ward(s) or groups affected:		All	
From:		Proper Constitutional Officer	

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 planning sub-committees. The matters reserved to the planning committee and planning sub-committees exercising planning functions are described in part 3F of the Southwark Council constitution.

KEY ISSUES FOR CONSIDERATION

5. In respect of the attached planning committee items members are asked, where appropriate:
 - a. To determine those applications in respect of site(s) within the borough, subject where applicable, to the consent of the Secretary of State for Levelling Up, Housing and Communities and any directions made by the Mayor of London.
 - b. 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.

- c. 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.
6. 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.
7. 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 maybe substantial if the matter is dealt with at a public inquiry.
8. The sanctioning of enforcement action can also involve costs such as process serving, court costs and of legal representation.
9. Where either party is felt to have acted unreasonably in an appeal the inspector can make an award of costs against the offending party.
10. All legal/counsel fees and costs as well as awards of costs against the council are borne by the budget of the relevant department.

Community impact statement

11. Community impact considerations are contained within each item.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Law and Governance

12. A resolution to grant planning permission shall mean that the director of planning and growth 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 director of planning and growth 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.
13. A resolution to grant planning permission subject to legal agreement shall mean that the director of planning and growth 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 director of law and governance, and which is satisfactory to the director of planning and growth. 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 director of law and governance. The planning permission will not be issued unless such an agreement is completed.

14. 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.
15. 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. The development plan is currently the Southwark Plan which was adopted by the council in February 2022. The Southwark Plan 2022 was adopted after the London Plan in 2021. For the purpose of decision-making, the policies of the London Plan 2021 should not be considered out of date simply because they were adopted before the Southwark Plan 2022. London Plan policies should be given weight according to the degree of consistency with the Southwark Plan 2022.
16. The National Planning Policy Framework (NPPF), as amended in July 2021, is a relevant material consideration and should be taken into account in any decision-making.
17. Section 143 of the Localism Act 2011 provides that local finance considerations (such as government grants and other financial assistance such as New Homes Bonus) and monies received through CIL (including the Mayoral CIL) are a material consideration to be taken into account in the determination of planning applications in England. However, the weight to be attached to such matters remains a matter for the decision-maker.
18. "Regulation 122 of the Community Infrastructure Levy regulations (CIL) 2010 as amended, provides that "a planning obligation may only constitute a reason for granting planning permission if the obligation is:
 - a. necessary to make 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.

A planning obligation may only constitute a reason for granting planning permission if it complies with the above statutory tests."

19. 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 23 May 2012	Constitutional Team 160 Tooley Street London SE1 2QH	Virginia Wynn-Jones 020 7525 7055
Each planning committee item has a separate planning case file	Development Management 160 Tooley Street London SE1 2QH	Planning Department 020 7525 5403

APPENDICES

No.	Title
None	

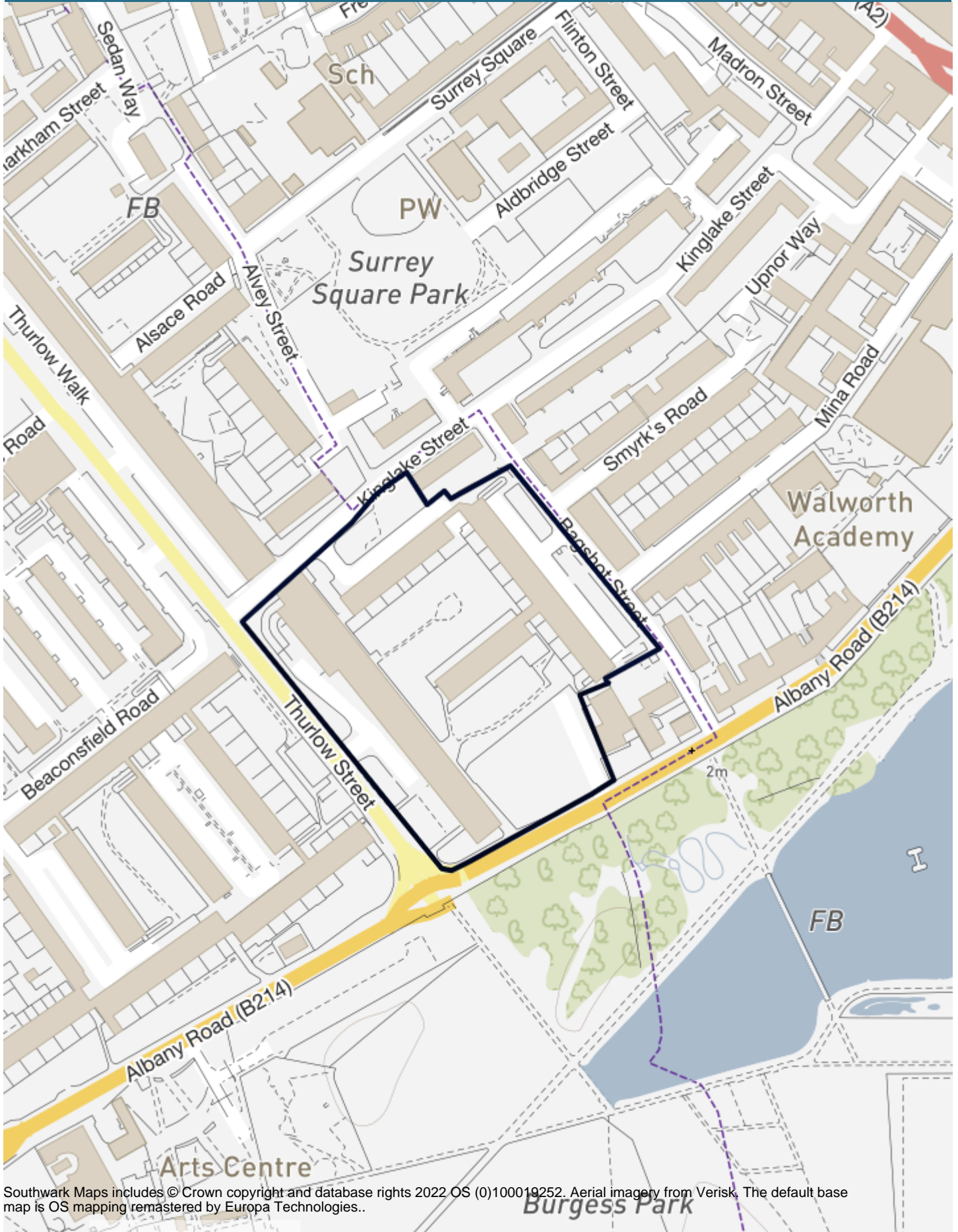
AUDIT TRAIL

Lead Officer	Chidilim Agada, Head of Constitutional Services	
Report Author	Gregory Weaver, Constitutional Officer Nagla Stevens, Deputy Head of Law (Planning and Development)	
Version	Final	
Dated	9 January 2023	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments sought	Comments included
Director of Law and Governance	Yes	Yes
Director of Planning and Growth	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team		9 January 2023



22/A1/2226

Aylesbury Estate Site Phase 2B ,Land Bounded By Thurlow Street And Albany Road And Kinglake Street And Bagshot Street ,London ,SE17



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Item No. 6.1	Classification: OPEN	Date: 17 January 2023	Meeting Name: PLANNING COMMITTEE
Report title:	<p>Development Management: Application 22/AP/2226 for: Full Planning Application</p> <p>Address: Aylesbury Estate Site Phase 2B - Land Bounded By Thurlow Street, Albany Road, Kinglake Street and Bagshot Street</p> <p>Proposal: Demolition of the existing buildings and redevelopment to provide a mixed use development comprising five buildings ranging in height from 5 to 26 storeys with basements, providing a total of 614 new homes (Class C3); flexible floorspace for commercial business and service uses (Class E) and local community and learning uses (Class F1/F2(a)(b) public open space and play space private and communal amenity space formation of new accesses and routes within the site alterations to existing accesses; and associated car and cycle parking; refuse storage and hard and soft landscaping; and associated works.</p>		
Ward(s) or groups affected:	St Giles		
From:	Director of Planning and Growth		
Application Start Date	21.07.2022	Expiry Date	20.10.2022
Earliest Decision Date	13.10.2022	PPA Date	31.03.2023

RECOMMENDATIONS

1. a) That planning permission be granted, subject to conditions, referral to the Mayor of London and the applicant entering into an appropriate legal agreement by no later than 31st March 2023.
2. That the environmental information be taken into account as required by Regulation 26(1) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended); and
3. That the Planning Committee in making their decision has due regard to the potential Equalities impacts that are outlined in this report; and
4. That following the issue of planning permission, the director of planning and growth write to the Secretary of State notifying them of the Decision, pursuant to Regulation 30(1)(a) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017; and

5. That following issue of planning permission, the director of planning and growth place a statement on the Statutory Register pursuant to Regulation 28(1) of the TCP (EIA) Regulations 2017, which contains the information required by Regulation 28 and, for the purposes of Regulation 28(1)(h) being the main reasons and considerations on which the Planning Committee's decision was based shall be set out in the report; and
6. That, in the event that the requirements of (1) are not met by 31 March 2023, that the Director of Planning and Growth be authorised to refuse planning permission, if appropriate, for the reasons set out in Paragraph 276 of this report.

EXECUTIVE SUMMARY

7. This application is for the redevelopment of Phase 2B of the Aylesbury Estate to provide a significant number of new private and affordable homes. The redevelopment would provide 614 new homes with 50% affordable housing on a 76:24 split between social rented and intermediate.
8. The proposed new homes would meet or exceed the quality standards set out in policy and there would be a high level of dual aspect homes. All play space would be provided on site and generous new public spaces would be provided.
9. Carbon emissions would be reduced by 70% above the building regulations which is well in excess of the 35% required by policy and a financial contribution would be secured to achieve net carbon zero status. The development would make use of air source heat pumps to deliver these on-site savings.
10. The development would have minimal impact on existing nearby residents with no significant adverse impacts identified in terms of daylight/sunlight, overlooking, loss of privacy or loss of outlook. Emerging schemes in the area have also been considered and the proposed development would have no detrimental impact on the new developments approved on the adjacent sites.
11. The height, scale and massing of the building is considered to positively respond to the existing and emerging character as well as the expectations of the OPP and would have no adverse impact on adjacent heritage assets. The development is considered to be high quality in terms of design and architecture. The proposed material are robust, contextual and would ensure a quality finish befitting of this important location adjacent to Burgess Park and a prominent site within the Aylesbury Regeneration Area.
12. Transport impacts would be minimal and the development would contribute to transport improvements in the area including contributions towards bus improvements, cycle hire and highways improvements.

Homes	Private Homes	Private HR.	Aff.SR Homes	Aff.SR HR	Aff.Int Homes	Aff.Int HR	Homes Total (% of total)	HR Total
1 bed	161	322	26	52	31	62	33.5%	436

2 bed	199	597	47	180	46	138	47.6%	915
3 bed	9	45	37	185	5	25	8.3%	255
4 bed	0	0	50	300	0	0	8.1%	300
5 bed	0	0	3	21	0	0	0.5%	21
Total and (% of total)	369 (60.1%)	964 (50%)	163 (26.5%)	738 (38.3%)	82 (13.4%)	225 (11.7%)	100%	1927

14.		Existing sqm	Proposed sqm	Change +/-
	Public Open Space	529 sqm	4,030 sqm	+ 3,501 sqm
	Play Space	-	3,202 sqm	+3,202 sqm

15.	CO2 Savings beyond part L Bldg. Regs.	70%	CO2 Savings beyond part L Bldg. Regs.	70%
	Trees lost	28		
	Trees gained	125		

16.		Existing	Proposed	Change +/-
	Urban Greening Factor	Negligible	0.39	+ 0.39
	Greenfield Run Off Rate	713.8 l/s for 1 in 100 yr	35.2 l/s for 1 in 100 yr	- 678.6 l/s
	Green/Brown Roofs	0	3,191 sqm	+ 3,191 sqm
	EVCPS (on site)	0	16	+16
	Cycle parking spaces	0	1,194	+1,194
	Disabled parking spaces	0	21	+ 21

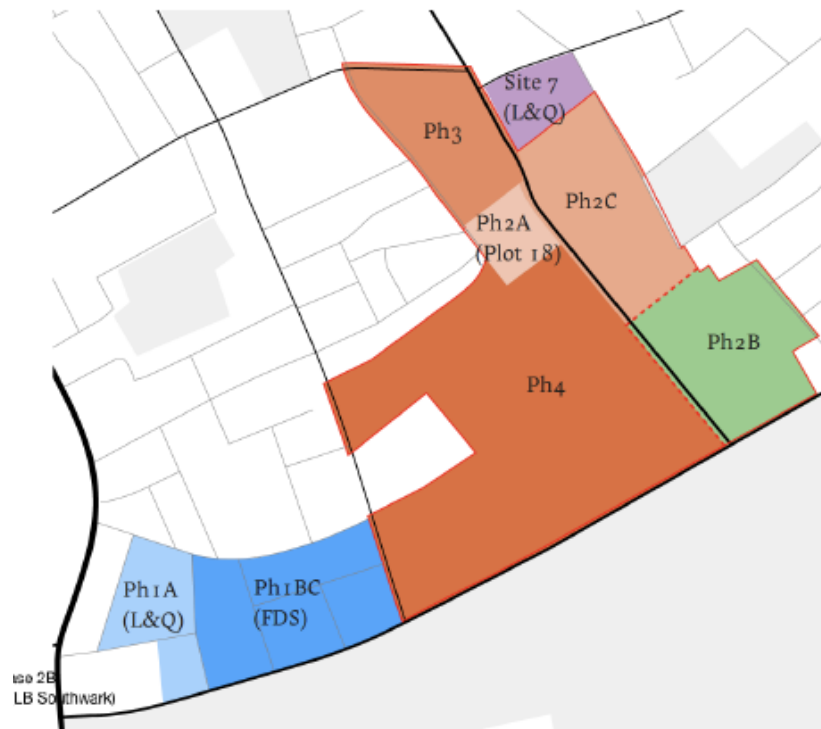
17.	CIL (estimated)	£2,484,335.11
	MCIL (estimated)	£2,406,523.13
	S106	£1,453,069.76

BACKGROUND INFORMATION

18. In August 2015 the Council granted Outline Planning Permission (OPP) under application 14/AP/3844, for the comprehensive redevelopment of the Aylesbury Estate in line with the requirements of the development plan and the aspirations of the Aylesbury Area Action Plan (AAP). This approval was for the phased redevelopment to provide a mixed use development of up to 2,745 residential units, employment, retail and community floor space. The Outline Planning Permission created the framework to transform the Aylesbury Estate through the demolition of the existing poor quality housing and redevelopment to provide high

quality mixed tenure housing, public open spaces and new community/work spaces all clearly linked into the surrounding streets, helping to create a sustainable and inclusive neighbourhood.

19. The initial phases of the regeneration of the Estate have commenced following the grant of outline permission for the wider estate. The OPP was approved alongside a detailed planning application (reference 14/AP/3843) to redevelop the site bounded by Portland Street; Albany Road; Westmoreland Road; and Bradenham Close, known as the First Development Site (FDS). The FDS represents the first phase of the comprehensive regeneration of the Aylesbury Estate (known as the Aylesbury Regeneration) and would provide up to 842 homes albeit the Council Planning Committee resolved to approve an application to increase this provision to 902 homes on 19 December 2022.
20. The OPP granted permission to the principle of the proposal including the upper and lower limits of development and the areas where new access points will be situated. The purpose was to move towards a more detailed outline planning permission that covers specific elements at a later stage. These later stages are called 'reserved matters' and in the case of the OPP they included:
 - Access
 - Appearance
 - Landscaping
 - Layout
 - Scale
21. The OPP divided the site into development phases (Phase 2A, 2B, 2C, 3 and 4). Phase 2A, known as Plot 18, was the first phase of the OPP to commence development and reserved matters were approved in December 2016 under planning reference 16/AP/2800. This approval was for 122 residential units (C3), retail (A1/A3/A4) and a community facility (library D1) in a part 15, part 7 and part 4/6 storey building known as the North Block. The approval also included a health centre (D1) and early years facility (D1) in a 4 storey (plus basement) building known as the South Block.

Image – Phasing plan

22. Development plan policy has changed significantly since the approval of the OPP and there is now an increased demand on the scheme to deliver increased levels of affordable housing in line with the objectives of the London Plan and the Southwark Plan. Of particular relevance is Policy H8 of the London Plan which requires that the demolition of existing affordable housing be replaced by an equivalent amount of affordable housing floorspace.
23. The applicant considers that there are a number of issues that compromise the ability to successfully deliver the proposals for this phase as previously conceived in the OPP. These include both the deliverability of the phases within the masterplan (in terms of the speed at which construction can commence) and the policy requirement for the re-provision of existing affordable floorspace, which cannot be accommodated within the approved masterplan parameters (such as scale, height and massing).
24. As such the current application is a standalone planning application as opposed to a reserved matters application and is submitted in full detail and separate to the OPP despite being located within the masterplan area. The application site mainly constitutes the Phase 2B plot of the OPP albeit with a slight overlap onto Phase 2C. The OPP assumed that an indicative provision of approximately 490 residential units and 3,900 sqm of public open space would be delivered on Phase 2B.
25. Whilst the application is submitted as a standalone application, reference will be made throughout the report, to the OPP which remains a material consideration.

Effect on the Outline Planning Permission (OPP)

26. The Supreme Court recently gave judgment in the *Hillside* case. The *Hillside* Judgement considered the relationship between successive grants of planning permission for development on the same land, and about the effect of implementing successive planning permissions on land on which an existing planning permission had already been granted. The issue in question was whether it was possible to rely on and further develop out a planning permission (A) if development had been carried out pursuant to a subsequent planning permission (B) on the same site. The judgement confirmed the following:
- It is generally possible to implement two (or more) permissions for the same site provided that works carried out pursuant to one permission (A) do not render it physically impossible to carry out the development authorised by the other permission (B).
 - A planning permission (A) does not authorise development if as a result of carrying out of development pursuant to a planning permission (B) it becomes physically impossible to carry out the development in respect of planning permission (A).
 - The test of physical impossibility is subject to any inconsistencies between planning permission (A) and planning permission (B) being material.
 - Where physical impossibility exists, the reason why further development carried out in reliance on the permission (A) is not permitted is simply that the development is not authorised by the terms of the permission (A), with the result that it does not comply with section 57(1) of the Town & Country Planning Act 1990.
 - An exception to physical impossibility principle is where planning permission A contains clear express provision making parts of the development authorised by planning permission A severable from other parts of the development authorised by planning permission A. The *Hillside* Judgement mentions this concept only briefly and does not specifically consider the position with phased outline permissions.
27. In the context of Aylesbury the main issue for consideration would be if the OPP could still be fulfilled in the context of a “drop in” application on Phase 2B being approved.
28. The original permission in *Hillside* was a detailed planning permission where the development form was specifically set out in the plans approved as part of that original planning permission. The subsequent implementation of the later permissions, led to development being constructed in positions where it made the earlier development approved by the original planning permission physically incapable of being carried out.
29. Unlike the case referenced in the *Hillside* judgement, the OPP is a phased development, approved in outline only. The approval of a standalone application on Phase 2B, outside the parameters of the OPP would not render the remainder of the OPP undeliverable. In essence Phase 2B can be severed from the OPP and this would only take place at the point at which any permission issued for a discrete application on Phase 2B is implemented. The building extents for Plot 2C are maximum extents and as such any reserved matters application can be

designed to take account of Phase 2B whilst still remaining entirely within the approved parameters of the OPP.

30. The applicant has indicated that they intend to submit a non-material amendment (S96A) application in order to formalise the severable nature of the OPP and this would be submitted and completed prior to issuing any consent on this site. Officers would have no objection to this amendment as it would not alter the terms of the OPP and would confirm the ability to sever phases to deliver them independent from the OPP in order to better reflect the changing policy landscape since the OPP was first approved. For the purposes of the current application, officers can confirm that any independent approval issued For Phase 2B would not hinder the ability to deliver the OPP nor would it affect the legality and status of the OPP as a consent.

Site location and description

31. The application site measures approximately 2.72 hectares and occupies the space allocated as Phase 2B of the Aylesbury Estate Regeneration and the OPP. The site has frontages onto Kinglake Street to the north, Bagshot Street to the east, Albany Road to the south and Thurlow Street to the west. There are currently four linear housing blocks on the site that range in height from six to 14 storeys. These blocks are Padbury, Ravenstone, Wendover and Winslow. All blocks are residential in nature although Wendover accommodates a Learning Centre, music room and some ancillary offices.

Site location



There are 373 existing dwellings on the site, of which 327 are social rented, and there is approximately 529sqm of public open space. Of the 373 existing units on site, approximately 60 are occupied (10 are leaseholders and the rest are tenants) with the Council in the process of rehousing residents within the FDS.

The majority of the site has a Public Transport Accessibility (PTAL) rating of 4 and is considered to be in a sustainable location. There are a number of bus stops along Thurlow Street and Albany Road which lie adjacent to the site. The site is located approximately 1.2 miles east of Kennington Underground station (Northern line), and approximately 1 mile to the south of Elephant & Castle Underground Station (Bakerloo and Northern lines) and Elephant and Castle Rail Station (Thameslink). Thurlow Street has been identified as forming part of the Southwark Spine cycle route which is being delivered by the Council.

Images of application site



1. A view north from Kinglake Street to the existing buildings



2. Plot 18 seen from Thurlow Street



3. A view east along Kinglake Street towards the Kinglake Estate



4. Thurlow Street from Albany Road, a wide tree-lined street.



5. Some of the large mature London Plane trees on Thurlow Street.



6. A view south along Thurlow Street.

Surrounding Area

The Aylesbury Estate lies directly to the north of Burgess Park which is designated as a Site of Importance for Nature Conservation (SINC) and Metropolitan Open Land (MOL). The park contains many facilities including restaurants, leisure (tennis courts and BMX track), pond and amenity/play spaces. Approximately 135 metres to the north/north east of the site is Surrey Square Park which is designated as a SINC and Borough Open Land.

The surrounding area is predominantly residential in nature, with buildings ranging from two to ten storeys in height. There are some retail units on Bagshot Street and further retail to the north on East Street. Larger retail facilities are provided on Old Kent Road to the east and Walworth Road to the west.

Sharing a boundary with the south east corner of the site is the Approved Premises Facility which replaces a similar facility on the FDS, known as Ellison House, which was relocated to allow redevelopment of the FDS to take place.

Details of proposal

32. Planning consent is sought for the demolition of the existing buildings and redevelopment to provide a mixed use development. The development would comprise of five buildings that would range in height from five to 26 storeys (with basements). This would provide a total of 614 new homes (Class C3); flexible floorspace for commercial business and service uses (Class E) and local community and learning uses (Class F1/F2(a)(b)).

Site layout

33. The main boundaries of the site would be Albany Road, Bagshot Street, Kinglake Street and Thurlow Street. The site would then be divided laterally by Mina Road and medially by Alvey Street and Heywood Street. Two new open spaces would be created, Thurlow Square fronting onto Thurlow Street and Bagshot Park located on the eastern site boundary on Bagshot Street. Bagshot Park would accommodate a new MUGA.

Image - Proposed development

34. The applicant has developed the proposal based upon the following design principles:

- Heights: A range of building heights are proposed across the site, ranging from 4 to 25 storeys. The tallest building is located on the corner of Albany Road and Thurlow Street as a gateway building next to Burgess Park.
- Typologies: The proposal will incorporate a mixture of maisonettes and flats, with a total of 122 maisonettes and 492 flats. The maisonettes will either be two or three-storey dwellings with front doors accessed directly from the street or from a communal access gallery.
- Dual Aspect: All 2 bed+ units are dual aspect, which is a total of 454 units (74% of the total number of units).
- Materials: All buildings include a palette of red/brown brick and light precast concrete elements to ensure that the proposals will form a cohesive neighbourhood.
- Private Amenity: Private amenity is provided through private rear gardens for ground floor homes and balconies for those at upper floors. The rear gardens will face onto secure communal amenity spaces, with separation and privacy provided by hedges. Front gardens are proposed to provide a buffer between the public realm and ground floor units and will comprise either hedges or railings with a paved front garden.

Block 4A

35. Block 4A would be located on the corner of Thurlow Street and Albany Road and would extend northwards along Thurlow Street and then eastwards along Mina Road. Block 4A would comprise a 26 storey tower which would be positioned on the corner of Albany Road and would then step down to a mansion block which would be nine storeys on Thurlow Street (seven storeys with a two storey set

back) and six storeys on Mina Road. A total of 209 homes would be provided in Block A (168 in the tower and 41 within the mansion block). The basement of the tower would accommodate an energy centre that would serve the needs of the whole development. Amenity space would be provided in a large communal courtyard that would be shared with Block 4D with which Block 4A would form a perimeter block.

Block 4B

36. Rising to five storeys and accommodating 24 flats and maisonettes, Block 4B would also follow a mansion block architectural style. This U shaped block would be located on the junction of Bagshot Street and Albany Road with the main access being from Mina Road. The south facing communal courtyard would incorporate doorstep play.

Block 4D

37. Block 4D would be a C shaped residential block rising to seven storeys and forming a perimeter block with Block 4A. Communal amenity space would be provided in the courtyard shared with 4A. A total of 88 homes (maisonettes at ground and flats above) would be provided in Block 4D and the basement would accommodate cycle parking, plant and wheelchair accessible parking.

Block 5A

38. Located on Thurlow Street to the north of Block 4A and Mina Road, Block 5A would be formed of a perimeter block with a raised podium courtyard. The building would rise to nine storeys on Thurlow Street, seven storeys on Alvey Street and six storeys on Kinglake Street. A total of 250 new homes would be provided (maisonettes and flats) alongside undercroft parking. The ground floor of the building facing onto Thurlow Square (created by the development) would accommodate two commercial units.

Block 5C

39. Block 5C is a six storey u shaped block in the north east corner of the site that would be bounded by the new Bagshot Park to the south and Kinglake House to the north. Block 5C would provide 43 new homes in the form of maisonettes and flats. A communal courtyard garden would be provided to the rear of the building in addition to a roof terrace.

Schedule of accommodation

40. The development would provide the following accommodation:

Homes	Private Homes	Private HR.	Aff.SR Homes	Aff.SR HR	Aff.Int Homes	Aff.Int HR	Homes Total (% of total)	HR Total
1 bed	161	322	26	52	31	62	218 (33.5%)	436
2 bed	199	597	47	180	46	138	292 (47.6%)	915

3 bed	9	45	37	185	5	25	51 (8.3%)	255
4 bed	0	0	50	300	0	0	50 (8.1%)	300
5 bed	0	0	3	21	0	0	3 (0.5%)	21
Total and (% of total)	369 (60.1%)	964 (50%)	163 (26.5%)	738 (38.3%)	82 (13.4%)	225 (11.7%)	614 (100%)	1927

41. A total of 79 car parking spaces would be provided as part of the development, including 21 accessible spaces. In terms of cycle parking, a total of 1,194 cycle parking spaces would be provided including 1,124 long stay spaces and 70 visitor spaces.

Public consultation

42. Neighbour consultation was undertaken by sending 971 consultation letters to surrounding homes. A total of 19 representations were received from neighbours and local groups (including Friends of Burgess Park) objecting to the proposed development. Three representation offering support for the development were received. These representations are summarised below:

43. Support

- Exactly what the area needs
- New retail facilities and commercial spaces are positive.

44. Objection

Amenity impact

- Loss of privacy and overlooking to Burgess Park.
- The park would be impacted by the development as a result of having a tall building on its boundary.
- Burgess Park will become too busy
- There would be a loss of trees.
- There would be a loss of open space.
- Increased light would affect the park.
- New planting appears to cover less area than existing.

45. *Design issues*

- The development is too high and out of context with its surroundings.
- The scheme would be overdevelopment.
- The scheme would be over dense as a result of the excessive height.
- The excessive height will have a negative impact on heritage assets and Burgess Park.
- The buildings are taller than those envisaged by the AAAP.
- The development would not provide green fingers.

- The scheme does not reflect the heritage of the area.
- The scheme of a poor design.
- The plans do not improve connectivity and integration.
- Facilities should be made available to the whole community.

46. *Housing*

- There is a lack of affordable housing.
- The loss of housing including social housing should be refused.
- The development would drive up house prices.

47. *Sustainability and infrastructure*

- Transport would be impacted by the increase in number of homes.
- The demolition would release carbon.
- The buildings should be refurbished.
- The scheme does not meet Biodiversity Net gain requirements.
- All green spaces should receive at least 6 hours per day of sunlight for healthy plant growth and to provide reasonable mental health benefits.
- Proposed green spaces are also more broken up between buildings, and much more heavily shaded than the old spaces.
- The new hard surface MUGA is taking up a large area coloured green and is misleading.
- Bagshot Street should be made a green finger.

48. *Transport*

- The development would put pressure on public transport.
- The development will result in increased parking pressures.
- Insufficient cycle parking is being provided.
- Mina Road should be upgraded along its full length.
- New roads should not be provided.
- Building new roads is startling, violent and abusive.
- The development would encourage car use.
- The recommendation of mitigating flooding by using porous material for pavement, driveways and constructions is not implemented here either. No proper water conservation and management is included.

Friends of Burgess park

- 49.
- The height of the tower will set the scene for the emerging development context, and the cumulative impact of tall and taller towers along Albany Road. The cumulative impact will be to the detriment of Burgess Park.
 - The UGF is not compliant and should be increased.
 - The tower is too tall and affects views from the park.
 - The height of the tower deviates from the site allocation which is for 15 to 20 stories. The tower is out of keeping with the surrounding blocks and not in keeping with the policy of the Southwark Plan.
 - Proposed green spaces are also more broken up between buildings, and much more shaded than the old spaces.
 - All green spaces should receive at least 6 hours per day of sunlight for healthy plant growth and to provide reasonable mental health benefits.

- In addition, the new hard surface MUGA is taking up a large area coloured green is misleading.
- The plan does not fulfil the requirement for green fingers.
- The application does not demonstrate how Thurlow Street would be made a better place to cycle nor how improvements would be made to the Southwark Spine.
- Safe alternative routes around Burgess Park must be established as part of the Aylesbury redevelopment. It will be some time before the planned East/West route is completed, progress is needed more quickly on Albany Road improvements for cycling.
- The play provision on the 2b site needs to be seen in the wider context of play across the Aylesbury and Burgess Park. The new MUGA is welcome as part of the Bagshot Park. However, there is also loss of play on Kinglake, loss of MUGA in Burgess Park, other MUGAS will be removed on Aylesbury and overall the amount of green space will decrease.
- Informal play opportunities across the site would encourage walking and support play across the area. Urban games such as parkour and table tennis could work well. Play and leisure provision is not only for children. These facilities need to be included into the area.
- All play facilities should be accessible to the community.

50. Friends of Burgess Park also request the following conditions:

- Light and noise from the tower block balconies should be minimised by their design.
- Bat bricks and swift bricks should be installed into the developments.
- Additional tree planting in Burgess Park along view lines.
- Economic training and apprenticeship schemes should include biodiversity, ecology and horticulture there is a shortage of these skills and potential opportunities for local employment and social enterprise in maintenance contracts.
- Cycling improvements to Thurlow Street and Albany Road.

KEY ISSUES FOR CONSIDERATION

Summary of main issues

51. The main issues to be considered in respect of this application are:

- Principle of proposed development in terms of land use, including departure from policies to protect preferred industrial locations
- Environmental impact assessment
- Design, including building heights and impacts of tall buildings on local views
- Impact on heritage assets
- Trees and landscaping
- Ecology
- Density
- Affordable housing
- Mix of dwellings

- Wheelchair accessible housing
- Quality of accommodation
- Impact of proposed development on amenity of adjoining occupiers and surrounding area
- Transport
- Air quality
- Flood risk
- Sustainable development implications
- Fire safety
- Digital Connectivity
- Archaeology
- Planning obligations (S.106 undertaking or agreement)
- Mayoral and borough community infrastructure levy (CIL)
- Community involvement and engagement
- Community impact and equalities assessment
- Consultation responses from external and statutory consultees
- Human rights

These matters are discussed in detail in the 'Assessment' section of this report.

Legal context

52. Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires planning applications to be determined in accordance with the development plan, unless material considerations indicate otherwise. In this instance the development plan comprises the London Plan (2021) and the Southwark Plan (2022). Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires decision-makers determining planning applications for development within Conservation Areas to pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Section 66 of the Act also requires the Authority to pay special regard to the desirability of preserving listed buildings and their setting or any features of special architectural or historic interest which they possess.
53. There are also specific statutory duties in respect of the Public Sector Equalities Duty which are highlighted in the relevant sections below and in the overall assessment at the end of the report.

Planning policy

54. The OPP was determined on the basis of the Aylesbury Area Action Plan (AAP). The AAP has been superseded by the Southwark Plan 2022 however, where appropriate, the Southwark Plan policies make specific reference to the Aylesbury Action Area Core and as such largely reflect the policy requirements of the AAP. Direct reference to the AAP will be made throughout this report where necessary, in order to provide context to the previous decisions that were taken on several policy issues.
55. The statutory development plan for the Borough comprises the London Plan (2021) and The Southwark Plan (2022). The National Planning Policy Framework (2021) constitutes material considerations but is not part of the

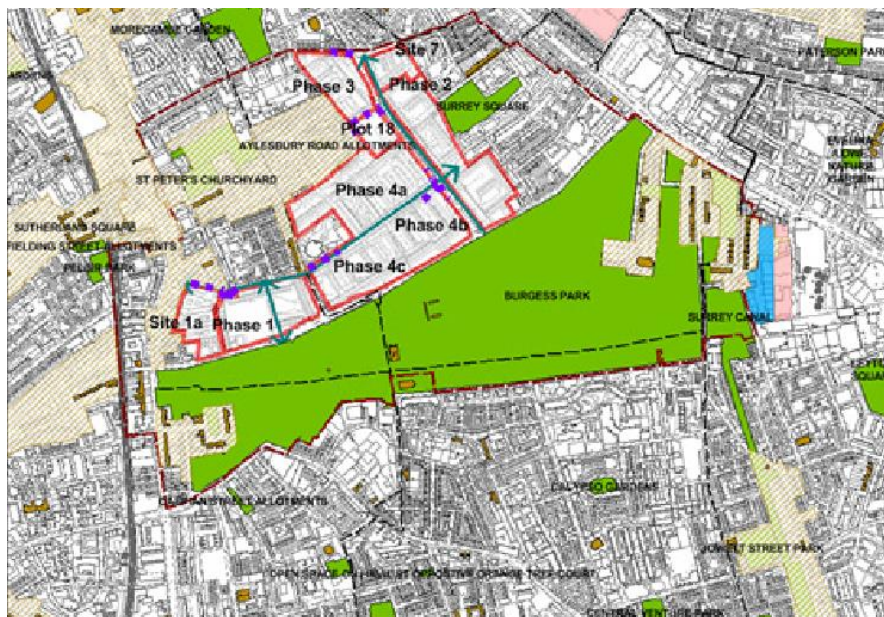
statutory development plan. A list of policies which are relevant to this application is provided at Appendix 2. Any policies which are particularly relevant to the consideration of this application are highlighted in the report.

Policy designations

56. The site is located within the:
- Air Quality Management Area;
 - Urban Density Zone;
 - Aylesbury Action Area Core
 - Flood risk zone 3
57. There are no statutorily listed buildings on the site, nor is the site located in a Conservation Area. The nearest listed buildings are:
- Former Fire Station Old Kent Road (Grade II); and
 - 20-54 Surrey Square (Grade II including railings and raised pavement).
58. The nearest Conservation Areas are:
- Liverpool Grove (250 metres north west);
 - Coburg Road, Trafalgar Avenue and Glengall Road (320m south east);
 - Walworth Road (620 metres west); and
 - Addington Square (800 metres south).

Site allocation NSP01

59. The Aylesbury Estate benefit from a site allocation in the Southwark Plan. The extract below from the NSP01 allocation illustrates the Aylesbury Action Area Core which forms the basis of the allocation site area.



60. NSP01 sets a minimum residential capacity for the Aylesbury Action Area Core of 4,200 homes and states that redevelopment of the estate must:

- Increase the provision of new homes, including the re-provision of at least 2,249 social rented homes;
 - Provide employment space (minimum of 600m²), retail, community and leisure uses (up to 6,500m²), flexible retail or workspace (minimum of 600m²) to complement existing shops at the junction of Thurlow Street and East Street;
 - Provide new open space (30,000msqm).
61. The estate is undergoing significant regeneration to provide mixed use development, centred on the re-provision of new homes with a range of tenures that will attract existing residents to stay and welcome new residents. Redevelopment will come forward in four phases as indicated in the site allocation. Through better urban design and architecture this will enable higher densities to be achieved and will bring more people to live in the action area core, whilst at the same time improving the quality of residents' living conditions and the environment.

ASSESSMENT

Principle of the proposed development in terms of land use

62. The NPPF makes it clear that delivering a significant number of new homes is a key priority for the planning system and promotes the use of suitable land within settlements and support for the development of underutilised sites especially where this would meet identified housing needs where supply is constrained. London Plan Policies GG4 and H1 reinforce the importance of delivering new homes, setting a 10 year target of 23,550 new dwellings for Southwark. The Southwark Plan policies reiterate the importance of delivering significant numbers of new dwellings. The Southwark Plan has identified capacity to meet the London Plan target of 23,550 by 2028.
63. Together with the rest of the Aylesbury Estate, the application site is subject to Southwark Plan site allocation NSP01 – Aylesbury Action Area Core. The site allocation, which covers the entire Aylesbury Estate, seeks the delivery of a minimum of 4,200 new homes across the Action Area Core. As such, it is clear that development plan policy still supports the provision of new homes on this site. The principle of a large scale, high density housing development has been accepted through the OPP and this remains a material consideration.

Provision of non-residential floorspace

64. The site currently accommodates 480sqm (GIA) of non-residential floorspace that comprises office space, a learning centre and a music room. The proposed development would provide 414sqm of flexible commercial business and service uses (Class E) and local community and learning uses (Class F1/F2(a)(b)).
65. It is noted that this would be a 66sqm reduction on the current provision however it is important to note that the site allocation does not protect commercial, leisure or learning floorspace in situ. Instead, the site allocation sets out the estate wide

requirements and that redevelopment of the estate is expected to provide new retail, community and leisure uses. The site allocation takes in the whole Aylesbury Action Area Core and requires a minimum of 600sqm of employment space; up to 6,500sqm of retail, community and leisure uses; and a minimum of 600sqm of flexible retail or workspace.

66. It should be noted that Phase 2A (Plot 18) is nearing completion and accommodated 225sqm of retail space; 889sqm of Class F space (formerly Class D) which included a library, a stay and play facility, public meeting rooms, Creation Trust offices and an afterhours facility. Plot 18 also provided a 3,880sqm health centre and a 947sqm Early Years facility.
67. Phase 2C, Phase 3 and Phase 4 of the OPP are still to come forward for redevelopment and are much larger in terms of area than the earlier phases. Officers consider that the flexible floorspace proposed as part of the current Phase 2B application, in addition to the re-provision secured to date on earlier phases of the OPP (such as Plot 18 outlined above) is such that the NSP allocation requirements will be fully delivered as part of the estate wide redevelopment.

Land use conclusion

68. Overall, the proposed development is acceptable in land use terms. It would provide a significant uplift in homes, including affordable homes which would meet the requirements of the site allocation (NSP01) of the Southwark Plan as well as complying with the housing policies of the Southwark plan and the London Plan. The provision of flexible commercial and leisure/community space is also supported and would contribute to meeting the site wide requirements of the site allocation. The contribution towards housing in the borough is noted as a significant positive aspect of the proposal.

Environmental impact assessment (EIA)

69. Environmental Impact Assessment is a statutory procedure that provides for a process assesses and reports upon the beneficial and adverse (positive and negative) environmental effects of development projects. The proposed development falls within Schedule 2, Category 10(b) 'Urban Development Project' of the EIA Regulations 2017 and constitutes EIA development having regard to its potential for likely significant environmental effects.
70. Regulation 3 of the EIA Regulations precludes the granting of planning permission unless the Council has undertaken an Environmental Impact Assessment, taking account of the environmental information, which includes the ES, any further information, any representations made by consultation bodies, and any other person, about the environmental effects of the development.
71. In accordance with the EIA Regulations, an Environmental Statement (ES) comprising a Non-Technical Summary, Environmental Statement and Technical Appendices accompanies the application. That information has been taken into account. Officers are satisfied that the ES is up to date and that the effects described in the ES properly identify the likely significant effects of the proposed development on the environment.

Alternatives

72. The EIA Regulations require the ES to provide information on the alternative options considered by the applicant and this includes a 'Do Nothing' scenario. It is stated by the applicant's consultants and accepted by officers that the 'Do Nothing' alternative would leave the application site in its current state. It should be noted that it has also been established in the Southwark Plan that the site represents an opportunity to redevelop the Aylesbury Estate to provide new and improved housing.
73. The 'Do Nothing' scenario is considered to have no environmental benefits compared with the proposed redevelopment of the site as the 'Do Nothing' scenario would leave a sustainable, brownfield site in inner London under used and would not bring forward the various benefits associated with development such as improved public realm, improved housing, new public space, improved legibility and connectivity.
74. No alternative sites or locations have been considered for the proposed development as the site benefits from a site allocation and policy support to deliver a strategic development in this location. Additionally there is an extant consent on the site to redevelop it for housing.
75. The ES also describes the design evolution of the scheme which has been influenced by environmental factors, particularly townscape and heritage; LVMF Views; wind; daylight, sunlight and overshadowing; water resources, air quality and transport. As such, the final version of the scheme has been designed having full regard to the constraints and opportunities presented by the site as well as issues raised during the process.

Cumulative impacts

76. The ES considers cumulative effects arising from the proposed development in combination with other surrounding consented and planned developments and where relevant these effects are discussed further in the topic specific chapters later in the report.
77. A detailed assessment of the likely potential and residual impacts of the scheme is provided in the relevant sections of this report, taking into account the ES and the material planning policy considerations. In summary, officers are satisfied that the ES is adequate to enable a fully informed assessment of the environmental effects of the proposal.

Design quality

78. The NPPF stresses that good design is a key aspect of sustainable development and is indivisible from good planning (paragraph 124). Chapter 3 of the London Plan seeks to ensure that new developments optimise site capacity whilst delivering the highest standard of design in the interest of good place making. New developments must enhance the existing context and character of the area, providing high quality public realm that is inclusive for all with high quality architecture and landscaping.

79. The importance of good design is reinforced in the Southwark Plan. Policies P13 and P14 require all new buildings to be of appropriate height, scale and massing, respond to and enhance local distinctiveness and architectural character; and to conserve and enhance the significance of the local historic environment. Any new development must take account of and improve existing patterns of development and movement, permeability and street widths; and ensure that buildings, public spaces and routes are positioned according to their function, importance and use. There is a strong emphasis upon improving opportunities for sustainable modes of travel by enhancing connections, routes and green infrastructure. Furthermore, all new development must be attractive, safe and fully accessible and inclusive for all.
80. Site allocation NSP01 assumes redevelopment at a higher density than the existing estate and covers the estate as a whole. The application relates to a discrete proposal within the former consented Aylesbury Masterplan - a hybrid application with Outline permission for the Masterplan and the First Development Site (FDS) in detail. The proposal relates to a site that extends from Thurlow Street on the west to Bagshot Street on the east and Albany Road in the south to Kinglake Street in the north. The proposal is for a stand-alone application adopting the main urban design principles embedded in the outline permission but delivering them in a new form and at an increased density as required by the London Plan - adopted after the outline permission was consented.

Urban design (height, scale, massing and arrangement)

81. The urban layout for this stand-alone phase of the Aylesbury plan is rooted in the main principles of the consented Masterplan in the Outline permission. These urban design principles include: the emphasis on streets and routes through the creation of perimeter blocks; the delivery of a park and green 'fingers' on the main north-south routes; and the placement of tall buildings at key junctions facing onto Burgess Park. In this way the discrete area defined by this phase of development has been divided into four development 'plots' arranged around two new routes.

Image – Outline permission and proposed development (layout)



OUTLINE PLANNING PERMISSION

- Taller mansion blocks facing Thurlow St and 5-6 storey buildings facing Bagshot Street.
- The 'district landmark' is developed on the SW corner of plot 4A.



PHASE 2B PROPOSAL

- Taller mansion blocks facing Thurlow St and 5-6 storey buildings facing Bagshot Street.
- The 'district landmark' is developed on the SW corner of plot 4A.



82. The public realm is the defining feature of the development. Structured around two new tree-lined routes a new public space and a new public park the public realm is generous and helps to stitch this part of the city back into the surrounding streets and neighbourhoods. It is a framework that distinguishes the public from

the private spaces and places and ensures that the development is legible and accessible to those who live and visit this part of Southwark. Blocks have been designed with landscaped courtyards at the centre and the public spaces optimise the retention of existing high quality mature trees.

Image – Plot extents and routes



83. The first route that defines this urban layout is an east-west route connecting Thurlow Street to Bagshot Street leading to Mina Road. This not only extends established roads and routes across and through the estate and offers direct access between Thurlow Street and the Old Kent Road beyond. The second route is a north-south connection that extends Haywood Street to Kinglake Street and the 'Green Link' at Alvey Street. These two routes not only give the layout, feel and scale of a normal city blocks but also couples urban connectivity and accessibility with the natural surveillance offered by the new perimeter block design.
84. The four plots are further defined by two generous areas of landscape, a pocket park and public space on Thurlow Street, and a new urban park at the eastern

edge of the site on Bagshot Street. These two landscaped spaces, not only capitalise on established mature trees ensuring their retention as part of the new development, but also help to define this place around substantial green infrastructure with all the benefits that flow from it. These new green places establish new foci around which the new homes will cluster and, located as they are on public routes will also offer safe and accessible public spaces for the whole neighbourhood, not just the residents of the new estate.

GROUND FLOOR PLAN



85. The arrangement of the urban design is sensible and, in the cases of sub-plots 4A/D and 5A defined entirely by new designed perimeter blocks. The perimeter block in sub-plot 4A/D is defined by two C-shaped block that combine to define a central landscaped courtyard with open ends leading to Albany Road and Bagshot Park to offer future residents good access to nearby places and the security of a resident's garden for their own use. The arrangement was defined by high quality mature trees planned for retention. On sub-plot 5A the perimeter block is designed as an articulated square, set-back on Thurlow Street to create the landscaped public square and with an open route to the centre and landscaped resident's garden.



A view south along Thurlow Street towards Thurlow Square and plot 4A.

86. In the cases of 4B and 5C the new 'U' and 'C'-shaped blocks respectively combine with existing buildings to complete new perimeter blocks. The U-shaped building proposed for sub-plot 4B combines with Domville Court and the APF to define a perimeter block facing Bagshot Park and with a south-facing communal garden at its centre. On sub-plot 5C the proposed C-shaped block transforms the Faversham House car park and adjacent land into a new communal garden, children's play space and parking court with primary frontages onto Haywood and Bagshot Street and a façade that faces onto Bagshot Park.
87. The urban form and layout have been carefully considered by Officers and designers, including a return visit to the DRP before they were finalised. The urban design of the Application optimises public spaces and has the feel of a neighbourhood, knitting back to established routes and links defined by the two generous landscaped gardens at its core. The height of the proposed blocks flows from the outline permission which established certain height parameters for this eastern end of the consented Masterplan. Perimeter blocks range from six to seven storeys in height at the core of Phase 2B rising to nine storeys high on the Thurlow Street frontage. At the corner of Thurlow Street and Albany Road where the Masterplan envisaged a concentration of height, a single corner tower is proposed set at 26 storeys. At the eastern edge of the site, where the new plan abuts the existing townscape of Bagshot Street, the blocks step down five and four storeys to reflect the established heights of the existing Domville Court and Faversham House that will bookend the proposals.



A view south towards Thurlow Square and plot 4A.

88. In terms of massing the new perimeter blocks are defined by modern deck-access apartments that not only allow for a high level of dual aspect homes but also ensure that the blocks are relatively narrow to optimise the communal garden space at the centre of each sub-plot. In this way landscaped courts for residents have been designed into the centre of each sub-plot offering communal gardens for residents in addition to the public park and square nearby. The configuration of blocks into mansion-style building with generous deck-access spaces ensure that the development has a human scale and massing that will encourage neighbourliness and communal interaction.
89. In urban design terms the proposal meets and exceeds the expectations of policy establishing a natural arrangement of blocks and spaces that respond to established routes and links as well as the urban hierarchy of the place. In this way the proposals amplify the principles of the consented outline and establish a sense of place that is fitting for this new neighbourhood built around generous sunlit landscaped spaces and places. The emphasis on the east-west routes in addition to the north-south connections ensures that the new Aylesbury will offer connections to the emerging Old Kent Road area in the same way that the original proposals prioritised the north-south links to the Elephant and Castle Area.
90. The proposal is an intricate and well-conceived piece of urban fabric that has been arranged to stitch in with existing streets, places and spaces naturally. The

urban form is legible and human in scale with highly articulated block that are of a scale and height appropriate to their urban setting. The emphasis on open spaces, places and routes that are accessible to all will ensure the landscape and retained mature trees will be the centre-piece of this new neighbourhood. Officers are satisfied that the form of the development reflects the urban character and scale of the existing context and in this way complies fully with the council's policies on urban design and place.



A view north to the gable of plot 5A2.

Architectural design (fabric, function and composition)

91. The approach to architectural design has been curated by the Masterplanners who have worked in collaboration with four other architects and a specialist Landscape Architect across the application site. Each firm of architects has taken on a plot responding in unique way to their immediate context but with a commonality of materials - mainly brick with pre-cast concrete elements - and the urban typology of the modern 'mansion block', in order to ensure that the development overall will appear like a family of buildings.
92. The tallest building in the development is located at the corner of Thurlow Street and Albany Road on sub-plot 4A. The design is based around a cruciform plan which optimises dual aspect for the apartments and makes the most of views across the park. The tower is designed with a clearly defined base with articulate brickwork and large areas of glazing and active uses. The main body of the tower is defined by its horizontal windows and scalloped brick design which gives the

design a strong vertical emphasis and a tactile appearance making the most of the brick cladding. At the top the cruciform design is simplified and the vertical emphasis extended across the top three floors to give the building an elegant 'crown'



A view west through Bagshot Park.

93. As a tall building, the tower at 4A conforms with the council's policies on tall buildings. It is exemplary by design benefitting from the support of the Design Review Panel who only queried how the tower combines with the mansion block. The tower is located at a point of landmark significance - the confluence of important routes at the northern edge of Burgess Park. This was posited in the Aylesbury AAP and adopted in the consented outline permission. The design includes a substantial and proportionate area of public space not limited to the area around the base of the tower and, when considered in the context of the whole development, includes the new public space on Thurlow Street as well as the new Bagshot Park. Finally, the views submitted with the application demonstrate that the tower is intended to cluster with a similar-scaled tall building on the western edge of Thurlow Street. For the reasons the tower, though it will be taller than that approved in the OPP and will be consequently more visible from Burgess Park is not considered to harm the park or its broader setting.
94. The design of the junction between the tower and the mansion block was queried by the DRP. Whilst there was a difference of opinion among the Panel Members, the two options considered were to either introduce a meaningful recess or a gap between the two buildings in order to distinguish one from the other. Given the

confines of the site and priority being the provision of new homes, the design was updated with in-set balconies arranged between the tower and the mansion block. This meaningful recess helps to provide the visual break that the DRP requested and is considered to distinguish the two buildings successfully.



A view from Symrck's Road towards Bagshot Park.

95. The C-shaped form of 4D combines successfully with 4A create a courtyard block with homes overlooking a shared communal amenity dedicated to the residents of the two blocks. Sub-plot 4B successfully manages the transition from the civic scale of Albany Road to the park frontage to the north. These two frontages of stacked maisonettes book-end the sub-plot and establish strong frontages and the link building on Haywood Street brings them together around the courtyard.
96. Sub-plot 4B is a splayed U-shaped block comprising stacked maisonette wings with apartments linking them. The block forms the southern edge of Bagshot Park and a key frontage onto Bagshot Street with a south-facing communal garden at the rear. It is designed as a warehouse-style block and presents an ordered lower-scaled backdrop to the new park.
97. Plot 5A is designed as a well-proportioned and highly articulated perimeter block with traditional bay features and an elevated ground floor to give the scheme an enduring appearance. The open courtyard is accessed from the public space on Thurlow Street and leads to a central court arranged on two levels. The ground floor offers access to the car and cycle facilities and includes a small courtyard for the community space at the base of the building. The generous courtyard

provides ample communal amenity and is arranged on two levels. A lower court that offers access to the main lift cores and the community space, and two landscaped elevated gardens that provide communal gardens and play space for residents.



A view south along Alvey Street towards plot 4D.

98. Finally sub-plot 5C is a U-shaped block that forms the northern edge of the park. This block is defined by the gridded design of the south-facing balconies and decks. The block is arranged with a gentle fold at the centre to soften its appearance towards the park. At the rear between Faversham House and 5C a new landscaped courtyard will offer communal amenity for residents.
99. The housing is designed to meet and exceed the adopted standards with high quality homes and wheel-chair homes, a high level of dual aspect and doorstep play for all the age groups. The courtyard design of the perimeter blocks with street-facing doors and windows establishes a high level of natural surveillance while the more enclosed courtyard spaces at the centre of each sub-plot defines safe spaces that for play area and communal gardens.
100. Each architect has developed the design for each sub-plot and this has ensured that there is architectural variety across the development. At the same time, by using brick with reconstituted stone features as the main cladding material the development has ensured that the buildings will appear like a family of buildings and not a mishmash of architectural styles. 4A has been designed as a carved block with deep recesses, scallops and bays defining its aesthetic whilst 4C is a

play on the brick surface with contrasting tone, weave and pattern becoming the language of the sub-plot. 4C takes the form of an elegant urban villa with a clearly defined base which contrasts well with the grander scale of 5C with its three-storey colonnaded frontage and canopied top-floor windows. Finally 5A is a mansion block rooted in the heyday of this London typology with three-sided bays and balconies with a strong symmetrical arrangement that adapts to provide a strong backdrop to the places and spaces it faces onto.



A view north along Haywood Street towards plot 5C.

101. The proposal is made up of a rich mix of architectural form and character with high quality materials and an ambition to make buildings that are functional and centred on the needs of residents. The result is not a uniform deployment of the London Urban Vernacular but a rich and varied townscape where each new building bends and adjusts to suit its place. In this way the blocks facing onto the busy Thurlow Street or Albany Road frontages are different to those that face onto Bagshot Park or Haywood Street. Officers are satisfied that the proposal meets and exceeds the exemplary design standards required by the council's suite of Architectural design policies.

Design Review Panel

102. The Design Review Panel reviewed this proposal on two occasions, first in July 2021 to focus on the masterplan and public realm and then in December 2021 the form of a design charrette involving all five architects. The initial appraisal of the masterplan highlighted an issue with a stand-alone block and led to a re-

design of sub-plot 5A. The amended masterplan was reviewed again in December 2021 when each sub-plot was considered in greater detail.

103. The Panel generally endorsed the place-making aspects of the proposal and supported the involvement of five architects on the site. In conclusion, they endorsed the direction of travel. They highlighted areas where further design development was required, including the flanks of the main plots, the design of the communal and private gardens in the development and the need to provide community facilities as part of the design.
104. The design was developed further from the time it was reviewed by the Panel in December 2021 to when it was submitted in July 2022. All the matters raised by the Panel have been addressed and Officers are satisfied that this is an exemplary proposal in design terms.

Heritage assets

105. The site does not include any listed buildings and is not located within a conservation area. The nearest Listed buildings include the Grade II Listed Nos 20-54 Surrey Square (including the raised pavement) around 250m to the north of the site, and the Former Fire Station at 306-312 Old Kent Road approximately 350m to the east of the site.
106. A 500m radius from the site includes the Grade II Listed Aycliffe Houe and Nos 3-23 Portland Street; the Chumleigh Gardens Almshouses in Burgess Park; the Former Wells Way Baths building on Wells Way; the new Peckham Mosque and Nos 29 and 31 as well as 47-63 Cobourg Road. The nearest Conservation areas include the recently designated Thomas A'Beckett and High Street conservation area 250m to the north and east, and the Liverpool Grove conservation area around 350m to the west and north.
107. Regeneration developments, especially those that include tall buildings could affect heritage assets in the wider locality. Specialist advice has been sought on the proposals and their impact on the significance these sensitive heritage assets and their settings. This is both through their visual impact as well as the effect of the changes on their setting. Officers have concluded that there is no harmful impact arising on heritage assets. In all instances the significance of the listed buildings in their settings are unaffected. This is due in part to the substantial distance from the development site and also that all the identified heritage assets are appreciated primarily from the public domain and looking away from the development which is at least 200m to 250m to the rear of the viewer.
108. The only listed building where it might be possible to view the development together with its principle frontage, is the Former Wells Way Baths which is 500m to the south and west of the site with open views across Burgess Park to the site in the distant backdrop. Due to the significant separation, and the mature landscape of Burgess Park any incidental visibility of the development from Wells Way is not considered to cause any harm to the setting of this nationally important heritage asset. The tallest element of the development (the tower at

plot 4A) is likely to be visible as a small feature in the distant backdrop over the mature treetops of the park and disappear behind the façade of the former Baths building as one approaches it.

109. The significance of the Liverpool Grove Conservation Area rests mainly with its cohesive pre-war residential townscape which can be appreciated from the streets. The conservation area is centred on the Grade I Listed St Pauls church and includes the areas immediately to the south and east of the church. The area is characterised by its cohesive pre-war terraced properties and mansion blocks arranged in east-west oriented streets and rising from the back edge of the pavement. Views from within the conservation area have been tested and demonstrate that the proposal will not be visible and the setting of the conservation area is unaffected by the development which is over 350m away from the edge of the conservation area.
110. The significance of the Thomas A'Beckett and High Street Conservation Area rests mainly with its commercial frontage on the Old Kent Road, the mansion blocks that complement it and the historic townscape of surrounding residential streets. The substantial distance between this proposal and the most significant Old Kent Road frontage (especially the area around the junction of Albany Road and the Old Kent Road) coupled with the median scale of the proposed tower will mean that this scheme will not affect the character or appearance of the conservation area and will not cause any harm to its significance.
111. In conclusion, the proposal will have no harmful impact on the significance of the identified heritage assets and their settings. Insofar as it aligns closely in its siting of the tower, with the already consented Outline permission, it is considered that this detailed proposal causes no harm and could enhance the amenity of the area by introducing a tower of exemplary design to this area with appropriate brick clad finishes and an elegant cruciform design.

Trees and landscaping

112. Policy G7 of the London Plan 'Trees and woodlands' states that development proposals should ensure that, wherever possible, existing trees of value are retained. If planning permission is granted that necessitates the removal of trees there should be adequate replacement based on the existing value of the benefits of the trees removed. Policy P61 of the Southwark Plan states that development must retain and protect significant existing trees. It states that development must retain and enhance the borough's trees and canopy cover.
113. The site currently includes 14 category B trees, 19 Category C trees and 16 category U trees. No trees are protected by way of a Tree Preservation Order (TPO).
114. The proposed development would require the removal of two Category B trees, 14 Category C trees and 12 Category U trees. Emphasis is placed on retaining the high value, Category B trees along Thurlow Street with comprehensive replanting within the rest of the site. A total of 125 new trees would be planted

throughout the site in addition to the 12 retained Category B trees. The tree planting strategy is shown on the image below.



115. The planting of any trees in the pavement would need to be agreed with the Council's Highways Development Management Team, and it is recommended that a clause be included in the s106 agreement requiring a bond of £6k per street tree which the Council could use towards tree planting in the wider area in the event that not all of the street trees can be planted, or that any of them fail / die within a specified time period.

Landscaping

116. Policy G1 of the London Plan 'Green infrastructure' states that development proposals should incorporate appropriate elements of green infrastructure that are integrated into London's wider green infrastructure network. Green infrastructure is defined in the plan as comprising the network of parks, rivers, water spaces and green spaces, plus the green elements of the built environment such as street trees, green roofs and sustainable drainage systems. Policy G4 of the London Plan 'open space' states that development proposals should, where possible, create areas of publicly accessible open space, particularly in areas of deficiency.
117. The landscaping for the development would be focussed on the communal courtyard spaces, new public parks at Bagshot Park and Thurlow Square as well as the provision of tree lined streets and green roofs. All spaces would be generous and well landscaped with species of an appropriate nature and maturity all of which would be agreed by condition with the Council's Urban Forester.

118.



Urban Greening Factor

119. Policy G5 of the London Plan 'Urban greening' requires boroughs to develop their own urban greening factor (UGF) policies, and sets an interim target score of 0.4 for developments which are predominantly residential. The site would achieve an Urban Greening Factor score of 0.39 which is only very marginally short of the 0.4 target the UGF score of 0.39 would be achieved through the inclusion of intensive green roofs, an attenuation swale, rain gardens, areas of semi-natural habitat planting, flowering and grass planting, permeable paving where possible and extensive tree planting. The proposals seek to maximise the urban greening score in accordance with Policy G5, however the constraints within the proposed scheme (including the quantum of playspace required with non permeable surface and the quantity of adoptable highway with a non-permeable surface) mean it is not possible to achieve the interim target score of 0.4. Officers are satisfied that the score of 0.39 and the intensively landscaped spaces are a positive aspect of the scheme.

Affordable housing

120. Section 5 of the NPPF sets out the government's approach to the delivery of significant new housing including a requirement for housing of different sizes, types and tenures to meet the needs of different groups. London plan policy H1 sets out the requirements for boroughs to achieve the increased housing supply targets which identifies a ten-year housing completion target of 23,550 for Southwark Council. The supporting text to policy H4 of the London Plan 'Delivering affordable housing' sets out that there is a need for the provision of 43,500 affordable homes per year across London.
121. Policy H6 (affordable housing tenure) states that the split of affordable products

should include a minimum of 30% low-cost rented homes and a minimum of 30% intermediate products. The remaining 40% should be specified by the borough as per identified need.

122. Policy H8 (Loss of existing housing and estate redevelopment) states that the loss of existing housing should be replaced by new housing at existing or higher densities with at least the equivalent level of overall floorspace. Part E of the Policy states that all development proposals that include the demolition and replacement of affordable housing are required to follow the Viability Tested Route and should seek to provide an uplift in affordable housing in addition to the replacement affordable housing floorspace.
123. At borough level, strategic policy SP1 'Homes for all' of the Southwark Plan requires 2,355 new homes to be delivered per annum. Policy P1 'Social rented and intermediate housing' of the Southwark Plan requires developments of 10 or more residential units to provide a minimum of 35% affordable housing, comprising a minimum of 25% as social rented and the remainder as intermediate. On Phase 2B of the Aylesbury, the minimum affordable housing requirement is 50% affordable housing overall with a tenure split of 75% social rented and 25% intermediate.
124. This policy sets out that for affordable housing purposes a habitable room of up to 28sqm is counted as one habitable room, a room between 28.1-42sqm is counted as two habitable rooms and so on.
125. As well as considering the issues relating to minimum quantum of affordable housing (the 50% requirement and the 75:25 tenure split) it is also a requirement to consider the re-provision of the existing affordable floorspace. As such it is important to review what has been delivered or approved to date in order to assess how this standalone Phase 2B application would contribute to the wider regeneration of the Aylesbury Estate.

Proposed affordable housing

126. The applicant is proposing 50% affordable housing on a habitable room basis with a tenure split of 76.6% social rented homes and 23.4% intermediate homes. This is set out in the housing table below:

Homes	Private Homes	Private HR.	Aff.SR Homes	Aff.SR HR	Aff.Int Homes	Aff.Int HR	Homes Total (% of total)	HR Total
1 bed	161	322	26	52	31	62	218 (33.5%)	436
2 bed	199	597	47	180	46	138	292 (47.6%)	915
3 bed	9	45	37	185	5	25	51 (8.3%)	255
4 bed	0	0	50	300	0	0	50 (8.1%)	300

5 bed	0	0	3	21	0	0	3 (0.5%)	21
Total and (% of total)	369 (60.1%)	964 (50%)	163 (26.5%)	738 (38.3%)	82 (13.4%)	225 (11.7%)	614 (100%)	1927

127. In terms of Southwark Plan policy SP1, the proposed affordable housing offer would be policy compliant in the provision of 50% affordable housing. It is noted that the tenure split is slightly divergent to the 75:25 split required by the policy however, given that social rented accommodation is the Councils priority, the provision of a 76.6:23.4 social rent/intermediate split is supported.

Like for like replacement

128. London Plan Policy H8, and the Mayor's Affordable Housing and Viability SPG also provide guidance on estate regeneration and makes it clear that the Mayor expects existing affordable housing to be replaced on a like-for-like basis. The application documents confirm that, the existing site comprises 327 affordable (social rent) units which equates to 484 habitable rooms. The proposed development would deliver 163 social rented units however the total number of social rented habitable rooms would be 738 which would be an uplift of 254 habitable rooms on the existing situation and an uplift of 20 affordable habitable rooms on the existing OPP consent which is supported. Taking the intermediate homes into account, the total number of affordable habitable rooms provided on site would equate to 963 which is fully supported.
129. With regard to replacement affordable floorspace, the existing affordable floorspace on Phase 2B equates to 19,985.3sqm (GIA) and comprises social rented accommodation. The proposed development would provide 19,749.4sqm of social rented floorspace as well as 7,365.63sqm of intermediate affordable housing. This would be a minor shortfall on social rented floorspace of just 235.9sqm of social rented floorspace when compared to the existing housing on site but an overall uplift in affordable floorspace of 7,129.73sqm which is a significant benefit of the scheme. If you consider the overall estate regeneration as set out in the table in paragraph 131 you can see that there is a gain in overall social rented floorspace across the entire masterplan which meets London Plan policy requirements.
130. The OPP would have delivered approximately 14,556sqm of social rented floorspace and as such the current application would represent an uplift of 5,183.4sqm of social rented floorspace when compared to the existing consent which is positive.
131. As stated above given that estate regeneration relates to the comprehensive estate, it is prudent to review the existing and permitted/proposed floorspace to date. This is set out in the table below.

Existing Plot	Baseline social rent floorspace (sqm)	Permitted/proposed social rent floorspace (sqm).
Phase 1A	2,485	11,654.83
Site 7	3,554	
Plot 18	2,587	1,446.3
FDS	31,822	28,233.49
Total	40,448	41,334.64
Phase 2B	19,985.3	19,749.4
Overall total	60,404.3	61,084.04

132. This demonstrates that to date, the permitted schemes provide an uplift of 886.62sqm when compared to the estate baseline. With the addition of the proposed Phase 2B development, there would continue to be a significant uplift in social rented floorspace of 679.74sq. The applicant has submitted a viability assessment that demonstrates that the proposed affordable housing offer at 50% would constitute the maximum reasonable amount.
133. It is recommended that the S106 agreement includes clauses to monitor the provision of affordable housing, including relevant review mechanisms, together with a monitoring fee of £132.35 per unit. This would ensure that the provision of the affordable homes can be monitored and they remain affordable in perpetuity. The clauses would require the developer to provide plans showing the location of the social rented and intermediate homes, to ensure the exact location of these homes are identified and can be monitored by the Council.
134. The developer would be required to notify the Council at several stages throughout the development, including at practical completion, to ensure that the Council can check that the provision of the affordable homes is as approved. The developer would be required to provide the Council with as-built plans of the development identifying the address (as approved by the street naming and numbering service) and tenure of each unit. The developer would also be required to allow the Council access to the development with reasonable notice in order to verify the submitted plans.

Mix of dwellings

135. London Plan Policy H12 advises that schemes should generally consist of a range of unit sizes, having regard to a number of factors including housing need and demand, the requirement to deliver mixed and inclusive neighbourhoods, the mix of uses in the scheme, the range of tenures in the scheme, the nature and location of the site and the aim to optimise housing potential.
136. Within the Aylesbury Area Action Core, Policy P2 of the Southwark Plan 'New family homes' sets out the required and proposed housing mix.

Unit type	Requirement	Proposed	Affordable
Studio	3% max	0%	0%
2 bed plus	70% minimum	64.5%	77%

3 bed	20% minimum	8.3%	17%
4 bed	7% minimum	8.1%	20%
5 bed	3% minimum	0.5%	1%

137. The proposal would result in an overall provision of 218 one bedroom units (33.5%), 292 two bedroom units (47.6%), 51 three bedroom units (8.3%), 50 four bedroom units (8.1%) and three five bedroom units (0.5%).
138. Officers note that there would be a 5.5% shortfall on the two bedroom plus units as well as a shortfall on three and five bedroom units. The target for four bedroom units would be exceeded. The housing mix proposed for Phase 2B has been developed in consultation with the Council's Regeneration and Housing teams and is based on identified need. This demonstrated that private housing need is for one and two bedroom units whilst affordable housing need is for larger sized family units.
139. When looking at the housing mix in a tenure specific scenario for affordable housing, it is clear that the larger sized units have been prioritised for affordable housing. Indeed all five of the four bedroom units and all three of the five bedroom units would be social rent. The unit mix breakdown, particularly with regards to the affordable units, has been agreed with the LBS Regeneration and Housing teams to ensure that it responds to their housing requirements for this part of the estate and will assist with the decant of future phases.

Wheelchair accessible housing

140. Policy D7 of the London Plan 'Accessible housing' requires residential development to provide at least 10% of dwellings to meet Building Regulation requirement M4(3) 'wheelchair user dwellings' and for the remaining dwellings to meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'. Policy P7 of the Southwark Plan requires the 10% to be based on habitable rooms rather than unit numbers. It also states that where those homes are affordable wheelchair user homes, 10% of the social rented homes must meet Building Regulations M4(3)(2)(b) standard (wheelchair accessible dwellings). It sets out larger minimum floor areas which wheelchair accessible dwellings must meet, and requires a mix of dwelling sizes and tenures that meet the above standards, including family homes. Two bedroom three person affordable wheelchair homes will not be acceptable.
141. The proposed development would provide 62 wheelchair accessible homes spread across all tenures and this would equate to 10% wheelchair homes thereby satisfying the policy requirement. These 62 homes would meet Part M4(3)(a) standards with social rented units meeting Part M4 (3)(b) and all remaining dwellings achieving Part M4(2). Additionally, the wheelchair units would all meet or exceed the accessible wheelchair user housing minimum space standards set out in Policy P7 and the Residential Design Standards SPD.

Quality of accommodation

142. Policy D6 of the London Plan 'Housing quality and standards' requires housing developments to be of high quality design and to provide adequately-sized rooms with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures.
143. Policy P15 of the Southwark Plan requires developments to achieve an exemplary standard of residential design, and sets out a number of criteria which must be met. The Council's Residential Design Standards SPD establishes minimum room and overall flat sizes dependant on occupancy levels, and units should be dual aspect to allow for good levels of light, outlook and cross-ventilation.
144. Policy P15 also sets out the specific space standards that apply to new affordable homes within the Aylesbury Action Area Core, generally replicating the space standards that were set out in the now superseded AAAP with the exception of five bedroom (seven person) and four bedroom (six person) flats whereby the new space standards in the Southwark Plan are slightly larger.
145. Following a review of the proposed homes, all dwellings would meet or exceed the standards set out in Southwark Plan policy P15.

Internal daylight

146. A daylight and sunlight assessment for the proposed dwellings has been submitted, based on the Building Research Establishment (BRE) Guidance. Average Daylight Factor (ADF) determines the natural internal light or day lit appearance of a room and the BRE guidance recommends an ADF of 1% for bedrooms, 1.5% for living rooms and 2% for kitchens. No value is given for studios and given the shared living and sleeping spaces officers consider that 2% would be appropriate.
147. Annual Probable Sunlight Hours (APSH) should be considered for all windows facing within 90 degrees of due south (windows outside of this orientation do not receive direct sunlight in the UK). The guidance advises that windows should receive at least 25% APSH, with 5% of this total being enjoyed during the winter months.
148. ADF analysis shows that 1,898 rooms have been assessed for ADF across all of the proposed blocks. A total of 1,499 rooms (79%) would meet or exceed the recommended minimum values for their respective room type (2% for kitchens, 1.5% for LKDs and 1% for bedrooms). This is considered to be a good level of daylight for a high density development in an urban location.
149. Consideration has also been given to the daylight and sunlight that would be experienced by the proposed units once adjacent OPP sites have been redeveloped. This included an assessment of daylight if the adjacent plots were developed to the indicative massing in the OPP and a further assessment based on the adjacent plots being developed to the maximum parameters permitted by the OPP. The compliance rate would be 78% and 76% respectively which would

still represent a good standard of internal daylight amenity and would ensure the homes would be well lit.

Overshadowing

150. The BRE suggests at paragraph 3.3.17 that "...to appear adequately sunlit throughout the year, at least half of a garden or amenity area should receive at least two hours of sunlight on 21 March. The applicant's assessment reviews the sunlight availability to eight amenity spaces throughout the site as shown on the plan below:



151. These spaces comprise the communal amenity courtyards and roof terraces as well as the two new public open spaces at Bagshot Park and Thurlow Square. The results of the sun hours on ground test are set out in the table below:

Plot No.	Address	% of Area Receiving Two Hours of Sun		
		21 st March	15 th April	21 st June
1	Block 4A/4D Courtyard	27.7	51.0	74.9
2	Block 4B Courtyard	66.3	82.8	94.9
3	Bagshot Park	99.9	100	100
4	Block 5C and Faversham House Courtyard	32.2	68.8	90.2
5	Block 5C Amenity	11.5	45.1	82.7
6	Block 5C Roof Amenity	80.1	90.6	97.7
7	Block 5A/B podium courtyard	38.4	52.4	77.1
8	Thurlow Square	100.0	100	99.9

152. The results demonstrate that four out of the eight amenity areas would fully meet the BRE guidelines. The remaining four amenity areas would fall below the 50% requirement on 21st March. The applicant's consultants have undertaken a further analysis and have demonstrated that three of these spaces would achieve the 50% standard only three weeks later on the 15th April. This is considered acceptable and would ensure good lighting to amenity spaces especially in the spring and summer months when the spaces are more likely to be used. It should also be noted that the public open spaces provided at Thurlow Square and Bagshot Park would achieve at least 99.9% coverage throughout the year, including on March 21st.

Privacy and overlooking

153. The Council's Residential Design Standards SPD recommends a minimum of 21m between the rear elevation of properties, and a 12m separation distance between properties which face one another across a highway. These standards would be met in all cases with the exception of the open courtyard in Block 4B whereby the closet point between opposing facades would be 18.5 metres and then extending to 23 metres. This is an isolated instance affecting a minimal number of homes and the separation distance at more than 18 metres is still considered to offer a good standard of amenity for future occupiers.

Aspect and outlook

154. Policy P15 of the Southwark Plan 'Residential design' requires residential units to be predominantly dual aspect and allow for natural cross ventilation. In circumstances where due to site constraints it is impossible or impractical to provide dual aspect dwellings, it must be demonstrated how overheating and ventilation will be mitigated (this is considered later in the report). Single aspect dwellings will not be acceptable if they have three or more bedrooms, or are north-facing, or where the façade is exposed to high noise levels.
155. The AAP set a target of at least 75% of units being dual aspect. This standard has not been carried over to the Southwark Plan which states that units should be predominantly dual aspect.
156. A high proportion of the units (74%) would be dual aspect and it should be noted that 100% of units with two or more bedrooms would be dual aspect. The remaining units would be single aspect however they would have either east, south or west views and as such would benefit from good light levels. All single aspect units would be either studio accommodation or one bedroom units. Officers consider the proposed level of dual aspect units as well as the complete absence of any north facing single aspect units to be acceptable. The standard of living accommodation would be high and it is particularly welcome that all two bed plus units would be dual aspect.

Amenity space

157. Policy D6 of the London Plan requires private outdoor amenity space to have a

minimum depth and width of 1.5m, and this requirement would be met. Section 3 of the Residential Design Standards SPD sets out the Council's amenity space requirements for residential developments. Flats should have a minimum of 10sqm of private amenity space, and any shortfall must be added to the communal provision.

158. Policy P2 of the Southwark Plan requires family homes in apartment blocks to have direct access to outdoor amenity space and allow for oversight of children outside. Policy P15 of the Southwark Plan sets out the amenity space standards for new development in the borough and reiterates the requirement of a minimum of 50sqm communal amenity space per block.
159. In the proposed development, every one and two bedroom flat would benefit from a balcony or terrace of at least 6sqm. All homes with three or more bedrooms would benefit from at least 10sqm private amenity space. Each block would have at least 50sqm of communal amenity space and this is policy compliant.
160. Policy requires any shortfall in private amenity space (on those spaces not achieving at least 10sqm) be added to the communal amenity space requirement. This is provided in full, thereby meeting the policy, and is set out in the table below:

Block	Private amenity space shortfall (sqm)	Communal amenity space requirement (sqm)	Total communal amenity space provision (sqm)	Balance
4A	606	656	845	+239
4B	34	84	250	+166
4D	211	261	845	+584
5A	484	534	1,835	+1,301
5C	123	173	500	+327
Total	1,458	1,708	4,275	+2,817

161. The overall communal amenity space being proposed would be well in excess of the policy requirement, even when taking into account the private amenity space shortfall. This is a positive aspect of the scheme and would result in amenity spaces that can be enjoyed by all residents in generous and well-designed courtyards.

Child play space

162. Policy S4 of the London Plan states that development proposals should incorporate high quality, accessible play provision for all ages, of at least 10 sq.m. Per child. Play space provision should normally be provided on-site. However, off-site provision may be acceptable where it can be demonstrated that this would address the needs of the development and can be provided nearby within an accessible and safe walking distance. In these circumstances contributions to off-site provision should be secured by a section 106 agreement. Play space provision should be available to all housing tenures to promote social inclusion. The requirement should be based on the GLA Population Yield Calculator.

163. The GLA's play space calculator sets out that the development would need to provide a total of 3,202sqm of child play space broken down as follows:

Age group	Play space requirement (sqm)
Under 5	1186
5-11	1033
12+	983

164. The applicant is proposing to provide all child play space on site for all age groups. This would include play spaces within all of the communal courtyards that would focus on doorstep play and play spaces for the older groups within the public realm such as the proposed Bagshot Park and Thurlow Square. This is fully supported and meets policy requirements.

Image – play space location



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

165. Policy P56 of the Southwark Plan states that development should not be permitted when it causes an unacceptable loss of amenity to present or future occupiers or users. Amenity considerations which will be taken into account include privacy and outlook, overlooking, smell, noise, vibration, daylight, sunlight and wind microclimate impacts. The adopted Residential Design Standards SPD expands on policy and sets out guidance for protecting amenity in relation to privacy, daylight and sunlight.
166. Following consultation, neighbours expressed concern that they would be subjected to a loss of light, loss of privacy and increased noise. These issues are considered in more detail below.

Privacy and overlooking

167. In order to prevent harmful overlooking, the Residential Design Standards SPD 2011 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. The proposed development would maintain or exceed the minimum distances as set out in the supplementary planning document and as such it is considered that there would be no significant adverse impact in terms of overlooking or loss of outlook.

Daylight and sunlight

168. Daylight and sunlight testing has been undertaken based on the BRE guidance. The BRE Guidance provides a technical reference for the assessment of amenity relating to daylight, sunlight and overshadowing. The guidance within it is not mandatory and the advice within the guide should not be seen as an instrument of planning policy. The guidance notes that within dense urban environments a higher degree of obstruction may be unavoidable to match the height and proportion of existing/consented buildings. This site benefits from an allocation in the Southwark Plan that indicates that the use of the site could be intensified.
169. The BRE sets out the detailed daylight tests. The first is the Vertical Sky Component test (VSC), which is the most readily adopted. 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.
170. The second method is the No Sky Line (NSL) or Daylight Distribution (DD) method which assesses the proportion of the room where the sky is visible, and plots the change in the No Sky Line between the existing and proposed situation. It advises that if there is a reduction of 20% in the area of sky visibility, daylight may be affected.

Impact on existing properties and spaces

171. The daylight and sunlight assessment considered the potential impact on the following existing buildings:
- 1 Haywood Street (APF)
 - Domville Court
 - 47-53 Bagshot Street
 - 37 Bagshot Street
 - 35 Bagshot Street
 - 33 Bagshot Street

- 31 Bagshot Street
- 29 Bagshot Street
- 25-27 Bagshot Street
- 23 Bagshot Street
- 21 Bagshot Street
- 19 Bagshot Street
- 17 Bagshot Street
- 15 Bagshot Street
- 1-28 Faversham Hosue
- 176-192 Wolverton
- 114-141 Latimer

There are currently 325 windows serving 248 residential habitable rooms surrounding the Project Site which are material for consideration in daylight terms. These have all been assessed in terms of both VSC and NSL. The results for VSC and NSL are set out in the two tables below:

Table - VSC Results

Address	Total windows assessed	Meet BRE Guide	Below BRE criteria			Total affected windows
			20-29.9% reduction (Minor)	30-39.9% reduction (Moderate)	>40% reduction (Major)	
1 Haywood Street	49	33	8	7	1	16
Domville Court	32	24	2	2	4	8
47-53 Bagshot Street	54	36	11	4	3	18
37 Bagshot Street	18	18	0	0	0	0
35 Bagshot Street	3	3	0	0	0	0
33 Bagshot Street	2	2	0	0	0	0
31 Bagshot Street	2	2	0	0	0	0
29 Bagshot Street	2	2	0	0	0	0
25-27 Bagshot Street	15	15	0	0	0	0
23 Bagshot Street	2	0	0	2	0	2
21 Bagshot Street	3	0	0	0	3	3
19 Bagshot Street	3	0	0	0	3	3

17 Bagshot Street	3	0	0	1	2	3
15 Bagshot Street	3	0	1	2	0	3
109 Kinglake Street	12	12	0	0	0	0
1-28 Faversham	77	49	24	4	0	28
176-192 Wolverton	45	14	20	2	9	31
Total	325	210	66	24	25	115

Table - NSL Results

Address	Total rooms assessed	Meet BRE Guide	Below BRE criteria			Total affected rooms
			20-29.9% reduction (Minor)	30-39.9% reduction (Moderate)	>40% reduction (Major)	
1 Haywood Street	39	27	4	6	2	12
Domville Court	24	24	0	0	0	0
47-53 Bagshot Street	15	15	2	1	0	3
37 Bagshot Street	12	12	0	0	0	0
35 Bagshot Street	2	2	0	0	0	0
33 Bagshot Street	1	1	0	0	0	0
31 Bagshot Street	2	2	0	0	0	0
29 Bagshot Street	2	2	0	0	0	0
25-27 Bagshot Street	6	6	0	0	0	0
23 Bagshot Street	2	0	1	1	0	2
21 Bagshot Street	3	0	0	0	3	3
19 Bagshot Street	3	0	0	0	3	3
17 Bagshot Street	3	0	0	0	3	3
15 Bagshot Street	3	0	2	1	0	3
109 Kinglake Street	6	6	0	0	0	0

1-28 Faversham	77	52	12	6	7	25
176-192 Wolverton	45	15	2	4	24	30
Total	248	164	23	19	42	84

172. Of the assessed properties and groups of properties set out above, the seven properties listed below would have negligible daylight impacts and would remain compliant with the BRE guidance and are not considered further in this assessment. The remaining properties will be discussed in more detail.

- 37 Bagshot Street
- 35 Bagshot Street
- 33 Bagshot Street
- 31 Bagshot Street
- 29 Bagshot Street
- 25-27 Bagshot Street
- 109 Kinglake Street

Haywood Street (APF)

173. A total of 49 windows serving 39 rooms have been assessed for VSC and NSL at this property which provides specialist temporary accommodation.

174. VSC reductions to 33 windows would be less than 20% and as such these windows would remain compliant with the BRE. One window would see a VSC reduction of 41% which is considered a major effect. Seven windows would experience moderate effects with VSC reductions of between 30-39.9% and the remaining eight windows would experience minor effects with VSC reductions of between 20-29.9%.

175. Regarding NSL, 27 of the 39 rooms assessed would remain BRE compliant. Of the affected rooms, four would experience reductions of between 20-29.9% which would be a minor effect, six would experience moderate effects with reductions of between 30-39.9% and the remaining two would experience reductions of at least 40% which would be categorised as a major effect.

176. Whilst some of these reductions are significant, the retained VSC levels would be at least 19% at fifteen windows and at least 17% at the remaining affected window and this is considered proportionate to the urban location and the fact that the APF was designed taking into account future development on Phase 2B. It should also be noted that the rooms would continue to achieve the ADF targets they were designed to. The overall effect on this property is considered to be negligible.

Domville Court

177. A total of 32 windows serving 24 rooms have been assessed for VSC and NSL at this property which consists of flatted dwellings.

178. In terms of VSC, 24 of the assessed windows would remain BRE compliant. Four windows would see VSC reduction of up to 53% which is considered a major

effect. Two windows would experience moderate effects with VSC reductions of between 30-39.9% and the remaining two windows would experience minor effects with VSC reductions of between 20-29.9%. In terms of NSL, all 24 rooms assessed at Domville Court would remain fully compliant with the BRE.

179. All eight of the windows that would see noticeable VSC impacts are located beneath access decks which themselves impact on the VSC levels achieved by the assessed windows. The BRE recognises that projections such as balconies or access decks can impact the typical daylight and sunlight tests and allows a separate analysis which considers the change in daylight and sunlight amenity without the projection in place. The applicant has undertaken this assessment and in this scenario, all 32 windows would remain BRE compliant for VSC. The overall effect on this property is considered negligible.

47-53 Bagshot Street

180. A total of 54 windows serving 18 rooms have been assessed for VSC and NSL at this property which consists of flatted dwellings. Compliant VSC levels would be achieved at 36 windows. Of the remaining 18 windows, three windows would see VSC reduction of up to 78% which is considered a major effect. However it should be noted that the real terms reduction in VSC for these three windows is 1.2% - 1.9%. Four windows would experience moderate effects with VSC reductions of between 30-39.9% and again, the low baseline figures result in a disproportionate % loss with the actual real terms VSC loss being in the range of 0.7% - 2.3%. The remaining 11 windows would experience minor effects with VSC reductions of between 20-29.9% and retained VSC levels of at least 19%.
181. In terms of NSL, 21 of the 24 rooms assessed would remain BRE compliant. Two of the affected rooms would see reductions of between 20-29.9% and the remaining room would see a reduction of 30.5%. A high proportion of rooms would remain BRE compliant for NSL and in terms of VSC the baseline values result in disproportionate losses with the real terms VSC losses being less than 2.3%. The overall effect on this property is considered to be minor.

23 Bagshot Street

182. Two windows serving two rooms have been assessed for both VSC and NSL at this property. Whilst there would be noticeable loss of VSC (moderate effect), the retained levels of VSC would be 19.2% and 20.3% respectively and this is considered acceptable for an urban location. In terms of NSL one room would see a reduction of between 20-29.9% which would be a minor effect and the remaining room would experience a moderate effect with losses of between 30%-39.9%. The overall effect on this property is considered to be minor.

21 Bagshot Street

183. Three windows serving three habitable rooms have been assessed at this property. All three windows would see major effects with VSC and NSL losses in excess of 40% and this would be categorised as a major effect. However, the three affected windows would retain VSC levels of 15.6%, 17.3% and 17.7% which is considered acceptable for an urban area. The overall effect on this property would be moderate.

19 Bagshot Street

184. Three windows serving three habitable rooms have been assessed at this property. All three windows would see major effects with VSC and NSL losses in excess of 40% and this would be categorised as a major effect. However, the three affected windows would retain VSC levels of 15.1%, 17.3% and 17.5% which is considered acceptable for an urban area. The overall effect on this property would be moderate.

17 Bagshot Street

185. Three windows serving three rooms have been assessed for VSC and NSL at this residential property. All three rooms would see NSL reductions in excess of 40%. Regarding VSC, whilst one window would see reductions of between 30-39.9% (moderate effect) and two would see reductions in excess of 40% (major effect), the retained VSC levels would be 15.8% at the ground floor window and 18.2%-18.8% at the upper level windows. These VSC values are considered acceptable for an urban area. The overall effect on this property is moderate.

15 Bagshot Street

186. Three windows serving three rooms have been assessed for VSC and NSL at this residential property. Two rooms assessed for NSL would see reductions of between 20%-29.9% which would be a minor effect and the remaining room would experience a moderate effect with NSL reduction of between 30%-39.9%. One window would see a minor effect with a VSC reduction of 29%. The remaining two windows would experience moderate effects with VSC reductions of 33% and 34%. The retained VSC levels would be 18.9%, 20.4% and 21.5% which is considered acceptable for an urban area. The overall effect on this property is moderate.

1-28 Faversham House

187. A total 77 windows have been assessed for VSC at this property and 49 of them would remain BRE compliant with 24 windows experiencing losses of between 20%-29.9% which would be a minor effect and the remaining four windows experiencing losses of between 30%-39.9% which would be a moderate effect. Retained VSC levels of between 18% and 27% would be achieved at 27 of the affected windows whilst the remaining window would retain a VSC level of at least 17%. Despite the VSC losses, all retained VSC levels are considered appropriate for an urban area.
188. In terms of NSL, 52 rooms would remain BRE compliant whilst 12 rooms would see reductions of between 20%-29.9% which would be a minor effect. Six rooms would experience a moderate effect with reductions of between 30%-39.9% and the remaining seven rooms would experience major effects with losses in excess of 40%. However, given the retained VSC levels, the overall effect on this property would be minor.

176-192 Wolverton

189. VSC has been considered at 45 windows at this property. Likewise, NSL has been considered at 45 rooms. It should be noted that this building is due to be demolished as part of the OPP and only 75 of the 133 flats are currently occupied.
190. A total of 20 windows would experience proportional reductions of between 20% and 30%, two windows would experience proportional reductions between 30% and 40% and nine windows would experience proportional reductions over 40%. The 22 windows that would experience proportional reductions of between 20% and 40%, will retain VSC values of between 18% and 23% which are considered acceptable for an urban location. The remaining nine windows are first and second floor windows that are recessed to form inset balconies and if this feature is removed and the VSC is measured on the façade, the retained VSC levels would be over 18%.
191. It is noted that 24 rooms assessed for NSL would experience reductions in excess of 40% however, given the retained VSC values and the fact that this building is due to be demolished as part of the OPP, the overall impact is considered acceptable and the effect would be minor.

Sunlight

192. In relation to sunlight, the BRE recommends that the APSH received at a given window in the proposed case should be at least 25 % of the total available, including at least 5 % in winter. Where the proposed values fall short of these, and the absolute loss is greater than 4 %, then the proposed values should not be less than 0.8 times their previous value in each period. The BRE guidelines state that, “[...] all main living rooms of dwellings, and conservatories, should be checked if they have a window facing within 90 degrees of due south. Kitchens and bedrooms are less important, although care should be taken not to block out too much sun”. The APSH figures are calculated for each window, and where a room is served by more than one window the contribution of each is accounted for in the overall figures for the room.
193. Sunlight (APSH and WPSH) has been assessed at 17 properties and impacts have been identified at three properties. These will be discussed below:

1 Haywood Street (APF)

194. Due to their location within 90 degrees of due south, there are 27 windows that have been assessed for sunlight. A total of 24 windows would remain BRE compliant in both the winter and total APSH scenarios. The remaining three rooms would remain compliant in terms of total APSH but would fall below the BRE target for winter sun. However, these rooms affect bedrooms which are considered less sensitive and the nature of the accommodation is temporary. The impact is considered acceptable and the effect would be negligible.

1-28 Faversham House

195. Of the 77 rooms assessed for sunlight, 69 would remain BRE compliant in both the winter and total APSH scenarios. The remaining eight rooms would be BRE

compliant in terms of total APSH but would fall below the BRE target for winter PSH. The overall impact is considered acceptable given the small number of rooms affected in winter and the fact that these rooms would remain compliant in terms of total APSH. The overall effect is considered to be minor.

176-192 Wolverton

196. As detailed previously, this building is only partially occupied and is due to be demolished under the OPP. A total of 45 rooms have been considered for sunlight at this property and 30 would remain compliant in terms of both winter and total APSH. A total of six rooms would remain compliant in terms of total APSH and nine would see losses in both winter and total APSH. These rooms are look out into recessed balconies and following the rational of removing the obstruction (either balcony or access deck or any other type of overhanging projection), the 45 assessed rooms would comply with the BRE.

Overshadowing

197. The BRE suggests that to appear adequately sunlit throughout the year, at least half of a garden or amenity area should receive at least two hours of sunlight on 21 March. If as a result of new development an existing garden or amenity area does not meet the above, and the area which can receive two hours of sun on 21 March is less than 0.8 times its former value, then the loss of sunlight is likely to be noticeable.
198. The applicant has considered the impact of the development on overshadowing of 39 existing surrounding amenity spaces. Four amenity spaces would see increases in the availability of sunlight which is positive. A total of 29 spaces would see a negligible impact on the percentage of area achieving two hours of sunlight.
199. 189 Wolverton and the communal amenity of 176-192 Wolverton will continue to achieve 2 hours of sunlight to over 50% of their area on the 21st March, despite a reduction in sunlit area of more than 20%. This is considered to be a negligible effect. 176 and 179 Wolverton would not meet the BRE guidelines. The affected gardens are very small and appear to be mainly shaded by their boundary fences. As such, whilst the proportional reduction would be more than 65%, the absolute change in sq. metres would only be up to 3.2sqm which is considered to be small. It is also worth noting that Wolverton would be demolished under Phase 2C of the OPP and a number of the ground floor units are already vacant and have their windows boarded up. The effect whilst moderate adverse, would be temporary and as such is considered acceptable.
200. The amenity space of 21 Bagshot Street receives two hours of sunlight to 0.3% of its area on the 21st March as existing. With the development in place, this would be reduced to 0, a loss of 0.3% which is considered negligible. The amenity space at 1 Haywood Street (APF) would not meet the BRE guidelines when the development is completed. However it should be noted that the APF was designed around the masterplan and as such the sunlight impact was anticipated. Given the nature of the amenity space (smoking area versus garden), the level of impact is considered acceptable.

Impact on future phases of the OPP

201. The applicant has undertaken a façade study to gauge the impact of the Phase 2B development on future Phase 2C and 4 which lie immediately adjacent to the application site to the north and west respectively. These are the areas highlighted in purple on the image below:



202. The façade study indicates VSC levels that would be achieved on future facades. The results show that at ground level, those facades directly facing the site would achieve VSC levels of at least 15% with VSC level increasing as each level increases. This demonstrates that homes on the future phases of the OPP would be well lit in the context of the proposed development.

Noise and vibration

203. The ES considers the potential for noise and vibration impacts during demolition, construction and operation of the development. This is reported within Chapter 9 of the ES which considers the following scenarios:
- Noise and vibration from the demolition and construction work associated with the development;
 - Noise from road traffic associated with the demolition and construction work associated with the development;
 - Noise from changes in road traffic attributed to the completed development;
 - Noise from items of plant within the Temporary Energy Centre introduced during the demolition and construction work associated with the development, and
 - Noise from items of permanent fixed plant introduced as part of the completed development.
204. Sensitive receptors for noise and vibration impacts are properties outside the Aylesbury Estate that have an unobstructed view of the development site; properties outside the Aylesbury which share an immediate boundary, such as

those properties on Kinglake Street and Bagshot Street; Existing estate properties located on adjacent phases such as Phase 2C to the north and Phase 4 to the west; existing properties within Phase 2b that may still be occupied when works commence; and new properties that may become occupied whilst construction works are ongoing.

205. During demolition and construction there are anticipated to be increases in airborne noise and vibration levels as a result of the proposed works. The most significant vibrations would be associated with piling and for the proposed development, rotary bored piling is proposed.
206. The development would be required to comply with Southwark's Technical Guidance for Demolition and Construction which would require noise and vibration levels to be below a level at which they would be classed as not significant for a temporary use. This would be secured through a Demolition and Construction Environmental Management Plan. This would also cover construction traffic.
207. Temporary plant and equipment used during the construction and demolition works has been assessed as well as permanent plant that would serve the operational development. Maximum sound power levels would be set for plant in each plant location in order to limit plant noise at the associated façade and thereby limit noise to sensitive receptors. The noise levels would be classed as not significant.
208. With these mitigation measures in place, including plant noise mitigated so as not to exceed the given limits, all noise and vibration effects associated with the Project are not considered to be significant.

Wind and Microclimate

209. Wind microclimate has been considered as part of the ES and the results are set out in Chapter 13 of the ES. The assessment seeks to understand whether any undesirable wind conditions would be created on site or within the surrounding area as a result of the proposed development. It considers if the resultant wind speed changes would be suitable for the intended use of specific locations around and within the site in terms of comfort and safety. The following configurations have been tested:
 - Configuration 1: Existing Site with Existing Surrounding Buildings (the Baseline Condition);
 - Configuration 2: The Project with Existing Surrounding Buildings;
 - Configuration 3: The Project with Cumulative Surrounding Buildings;
 - Configuration 4: The Project with Proposed Landscaping, Wind Mitigation Measures and Existing Surrounding Buildings; and
 - Configuration 5: The Project with Proposed Landscaping, Wind Mitigation Measures and Cumulative Surrounding Buildings.
210. Prevailing winds are from the south west throughout the year albeit with some north east winds mainly during spring. During construction works, wind conditions would be changeable due to the changing and evolving nature of the

site and would gradually adjust to those of the completed development. Once completed, the majority of areas around the site would have wind conditions suitable for their intended use however the following areas would require mitigation to improve the conditions.

- On-Site thoroughfares with walking conditions during the windiest season and occurrence of strong winds (measurement locations 7 and 10);
 - On-Site thoroughfares with walking conditions during the windiest season (measurement locations 55 and 287);
 - Entrance to the courtyard of Plot 5A (measurement location 58) with walking conditions during the windiest season and occurrence of strong winds;
 - The mixed-use amenity space between Plot 4A and Plot 4D with strolling conditions (measurement location 284) during the summer season and occurrence of strong winds;
 - Seating provisions in the courtyard between Plot 4A and Plot 4D with standing conditions during the summer season (measurement locations 281 and 283); and
 - Entrance to Plot 4A on the western façade with strolling conditions (measurement location 21) during the windiest season when the cumulative schemes are in place.
211. Various methods of mitigation are proposed and would be secured as part of any consent issued. The measures include retaining existing landscaping and trees; inclusion of proposed landscaping and new trees/hedges as well as a pergola structure on the south west corner of Plot 4D; reducing the porosity of the fences at the entrance to the courtyard on 5B; inclusion of two multi stemmed trees in the north west seating area of plot 4A and 4D; relocation of some proposed seating.
212. With the appropriate mitigation in place, wind conditions on and surrounding the site would be appropriate for the intended use throughout the year. There would be no instances of safety concerns for more vulnerable users such as pedestrians or cyclists either in the context of the existing and cumulative buildings. The development is therefore considered to be acceptable in terms of impacts on wind and microclimate.

Water Resources

213. The issue of water resources has been considered as part of the ES and the results are set out in Chapter 12 of the main document. This assessment considered the impact of the development with regards to water resources, water quality, flood risk and drainage. The assessment looked at potential significant effects that could arise during demolition/construction and the operational phase of the development with regards to surface water drainage, flood risk, surface water quality and surface water/foul sewage capacity.
214. Policy SI 12 of the London Plan 'Flood risk management' states that development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. Policy P68 of the Southwark Plan 'Reducing flood risk' states that development must not increase flood risk on or off site and sets out the requirements for achieving this. This includes that finished floor levels

are set no lower than 300mm above the predicted maximum water level where they are located within an area at risk of flooding.

215. The application site is located within Flood Risk Zone 3A and the main source of flood risk in Southwark is as a result of tidal activity within the River Thames. It should be noted that the site would benefit from protection by the Thames Barrier up to the 1 in 1000 year flood event.
216. The Environment Agency and Thames Water have been consulted on the proposed development and have recommended conditions that would be required to be discharged prior to the commencement of any development. Alongside a condition for a Demolition and Construction Environmental Management Plan, these conditions would control impacts during this phase of development and would assist in mitigating/controlling any impacts.
217. Whilst surface water run off currently discharges to the Thames Water sewer without any attenuation, the proposed development would include SUDS that aim to reduce the peak run off rates to greenfield run off rates which would be an improvement to the existing situation. SuDS components within the Project Site will control and manage surface water art source in order to reduce run-off rates and also improve surface water quality, amenity and biodiversity. These SuDS components include green roofs, swales, biodiverse tree pits, rain gardens and modular attenuation tanks. All proposed mitigation measures are considered proportionate and appropriate to ensure no significant effects would be caused as a result of the development.

Air Quality

218. The site sits within an air quality management area. Policy SI 1 of the London Plan 'Improving Air Quality' seeks to minimise the impact of development on air quality, and sets a number of requirements including minimising exposure to existing poor air quality, reducing emissions from the demolition and construction of buildings, being at least 'air quality neutral', and not leading to a deterioration in air quality. The impact of the development on air quality has been assessed as part of the ES. The results of this assessment are reported in Chapter 6 of the ES. In terms of potential air quality effects, the assessment has considered:
 219. During the demolition and construction phase, the impacts from PM10 and dust were assessed with regards to current LBS, GLA and IAQM guidance. The ES states that mitigation would be required to ensure no significant dust and PM10 impacts during this phase. Appropriate mitigation in this instance would be a DEMP and CEMP and these would be secured by conditions that would be attached to any consent issued.
 220. Road traffic emissions were considered during the construction phase for NO₂, PM10 and PM2.5 concentrations, again having regard for the appropriate guidance. The ES determined these impacts to be negligible with no significant adverse effects.
 221. The potential air quality impacts on NO₂, PM10 and PM2.5 concentrations due to road traffic and energy centre (gas boiler) emissions in the operational phase were assessed. These impacts were determined to be negligible, with no

significant effect (even assuming worst-case boiler operations to provide 100% of the heat and hot water demand). With regard to the London Plan Policy SI 1, the Project was determined to be air quality neutral, in accordance with the Mayor of London's guidance.

Ground conditions and contamination

222. Ground conditions have been considered and reported in Chapter 18 of the ES and considers the effects of the demolition and construction and operational development on workers, site users, soil and water. The geology at the site consists of gravels overlying sands and chalk. Made Ground is also known to be present on site up to depths of approximately 5m. The superficial deposits comprise a Secondary A aquifer and the solid geology Lambeth Group and Thanet Sands as a Secondary A aquifer. The underlying White Chalk Subgroup is classified as a Principal Aquifer. There is one known active groundwater abstraction point 992m southwest of the site.
223. The site has previously been assessed with regards to ground conditions and contamination as part of the OPP and was found to be acceptable however it is noted that the proposed works have the potential to impact on demolition and construction workers, off-site human health receptors (residents and workers in the vicinity of the Project Site) and water bodies in the vicinity of the site as a result of interactions with potential existing contamination at or near to the site. The following mitigation is therefore proposed:
- Further intrusive Site Investigation and Remediation Strategy (by condition);
 - UXO mitigation;
 - Materials Management Plan;
 - Piling Risk Assessment;
 - Basement Impact Assessment (by condition) and
 - Measures set out in CEMP, to include, water spray to damp down any potentially contaminated dust, wheel washing facilities, covered stockpiles, and fuel storage onsite to be carried out under best practice.
224. With the appropriate mitigation in place, the development is likely to result in negligible and therefore not significant effects on workers, residents and visitors.

Ecology

225. Policy G6 of the London Plan 'Biodiversity and access to nature' states that SINC's should be protected. Where harm to a SINC is unavoidable and where the benefits of the development proposal clearly outweigh the impacts on biodiversity, the policy sets out a mitigation hierarchy which must be followed. The policy states that development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain. This should be informed by the best available ecological information and addressed from the start of the development process.
226. At borough level policy P60 of the Southwark Plan 'Biodiversity' states that development must contribute to net gains in biodiversity including through enhancing the nature conservation value of SINC's, protecting and avoiding

damage to SINC, protected species and habitats, and including features such as green and brown roofs, green walls and soft landscaping.

227. The applicant has submitted a Biodiversity Net Gain Assessment. The development would result in an increase in biodiversity net gain which is positive. This should be secured through relevant conditions that should be imposed on any consent issued whilst an Ecological Management Plan should be secured as part of the S106 Agreement. Bat and Swift bricks would be provided within the development and secured by condition. The development would, as a result of this Net Gain benefit the ecology of the wider area including the adjacent Burgess Park SINC. The development is north of the park so overshadowing even by the tallest building would be limited.

Socio-economics and health

228. Socio-economics is assessed in Chapter 10 of the ES. The ES notes that there is a concentration of working age people living in Southwark. The development would generate construction industry jobs for local residents and also those outside the Borough and this would have a minor beneficial effect. Employment opportunities would also exist within the commercial floor space of the completed and operational development however this would be a negligible effect given the size of the commercial floor space.
229. Population modelling demonstrates that there would be sufficient capacity in local schools to deal with the projected rise in children and the provision of on-site play space would be a minor beneficial effect of the scheme. In terms of health, the development would fund infrastructure improvements through the Community infrastructure Levy and as such the increase in population would have a negligible effect. The provision of new homes as well as the provision of new open space would moderate and minor beneficial effects respectively.

Fire safety

230. A Fire Safety Strategy (updated December 2022) has been submitted to demonstrate compliance with the requirements of London Plan Policy D12. This policy requires developments to achieve the highest standards of fire safety and ensure that they identify suitably positioned unobstructed outside space for appliances, incorporate features to reduce risk to life and injury in the event of a fire; designed and constructed in order to minimise the spread of a fire; and provide suitable and convenient means of escape for all building users.
231. The policy requires that the Fire Strategy statement should include information in terms of the building's construction, means of escape for all users, fire suppression features and measures that would reduce risk to life and injury. The strategy should also include details of how access would be provided for fire service personnel and equipment as well as provision for appliances to gain access to the building.
232. The submitted Fire Statement has been prepared in accordance with Policy D12 of the London Plan. The Fire Strategy sets out that the building would have a fire resistance time of two hours for buildings over 30 minutes, 90 minutes for those between 18m and 30m and 60 minutes for those under 18m. There would be an

automatic fire suppression system in the form of sprinklers with a fire detection and alarm system. All blocks would be provided with fire mains with an inlet located within 18m from the sight of a suitable fire appliance parking locations. The strategy also provides information on emergency power supplies, means of escape, basis of design, means of construction and the competency of the strategy authors. The development would include dedicated fire fighter stairs and lifts as well as well as combined passenger/evacuation lifts.

233. When originally consulted on the proposed development, the HSE raised some concerns regarding escape stairs. The point of concern was that an escape stair forming the only escape route from an upper storey should not continue down to basement level. Additionally, a common stair forming the only escape route from a flat should not also serve a covered car park.
234. In order to address this the applicant amended the fire strategy as well as some mainly internal amendments to Blocks 4A and 4D. These amendments aimed to address the HSE comments by providing a separate staircase and escape route for the basement and the ancillary concierge separated from the lobby. A new access door was also proposed to the concierge. The amendments to Block 4D are restricted to removing an internal door between the two lobbies and introducing a fire shutter at basement level.
235. The HSE have been re-consulted on the amended plans and strategy. No response has been received to date however officers are satisfied that this can be addressed prior to the Stage II referral. The London Fire Brigade have been consulted and have raised no objections.

Transport

236. Chapter 9 of the NPPF seeks to ensure that transport issues are properly addressed as part of development proposals. Proposals must assess the impact upon existing transport networks, promote and maximise opportunities for sustainable transport modes whilst mitigating any adverse transport related environmental effects and must make a significant contribution to improving accessible movement and permeability as a key priority for place making. Paragraph 111 states “development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.
237. This approach is reflected in Chapter 10 of the London Plan and Southwark Plan Policies P49 – P55, which require development proposals to maximise sustainable modes of transport by minimising car journeys, to deliver enhanced walking and cycling opportunities and safe, accessible routes to public transport. Developments should be car free save for disabled parking provision and mitigation will be secured where necessary to address impacts upon the road and public transport networks to serve new developments.
238. This application was accompanied by a Transport Assessment and transport has been fully considered as part of the ES under chapter11 –Transportation. The documents have been reviewed by the Council’s Transport Policy and Highways

Teams, and Transport for London (TfL).

239. The site has a Public Transport Accessibility Level (PTAL) of 4 (medium) with the primary form of public transport being buses along Albany Road, Thurlow Street and the further to the east on Old Kent Road and to the west on Walworth Road/Camberwell Road. The nearest part of the Transport for London Road Network (TLRN) is the Old Kent Road, approximately 500 metres to the east of the site. The site records a public transport accessibility level (PTAL) of 2-4 on a scale of 0-6b where 6b represents the most accessible locations. The site is primarily accessed by bus services on Thurlow Street and Albany Road, which provide links to London Underground and National Rail services at Elephant and Castle. The site is well located for the Strategic Cycle Network, being close to Cycleway 7 on Portland Street.
240. The footway adjoining this site on Albany Road connects with the pedestrian/cycle routes along Burgess Park at its proximate southern side and This site is also surrounded by various cycle routes including the National Cycle Network and Quietways. There are a few pedestrian safety measures in this vicinity, demonstrated by signalised crossings on two of the arms of Albany Road/Thurlow Street junction, a raised zebra crossing on each of the stretches of Albany Road and Thurlow Street flanking this development plus a raised entry treatment at Albany Road/Bagshot Street junction and a zebra crossing at the eastern side of this intersection.
241. The nearest part of the Transport for London Road Network (TLRN) is the Old Kent Road, approximately 500 metres to the east of the site. The site records a public transport accessibility level (PTAL) of 2-4 on a scale of 0-6b where 6b represents the most accessible locations. The site is primarily accessed by bus services on Thurlow Street and Albany Road, which provide links to London Underground and National Rail services at Elephant and Castle. The site is well located for the Strategic Cycle Network, being close to Cycleway 7 on Portland Street.

Access and Servicing

242. Access to the development would be legible and rational with Albany Road and Thurlow Street providing the main street frontages and additional street frontages on Bagshot Street, Mina Road, Haywood Street and the extended Alvey Street. Servicing of blocks would be from adjacent bays on the street frontages. This is considered acceptable and generally reflects the position established under the OPP.

Trip Generation

243. The applicant's Transport Assessment and TRICS database have been reviewed and demonstrate that the residential aspect of this development would generate 64 and 82 two way vehicle movements in the morning or evening peak hours which would be an uplift of 29 and 40 two way vehicle movements compared to the existing situation. Although the Council's net forecasted

supplementary two-way vehicle movements are significantly higher than the figures predicted by the applicant's consultants, even taking into account the likely vehicle movements from other committed developments in this locality (OPP), these levels of supplementary vehicular traffic would not have any noticeable adverse impact on roads.

244. It is estimated that this development would create around 146-110 two way public transport trips in the morning and evening peak respectively which is deemed reasonable. The S106 on the OPP secured funding for public transport improvements and it is considered appropriate that these costs are apportioned to the current application in order to ensure delivery. The relevant portion and formula is under discussion and will be resolved prior to Stage II. Additional mitigation/travel plan measures proposed include the provision of cycling shower /change facilities, travel information and appointment of a travel plan co-ordinator who would promote sustainable travel including organising and publicising sustainable travel events in addition to monitoring the travel plan. A Construction Logistics Plan, Demolition and Environmental Management Plan and Travel Plan would be secured in the S106 Agreement alongside the aforementioned contributions.

Image - Servicing



Car Parking

245. The AAP set a maximum ratio of 0.4 car parking spaces per unit. Policy P54 (Car Parking) of the Southwark Plan sets a maximum ratio of 0.25 parking spaces per unit. Walworth CPZ provides adequate parking control in this locality weekdays from 08:30hrs to 18:30hrs. The applicant has proposed 41 on-site car parking spaces including 31 disabled bays, 19 of which would be on the ground floor of Plot 5A next to Kinglake Street while the remaining 22 would be in the basement level of Plot 4D and accessed via Bagshot Street. An additional 38 car parking spaces including 6 car club bays have also been proposed along the internal roads, equating to 0.12 parking spaces per unit which is supported. Appropriate conditions would be imposed to exempt non-returning residents from obtaining parking permits as well as conditions to secure electric vehicle charging points.

Car Club

246. Policy P53 of the draft NSP 'Car parking' requires developments to provide a minimum of three years free membership, per eligible adult who is the primary occupier of the development, to a car club if a car club bay is located within 850m of the development; and / or contribute towards the provision of new car club bays proportionate to the size and scale of the development if it creates 80 units or more.
247. The applicant proposed six car club bays which is supported and a planning obligation is required to secure car club membership in accordance with the above policy.

Cycle parking

248. The applicant has proposed 1194 cycle parking spaces comprising 22 contained in 11 Sheffield cycle racks on the ground floor, 86 affixed to 43 Sheffield cycle racks in the 3 basement cycle stores while the remaining 1086 would be spread across the residual 17 cycle stores. The level of cycle parking being proposed would be compliant with both London and Southwark Plan policies.
249. Under the OPP, the site was expected to provide a new Cycle Hire Docking Station for 30 people and this obligation would now be required to be met under the current application. This would be included within the S106 agreement with any costs above those established under the OPP index linked to the date of the OPP.

Environmental impacts

250. The ES considers transport impacts during demolition/construction as well as the completed/operational phase of the development. The main impacts of demolition and construction activities on the transport network relate to the

increase in HGV movements associated with the works. The peak period of construction is expected to see up to 100 HGV movements and 58 light vehicle movements per day. These movements are likely to have temporary effects on driver/pedestrian/cycle delay and would have a minor adverse but temporary effect.

251. Once completed, the development would result in an increase in population within the site and there would be an associated increase in traffic movements. Many of these movements would be by foot, bike or public transport due to the sites location and the low level of parking provided. This would be a negligible effect.
252. Once operational, the vehicle movements associated with the development would be low and do not require mitigation. The development would however result in some beneficial impacts as a result of new routes for cyclists and pedestrians, improved connectivity and legibility, a new cycle hire docking station and improvements to public transport.

Sustainable development implications

253. Chapter 9 of the London Plan deals with all aspects of sustainable infrastructure and identifies the reduction of carbon emissions as a key priority. Policy SI2 requires all developments to be net zero carbon with a minimum onsite reduction of 35% for both commercial and residential. Non-residential development should achieve 15 per cent reduction through energy efficiency measures. Where developments are unable to meet net zero carbon targets any shortfall between the minimum 35% and zero carbon must be mitigated by way of a payment towards the carbon offset fund. The energy strategy for new developments must follow the London Plan Hierarchy (be lean/ be clean/ be green/be seen) and this must be demonstrated through the submission of an Energy Strategy with applications and post construction monitoring for a period of 5 years.
254. Southwark Plan Policies P69 and P70 reflect the approach of the London Plan by seeking to ensure that non-residential developments achieve a BREEAM rating of 'Excellent' and include measures to reduce the effects of overheating using the cooling hierarchy. The policies reflect the London Plan approach of 'lean, green and clean' principles and requires non-residential buildings to be zero carbon with an onsite reduction of at least 40%. Any shortfall can be addressed by way a contribution towards the carbon offset green fund. The energy hierarchy is as follows:
- Be lean – use less energy
 - Be clean – supply energy efficiently;
 - Be green – use renewable energy;
 - Be seen – monitor, verify and report on energy performance

Be Lean

255. In accordance with London Plan policy SI-2, the energy strategy prioritises the 'Be lean' category of the energy hierarchy, with heat demand reduced to such an extent that there would be no demand for heat from a centralised system within

the site or from off-site networks. Energy efficiency measures include:

- Optimising building form, orientation and site layout;
- Use of natural ventilation;
- Maximising day lighting;
- Use of high-performance glazing;
- Optimising glazing ratio and use of solar shading;
- Use of enhanced thermal insulation and improvements to U-Values;
- Improvements to fabric air permeability;
- Minimising thermal bridging;
- Use of mechanical ventilation with heat recovery (MVHR) system with summer bypass;
- Installation of low energy LED lighting with photocell/timer clock/presence detection controlling where possible;
- Use of smart meters for heat and electricity networks;
- Use of programmable thermostatic controls with individual zone control for heating and hot water;
- Provision of Building Management System (BMS) for central plant metering and controls;
- Use of variable speed pumps and fans for heating/cooling; and
- Optimal distribution temperatures and use of enhanced thermal insulation for heating pipework to reduce distribution losses.

256. Measures under this category would result in a 17% reduction in carbon emissions which would exceed the 15% requirement set out in the London Plan.

Be Clean

257. The proposed development would not achieve any carbon savings under this category however the site would be future proofed for connection to a district CHP.

Be Green

258. The development would use photovoltaic panels (PV) and would provide a heating system of communal air source heat pumps (ASHP) to provide heat and hot water. The majority (typically greater than 70%) of the heat requirements in modern dwellings is for DHW, which has a fairly consistent demand throughout the year. The ASHPs have been sized to deliver the whole of the development's DHW demand and approximately 91% of the development's space heating demand. Back-up boilers will be used to top up the remainder of the additional short peak heating demand whilst providing system resilience.

259. Measures under this category would result in a 53% reduction in carbon emissions. This would bring the total carbon reduction to 70% which is positive and well in excess of the policy requirement.

Be Seen

260. London Plan policy SI2 sets out an additional stage of the energy hierarchy, 'Be Seen'. This stage requires the calculation of the operational energy in detail design stage, monitoring, verification and reporting of energy performance throughout the construction and usage of the building for the first 5 years. The building's energy performance will be monitored post-construction through the installation of smart meters for heat and electricity networks which would enable occupants to monitor, manage and reduce their energy usage. In addition, a Building Management System (BMS) for the energy centre would be provided which will facilitate monitoring, managing and control of central plant. The provisions for Be Seen would be secured in the S106 Agreement.

Circular economy

261. Policy SI 7 Reducing Waste and Supporting the Circular Economy of the London Plan requires referable applications to promote circular economy outcomes and aim to be net zero-waste.
1. How all materials arising from demolition and remediation works will be re-used and/or recycled.
 2. How the proposal's design and construction will reduce material demands and enable building materials, components and products to be disassembled and re-used at the end of their useful life.
 3. Opportunities for managing as much waste as possible on site.
 4. Adequate and easily accessible storage space and collection systems to support recycling and re-use.
 5. How much waste the proposal is expected to generate, and how and where the waste will be managed in accordance with the waste hierarchy.
 6. How performance will be monitored and reported.
262. This development supports London's transition to a low carbon circular economy, the following circular economy principles will be adopted for Phase 2B:
- Re-using excavation waste directly on site where possible (cut & fill strategy)
 - Deriving at least 20% of the total value of materials from recycled and reused content in the products and materials selected, and higher proportions are targeted in various cases;
 - Reusing/ recycling/ recovering at least 95 per cent of construction waste (current estimate 97%), including using some on site;
 - Design for deconstruction for architectural elements: balustrades, rainwater pipes, windows and doors, bathroom pods if incorporated;
 - Targeting 65% of municipal waste to be diverted from landfill by 2030;
 - Carrying out whole life carbon modelling
263. The applicant has confirmed that all architectural metalwork can be disassembled, retrieved and re-used at the end of life and robust and durable materials would be used to ensure longevity. The applicant has also committed to sourcing materials with the following minimum recycled content:

- 264.
- Concrete will include 20% recycled aggregate and 20% GGBS - subject to availability on the day of pour;
 - The recycled content of steel reinforcement will be 20% (industry average);
 - Recycled content of balustrades and railings is targeting 30%;
 - Typical window frame 18% recycled content;
 - Insulation is targeting 20-26% recycled content;
 - Partitions are targeting 15% recycled content;
 - Windows are targeting 30% recycled aluminium content;
 - Fit-out items shall be considered for recycled content in the detailed design, with an initial target of 20% recycled content.
265. It is noted that the GLA have requested additional information/clarification on Circular Economy and this will be finalised with the GLA prior to any Stage II referral.

Whole life carbon

266. Policy SI 2 – Minimising Greenhouse Gas Emissions of the London Plan requires developments to calculate whole life-cycle carbon emissions through a nationally recognised Whole Life-Cycle Carbon Assessment and demonstrate actions taken that would serve to reduce life-cycle carbon emissions.
267. Whole Life Cycle carbon emissions are those associated with the construction, use and eventual deconstruction of a development over its whole life cycle, considering impacts of construction materials, along with their repair, maintenance and replacements, as well as regulated and unregulated operational carbon emissions. A Whole Life Carbon GLA Template was submitted.
268. The GLA have requested further clarification on design approach, scheme audits, operational waste, post construction report and end of-life strategy and have requested that a condition be imposed to secure a post construction report. The applicant is providing the additional information requested by the GLA and this will be resolved prior to the Stage II referral. The relevant condition would also be secured on any consent issued.

BREEAM

269. Southwark Plan Policies P69 requires the development to achieve BREEAM 'excellent'. As such an appropriate condition should be imposed on any consent issued in order to secure this standard. The applicant has also committed to sourcing materials with the following minimum recycled content:

Conclusion on energy strategy

270. The proposed energy strategy would achieve an on-site reduction in carbon emissions of 70% beyond the Building Regulations, significantly exceeding the 35% London Plan requirement. It would achieve a 17% reduction under the 'be lean' stage and 53% under the 'be green' stage. Whilst it would not meet the Southwark Plan policy of 100% on-site savings, there is no scope to provide

further PV on the building. A financial contribution of £739,524 should be secured in the S106 Agreement in order to achieve carbon zero status for the development.

Digital connectivity

271. London Plan Policy SI6 introduces the need for new developments to address London's requirements for enhanced digital connectivity. The policy requires development proposals to ensure that sufficient ducting space for full fibre connectivity infrastructure is provided to all end users, to meet expected demand for mobile connectivity generated by the development, to take appropriate measures to avoid reducing mobile connectivity in surrounding areas, and to support the effective use of rooftops and the public realm (such as street furniture and bins) to accommodate well-designed and suitably located mobile digital infrastructure. This is repeated through policy P44 of the Southwark Plan 'Broadband and digital infrastructure'.
272. In order to address this requirement a condition is recommended to ensure that the appropriate ducting for future connection to the full fibre infrastructure would be installed within the proposed development.

Planning obligations (S.106 agreement)

273. Policy DF1 of the London Plan advises that Local Planning Authorities should seek to enter into planning obligations to avoid or mitigate the adverse impacts of developments which cannot otherwise be adequately addressed through conditions, to secure or contribute towards the infrastructure, environment or site management necessary to support the development, or to secure an appropriate mix of uses within the development. Policy IP3 of the Southwark Plan sets out similar requirements, and further information is contained within the Council's adopted Planning Obligations and Community Infrastructure Levy SPD.

Planning obligation	Mitigation	Applicant's position
Affordable housing	50% by habitable room, to be completed and made available before more than 50% of the private units can be occupied	
Affordable housing monitoring fee	£33,160.75	
Affordable housing monitoring clauses	As set out earlier in this report.	
Affordable housing review mechanism	Early and late stage review mechanisms.	

Employment during construction	133 sustained jobs for unemployed borough residents, 133 short courses and 33 construction industry apprenticeships, or a payment of £641,350 for shortfall, and the associated employment, skills and business support plan	
Local procurement	During construction	
Carbon offset fund	£739,524	
Street tree bond	£6,000 per tree in the event that the proposed street trees cannot be planted or die and new trees need to be planted.	
Highway works	Highways infrastructure works committed under the OPP should be apportioned to this development. Additionally, the scheme should secure the following S.278 works: Adoption of Mina Road and Haywood Street link road extensions as highway as well as the pedestrian/cycle route improvements on Albany Road, Bagshot Street, Kinglake Street and Thurlow Street. This should include the reconstruction of the related footways, conversion of the two sets of humps on the adjacent segment of Thurlow Street to raised tables, construction of a raised entry treatment plus at Kinglake Street/Thurlow Street junction, creation of a raised zebra crossing on Albany Road arm (western) of Albany Road/Thurlow Street junction plus the removal of guard rails at this intersection and construction of a vehicle crossover on Bagshot Street.	
Delivery service plan bond	£42,035	
TfL bus contribution	Contribution agreed as part of the OPP should be apportioned to the Phase 2B development to ensure provision. Formula to be agreed with TfL at Stage II	
TfL cycle hire	Provision of a new docking station	

contribution	for 30 cycles.	
TfL cycle hire membership	Two years free cycle hire membership per household for the residential units.	
Car club membership	3 years membership for each eligible resident within the development including the commercial occupiers.	
Parking permit exemption	Future residents and businesses would be prevented from obtaining parking permits for the surrounding streets. Returning residents would be able to apply.	
Future-proofing for district heating network	To enable the development to connect to future district heating networks if deemed feasible	
Post-installation review of energy measures installed	Review to verify the carbon savings delivered with an adjustment to the carbon off-set green fund contribution if required.	
Total financial contributions	£1,453,069.75	
Administration and monitoring fee (excluding affordable housing monitoring fee and servicing bond)	£27,617.48 (estimated)	

274. The S106 Agreement should also secure an OPP re-conciliation strategy, a demolition and construction environmental management plan, a service management plan, car parking management plan, updated energy strategy and a travel plan.
275. In the event that an agreement has not been completed by 31st March 2023, the committee is asked to authorise the Director of Planning and Growth to refuse permission, if appropriate, for the following reason:

276. In the absence of a signed S106 legal agreement there is no mechanism in place to mitigate against the adverse impacts of the development including through contributions, and it would therefore be contrary to policy DF1 'Delivery of the Plan and Planning Obligations' of the London Plan 2021, Policy IP3 'Community Infrastructure Levy (CIL) and Section 106 planning obligations' of the Southwark Plan 2022, and the Southwark Section 106 Planning Obligations and Community Infrastructure Levy SPD (2015).

Mayoral and borough community infrastructure levy (CIL)

277. Section 143 of the Localism Act states that any financial contribution received as community infrastructure levy (CIL) is a material 'local financial consideration' in planning decisions. The requirement for payment of the Mayoral or Southwark CIL is therefore a material consideration. However, the weight attached is determined by the decision maker. The Mayoral CIL is required to contribute towards strategic transport invests in London as a whole, primarily Crossrail. Southwark's CIL will provide for infrastructure that supports growth in Southwark

278. The site is located within Southwark CIL Zone 3 and MCIL zone 2 £60/sqm. Based on the floor areas provided in the applicant's CIL Form and Accommodation Schedule, the gross amount of CIL is approximately £4,890,858.24 including £2,484,335.11 of Borough CIL and £2,406,523.13 of Mayoral CIL. It should be noted that this is an estimate, and the floor areas on approved drawings and relief eligibility would be checked when the related CIL Assumption of Liability Form and CIL relief forms are submitted, after planning permission has been obtained.

Community involvement and engagement

279. A Statement of Community Involvement (SCI) and engagement summary template have been submitted with the application, detailing the pre-application consultation undertaken with key stakeholders and the local community prior to the submission of the planning application.

280. The SCI advises that the approach to consultation and engagement took the form of a three stage process. Stage 1 focussed on introducing the project, Stage 2 concentrated on concept plans whilst Stage 3 centred on the revised/final draft of the plans.

281. Stage 1 took place between June and August 2021 with a series of online youth workshops, online stakeholder 1-2-1 meetings and street based pop-ups. This stage was an opportunity to revisit what had been determined during the earlier consultations as well as to discuss some high level ideas and concepts for the site. This stage also considered policy changes that have influenced the plans for Phase 2B since 2016.

282. Stage 2 included two in person consultation events in the form of public exhibitions, youth club and school workshops, public online discussion and several 1-2-1 stakeholder meetings. This was an opportunity to share concept plans and collect feedback.

283. Stage 3 was an opportunity to present revised plans following the feedback from Stage 2. These revised plans were presented with the changes highlighted with further comments and feedback being collected prior to final revisions and plan production. Stage Three included a dedicated session for the Latin American community, online themed workshops and a public Q&A; an outdoor public exhibition (four weeks); printed information in local libraries; a street pop-up; and group walkabouts.
284. As part of its statutory requirements the Local Planning Authority sent letters to surrounding residents, displayed site notices in the vicinity, and issued a press notice publicising the planning application. Adequate efforts have, therefore, been made to ensure the community has been given the opportunity to participate in the planning process. Details of consultation and any re-consultation undertaken by the Local Planning Authority in respect of this application are set out in the appendices.

Consultation responses from external and statutory consultees

Arqiva

285. No objections.
Response – Noted.

Environment Agency

286. No objections subject to appropriate conditions.
Response – Noted and agreed, the relevant conditions would be attached to any consent issued and continue to be relevant to the revised scheme.

Greater London Authority

287. **Land Use** - The principle of estate regeneration to deliver uplifts in affordable Housing and community facilities is strongly supported. The scheme proposed would provide a net gain of 1,143 sqm of additional social rented floorspace above the extant consent. See earlier comments about comparing like with like. GLA think it's a gain in social rent, we are saying it's a loss! It's one or the other.

Housing: The re-provision of affordable units and uplift of new homes is strongly supported. The applicant is proposing 50% affordable housing (by habitable room) across the site. Following conclusion of the viability review process early and late stage reviews should be secured along with all relevant affordability criteria.

Urban design: The design of the scheme is broadly supported; the Council should secure details of key facing materials.

Transport: The Council must appropriately secure the delivery of a Cycle Hire docking station, the quantum and design of the proposed cycle stores, vehicle parking and management plan, delivery and servicing plan, construction logistic plan and a travel plan.

Sustainable development: Further information and clarification is required on the sustainable development strategies before compliance with the London Plan can be confirmed.

288. **Response** – The GLA have based the affordable housing assessment on incorrect figures regarding the level of proposed social rented and affordable housing floor space. The net gain of social rented floor space above the consented OPP is in fact 4,577.4sqm. This will be confirmed at Stage II. The relevant design and transport conditions would be secured on any consent issued and the applicant is providing clarification to the GLA on the sustainability information requested and this will be resolved directly with the GLA at Stage II.

Health and Safety Executive

289. There are some concerns regarding escape stairs. The point of concern was that an escape stair forming the only escape route from an upper storey should not continue down to basement level. Additionally, a common stair forming the only escape route from a flat should not also serve a covered car park.
Response – The applicant has revised the internal arrangements in order to overcome the concerns raised by the HSE who have been re-consulted on the revisions. No response has been received to date however officers are satisfied that this can be addressed prior to the Stage II referral. The London Fire Brigade have been consulted and have raised no objections.

Heathrow Airport

290. No safeguarding objections. Informatives advised regarding cranes.
Response – Noted and agreed, the relevant informatives would be added to any consent issued.

Historic England

291. Historic England do not wish to offer any advice/comments on the proposal.
Response – Noted.

London Fire Brigade

292. No further observations to make.
Response – Noted.

London Underground

293. No objection.
Response – Noted.

Metropolitan Police

294. The development could achieve Secure by Design and the relevant conditions should be secured on any consent issued.
Response – Noted and agreed, the relevant conditions (SBD measures and SBD Certification) would be imposed on any consent issued.

NATS

295. No safeguarding objections.
Response – Noted.

Thames Water

296. No objection subject to conditions.
Response – Noted, the relevant condition would be attached to any consent issued.

Transport for London

297. **Public Transport** - The legal agreement for the outline planning permission provides funding for 2 new Cycle Hire docking stations and additional bus service capacity. The Phase 2b development will provide one of the new Cycle Hire docking stations (30 cycles) at the southern boundary of block 5a to the east of Thurlow Square. The development proposal has a higher number of homes on this plot than predicted in the outline planning permission, however the additional bus trips are unlikely to have a significant additional impact on capacity, given that the legal agreement of the outline planning permission secures a substantial contribution towards local bus capacity increases.

Car Parking - The applicant is proposing 79 car parking spaces for existing and Blue Badge holder residents. Approximately half of these spaces would be on-street with the remainder at podium/basement level. This provision includes 6 car club spaces and 21 Blue Badge spaces. The proposals would fall within the parameter set by the existing outline permission which approved a ratio of 1 space per 0.13 units. It is noted that the current London Plan requires residential development in inner London to be 'car free', bar Blue Badge provision. As such, the Council should secure that no new non-Blue Badge holding residents should be allowed a car parking space (and are restricted from applying for on-street parking permits) and that as existing car-owning residents move out, the spaces are repurposed/reallocated with the aim of removing the on-street non-Blue Badge/car club spaces first.

The Council should secure 20% of any car parking spaces should have active electric vehicle charging, with the rest passive provision. The Blue Badge provision is proposed at 3% of residential units, with a further 7% provision identified should need arise by converting non-Blue Badge bays the future podium and basement car parks, as set out in the draft Parking Management Plan (PMP). This is in line with London Plan standards, however in this instance, 3% provision from the outset only would be acceptable, commensurate with low car ownership and low Blue Badge uptake in inner London.

Cycle parking - The proposed cycle parking quantum accords with the requirements of London Plan Policy T5. The cycle stores provided must be delivered in accordance with LCDS guidance. The quantum and design of the

cycle stores should be appropriately secured.

Deliveries and servicing, construction logistics and travel planning -

Servicing is proposed via five on-street loading bays, effectively one for each building, in the absence of basements the use of on-street loading bays dispersed across the site is appropriate.

An approved delivery and servicing plan (DSP) should be secured by way of condition/planning obligation, as should a construction logistic plan (CLP). Construction arrangements should be designed to minimise impacts on Thurlow Street and Albany Road, which are bus routes.

An approved travel plan should be secured way of condition/planning obligation. The development will provide all eligible residents with an initial free membership of the Santander Cycle scheme for 2 years, in line with local policy.

Response – Noted and agreed, the details above would be secured either as conditional requirements on the consent or as obligations within the s106 agreement.

Community impact and equalities assessment

298. The council must not act in a way which is incompatible with rights contained within the European Convention of Human Rights
299. The council has given due regard to the above needs and rights where relevant or engaged throughout the course of determining this application.
300. The Public Sector Equality Duty (PSED) contained in Section 149 (1) of the Equality Act 2010 imposes a duty on public authorities to have, in the exercise of their functions, due regard to three "needs" which are central to the aims of the Act:
1. The need to eliminate discrimination, harassment, victimisation and any other conduct prohibited by the Act
 2. The need to advance equality of opportunity between persons sharing a relevant protected characteristic and persons who do not share it. This involves having due regard to the need to:
 - Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic
 - Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it
 - Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low

3. The need to foster good relations between persons who share a relevant protected characteristic and those who do not share it. This involves having due regard, in particular, to the need to tackle prejudice and promote understanding.

301. The protected characteristics are: race, age, gender reassignment, pregnancy and maternity, disability, sexual orientation, religion or belief, sex, marriage and civil partnership. The redevelopment of the Aylesbury Estate would provide new and improved housing, including affordable housing that would benefit BAME communities as well as providing the opportunity for residents to remain on the estate, The improved street layout and connectivity/legibility would provide better links between the core of the estate and nearby shopping areas on Walworth Road and Old Kent Road that will benefit small BAME business in these areas. The development would also include 10% wheelchair housing which would be beneficial to residents with disabilities and would provide new housing options.

Human rights implications

302. 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.
303. This application has the legitimate aim of providing new home. 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.

Positive and proactive statement

304. The council has published its development plan and Core Strategy on its website together with advice about how applications are considered and the information that needs to be submitted to ensure timely consideration of an application. Applicants are advised that planning law requires applications to be determined in accordance with the development plan unless material considerations indicate otherwise.
305. The council provides a pre-application advice service that is available to all applicants in order to assist applicants in formulating proposals that are in accordance with the development plan and core strategy and submissions that are in accordance with the application requirements.

306. Positive and proactive engagement: summary table

Was the pre-application service used for this application?	YES
If the pre-application service was used for this application, was the advice given followed?	YES
Was the application validated promptly?	YES
If necessary/appropriate, did the case officer seek amendments to	YES

the scheme to improve its prospects of achieving approval?

To help secure a timely decision, did the case officer submit their recommendation in advance of the agreed Planning Performance Agreement date? YES

CONCLUSION

307. In land use terms the proposed development would fully accord with the requirements of site allocation NSP01 of the Southwark Plan by providing a significant number of new homes. The development would also provide some ancillary retail/employment /leisure space which is also considered to be in line with the site allocation. In land use terms the development would comply with the relevant policies in the London Plan and Southwark Plan.
308. The development would bring forward the benefits established under the OPP with regards to high quality homes, new public open spaces, improved legibility and connectivity and new affordable homes. The development would provide affordable housing at 50% by habitable room and the scheme would result in a significant uplift in social rented floorspace compared to the OPP.
309. The new homes would be modern, sustainable and would meet or exceed the minimum space standards as well as offering a high level of dual aspect. Wheelchair housing at 10% would comply with policy requirements.
310. In terms of neighbouring amenity, the proposed development would have no significant adverse impacts on any neighbouring existing residential neighbours in terms of a loss of outlook, loss of privacy or a detrimental reduction in the availability of daylight or sunlight. Additionally, the scheme would have no detrimental adverse impact on future phases of the OPP in terms of daylight and sunlight.
311. The proposed development would demonstrate high quality design with robust and appropriately contextual materials and finishes. This is welcomed as urban design and high architectural quality are priorities for the Council in terms of building well designed neighbourhoods. The scale, massing and appearance of the building are significant however they would not have any detrimental impact on the character or setting of any listed buildings and these have been fully considered as part of the submitted BHTVIA.
312. The development would provide an improved public realm as well as new, high quality public spaces including a new park with MUGA and a new square facing onto Thurlow Street. Full on site and supervised play provision would be provided for all age groups which is welcomed. In sustainability terms, the development would achieve a 70% carbon reduction, well in excess of the policy requirement and BREEAM excellent would be conditioned for the commercial spaces. As such, the development would be sustainable and would make efficient use of a brownfield site.

313. Developments of this size and nature have the potential for significant environmental impacts and therefore an addendum to the extant scheme Environmental Statement has been submitted. The impacts identified in the Environmental Statement have been assessed and taken into account and should be considered in determining the application. No impacts of a significant scale have been identified which are not capable of being mitigated.
314. Subject to conditions and a number of planning obligations the transport impacts of the proposal are considered to be acceptable. Impacts relating to air quality, flood risk, contaminated land have all been considered and are found to be acceptable, subject to a number of conditions.
315. The issues raised in the objections to the application have been noted, and addressed within the report. It is concluded that the benefits of the scheme including the delivery of key Southwark Plan policy aspirations significantly outweigh the issues raised.
316. The application is considered to be in compliance with the development plan, , when read as a whole, and it is therefore recommended that planning permission be granted, subject to conditions, the timely completion of a S106 Agreement and referral to the Mayor of London.

BACKGROUND INFORMATION

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Southwark Local Development Framework and Development Plan Documents TP/ H1059	Chief Executive's Department 160 Tooley Street London SE1 2QH	Planning enquiries telephone: 020 7525 5403 Planning enquiries email: planning.enquiries@southwark.gov.uk Case officer telephone: 0207 525 0254 Council website: www.southwark.gov.uk

APPENDICES

No.	Title
Appendix 1	Recommendation (draft decision notice)
Appendix 2	Relevant planning history
Appendix 3	Consultation undertaken
Appendix 4	Consultation responses received.

AUDIT TRAIL

Lead Officer	Stephen Platts, _Director of Planning and Growth	
Report Author	Terence McLellan	
Version	Final	
Dated	3 January 2023	
Key Decision	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director of Finance and Governance	No	No
Strategic Director of Environment and Leisure	No	No
Strategic Director of Housing and Modernisation	No	No
Director of Regeneration	No	No
Date final report sent to Constitutional Team		3 January 2023

Appendix 1: Recommendation

This document shows the case officer's recommended decision for the application referred to below.

This document is not a decision notice for this application.

Applicant	Notting Hill Genesis	Reg. Number	22/AP/2226
Application Type	Major application		
Recommendation	GRANT subject to Legal Agreement (GLA)	Case Number	H1059

Draft of Decision Notice

Grant subject to Legal Agreement & Referral to GLA for the following development:

Demolition of the existing buildings and redevelopment to provide a mixed use development comprising five buildings ranging in height from 5 to 26 storeys with basements, providing a total of 614 new homes (Class C3); flexible floorspace for commercial business and service uses (Class E) and local community and learning uses (Class F1/F2(a)(b) public open space and playspace private and communal amenity space formation of new accesses and routes within the site alterations to existing accesses; and associated car and cycle parking; refuse storage and hard and soft landscaping; and associated works.

The application is accompanied by an Environmental Statement submitted pursuant to the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. The Environmental Statement can be viewed online at the planning register. Hard copies of the complete ES can be purchased from HGH for a fee or an electronic version can be sent free of charge in PDF format, upon request.

Aylesbury Estate Site Phase 2B Land Bounded By Thurlow Street And Albany Road And Kinglake Street And Bagshot Street London Southwark SE17 And SE5

In accordance with application received on 12 July 2022 and Applicant's Drawing Nos.:

Existing Plans

Proposed Plans

Other Documents received

Permission is subject to the following Pre-Commencements Condition(s)

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.

1. Prior to works commencing, including any demolition, an Arboricultural Method Statement shall be submitted to and approved in writing by the Local Planning Authority. a) A pre-commencement meeting shall be arranged, the details of which shall be notified to the Local Planning Authority for agreement in writing prior to the meeting and prior to works commencing on site, including any demolition, changes to ground levels, pruning or tree removal. b) A detailed Arboricultural Method Statement showing the means by which any retained trees on or directly adjacent to the site are to be protected from damage by demolition works, excavation, vehicles, stored or stacked building supplies, waste or other materials, and building plant, scaffolding or other equipment, shall then be submitted to and approved in writing by the Local Planning Authority. The method statements shall include details of facilitative pruning specifications and a supervision schedule overseen by an accredited Arboricultural consultant.) Cross sections shall be provided to show surface and other changes to levels, special engineering or construction details and any proposed activity within root protection areas required in order to facilitate demolition, construction and excavation. The existing trees on or adjoining the site which are to be retained shall be protected and both the site and trees managed in accordance with the recommendations contained in the method statement. Following the pre-commencement meeting all tree protection measures shall be installed, carried out and retained throughout the period of the works, unless otherwise agreed in writing by the Local Planning Authority. In any case, all works must adhere to BS5837: (2012) Trees in relation to demolition, design and construction and BS3998: (2010) Tree work - recommendations. If within the expiration of 5 years from the date of the occupation of the building for its permitted use any retained tree is removed, uprooted is 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.

Reason: To avoid damage to the existing trees which represent an important visual amenity in the area, in accordance with The National Planning Policy Framework 2021 Parts 8, 11, 12, 15 and 16; Policies G1 (Green Infrastructure, G5 (Urban Greening) and G7 (Trees and Woodlands) of the London Plan 2021; and policies of The Southwark Plan 2022: P56 Protection of amenity; P57: Open space; P58: Open water space; P59: Green infrastructure, P66 Reducing noise pollution and enhancing soundscapes, P13: Design of places; P14: Design quality; P15: Residential design, P20: Conservation areas; P21: Conservation of the historic environment and natural heritage and P60 Biodiversity.

2. Prior to the commencement of development, details of surface water management measures in accordance with the approved Flood Risk Assessment Reference [XXX] shall be submitted to and approved in writing by the Local Planning Authority, and the scheme shall thereafter be carried out in accordance with the approved details.

Reason To prevent the increased risk of flooding and to improve water quality in accordance with Chapter 14 (Meeting the challenge of climate change, flooding and coastal change) of the National Planning Policy Framework (2021); Policy SI 12 (Flood risk management) of the London Plan (2021); P67 Reducing water use; P68 Reducing flood risk and P64 Contaminated land and hazardous substances.

3. Site Contamination

Unless previously discharged, prior to the commencement of any development:

Part One - A site investigation and risk assessment shall be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site.

i) The Phase 1 (desk study, site categorisation; sampling strategy etc.) shall be submitted to the Local Planning Authority for approval before the commencement of any intrusive investigations.

ii) Any subsequent Phase 2 (site investigation and risk assessment) shall be conducted in accordance with any approved scheme and submitted to the Local Planning Authority for approval prior to the commencement of any remediation that might be required.

Part Two - In the event that contamination is present, a detailed remediation strategy to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment shall be prepared and submitted to the Local Planning Authority for approval in writing. The scheme shall ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. The approved remediation scheme (if one is required) shall be carried out in accordance with its terms prior to the commencement of development, other than works required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority shall be given two weeks written notification of commencement of the remediation scheme works.

Part Three - Following the completion of the works and measures identified in the approved remediation strategy, a verification report providing evidence that all works required by the remediation strategy have been completed shall be submitted to and approved in writing by the Local Planning Authority.

Part Four - In the event that potential contamination is found at any time when carrying out the approved development that was not previously identified, it shall be reported in

writing immediately to the Local Planning Authority, and a scheme of investigation and risk assessment, a remediation strategy and verification report (if required) shall be submitted to the Local Planning Authority for approval in writing, in accordance with Part One - Part Three above.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy P64 'Contaminated land and hazardous substances' of the Southwark Plan 2022 and the National Planning Policy Framework 2021."

4. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. The Statement shall provide for:

the parking of vehicles of site operatives and visitors;

loading and unloading of plant and materials;

storage of plant and materials used in constructing the development;

the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;

wheel washing facilities;

measures to control the emission of dust and dirt during construction;

a scheme for recycling / disposing of waste resulting from demolition and construction works

Reason:

To ensure that occupiers of neighbouring premises do not suffer a loss of amenity by reason of pollution and nuisance, in accordance with the National Planning Policy Framework (2019); and Policy P56 (Protection of amenity) of the Southwark Plan (2022).

5. Thames Water

No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage and water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason:

The proposed works will be in close proximity to underground sewerage and water utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

6. Thames Water

Development (excluding demolition) should not be commenced until Impact studies of the existing water supply infrastructure have been submitted to, and approved in writing by, the local planning authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point.

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand.

7. Highways

An updated Highways Infrastructure Plan shall be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of development (excluding demolition) in consultation with the Highways Authority in order to finalise details of street design and treatment, lighting, planting access and visibility. The development shall then be implemented in accordance with any consent given.

Reason:

In the interest of amenity and to secure a high standard of street design.

8. Thames Water

Prior to commencement of any construction works, excluding demolition, a drainage strategy for that block, detailing any on and/or off site drainage works should be submitted to and approved in writing by the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Reason:

The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.

Permission is subject to the following Grade Condition(s)

9. **HARD AND SOFT 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 not covered by buildings (including cross sections, available rooting space, tree pits, surfacing materials of any parking, access, or pathways layouts, materials and edge details), shall be submitted to and approved in writing by the Local Planning Authority. The landscaping shall not be carried out otherwise than in accordance with any such approval given and shall be retained for the duration of the use. 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 the equivalent stem girth and species in the first suitable planting season. Planting shall comply to BS: 4428 Code of practice for general landscaping operations, BS: 5837 (2012) Trees in relation to demolition, design and construction and BS 7370-4:1993 Grounds maintenance Recommendations for maintenance of soft landscape (other than amenity turf).

Reason:

So that the Council may be satisfied with the details of the landscaping scheme, in accordance with: Chapters 8, 12, 15 and 16 of the National Planning Policy Framework 2021; Policies SI 4 (Managing heat risk), SI 13 (Sustainable drainage), G1 (Green Infrastructure, G5 (Urban Greening) and G7 (Trees and Woodlands) of the London Plan 2021; Policy P13 (Design of Places), Policy P14 (Design Quality), Policy P56 (Protection of Amenity), Policy P57 (Open Space) and Policy P60 (Biodiversity) of the Southwark Plan (2022).

10. Prior to works commencing above grade, full details of all proposed planting of 125 trees at grade (other than on podiums, roofs or terraces) shall be submitted to and approved in writing by the Local Planning Authority. This will include tree pit cross sections, planting and maintenance specifications, use of guards or other protective measures and confirmation of location, species, sizes, nursery stock type, supplier and defect period. All tree planting shall be carried out in accordance with those details and at those times. All trees and shrubs will conform to the specification for nursery stock as set out in British Standard 3936 Parts 1 (1992) and 4 (1984). Advanced Nursery stock trees shall conform to BS 5236 and BS: 4428 Code of practice for general landscaping operations. If within a period of five years from the date of the planting of any tree that tree, or any tree planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree of the same species and size as that originally planted shall be planted at the same place in the first suitable planting season., unless the local planning authority gives its written consent to any variation.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 in accordance with The National Planning Policy Framework 2021 Parts 8, 11, 12, 15 and 16; Policies SI 4 (Managing heat risk), SI 13 (Sustainable drainage), G1 (Green Infrastructure), G5 (Urban Greening) and G7 (Trees and Woodlands) of the London Plan 2021; and policies of the Southwark Plan (2022) P60 Biodiversity, P13 Design of places, P14 Design quality, P56 Protection of amenity

11. GREEN ROOFS FOR BIODIVERSITY Part 1:

Before any above grade work hereby authorised begins, details of the biodiversity (green/brown) roof(s) shall be submitted to and approved in writing by the Local Planning Authority. The biodiversity (green/brown) roof(s) shall be:* biodiversity based with extensive substrate base (depth 80-150mm);* laid out in accordance with agreed plans; and* planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works (focused on wildflower planting, and no more than a maximum of 25% sedum coverage).The biodiversity (green/brown) roof shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency. The biodiversity roof(s) shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter. Part 2: Full Discharge of this condition will be granted once the green/brown roof(s) are completed in full in accordance to the agreed plans. A post completion assessment will be required to confirm the roof has been constructed to the agreed specification.

Reason:

To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in accordance with: Policies SI 4 (Managing heat risk), SI 13 (Sustainable drainage), G1 (Green Infrastructure), G5 (Urban Greening) of the London Plan 2021; Policy P59 (Green Infrastructure) and Policy P60 (Biodiversity) of the Southwark Plan (2022).

12. Details of 24 Swift nesting boxes / bricks shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the use hereby granted permission. No less than [number] nesting boxes / bricks shall be provided and the details shall include the exact location, specification and design of the habitats. The boxes / bricks shall be installed with the development prior to the first occupation of the building to which they form part or the first use of the space in which they are contained. The Swift nesting boxes / bricks shall be installed strictly in accordance with the details so approved, shall be maintained as such thereafter. Discharge of this condition will be granted on receiving the details of the nest/roost features and mapped locations and Southwark Council agreeing the submitted plans, and once the nest/roost features are installed in full in accordance to the agreed plans. A post completion assessment will be required to confirm the nest/roost features have been installed to the agreed specification.

Reason:

To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in accordance with Chapter 15 (Conserving and enhancing the natural environment) of the National Planning Policy Framework (2021); Policy G6 (Biodiversity and access to nature) of the London Plan (2021); P56 Protection of amenity, P57 Open space, P58 Open water space, P59 Green infrastructure, P60 Biodiversity, P66 Reducing noise pollution and enhancing soundscapes and P69 Sustainable standards of the Southwark Plan (2022).

13. Details of 18 bird and/or bat nesting boxes / bricks shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the use hereby granted permission. No less than [number] nesting boxes / bricks shall be provided and the details shall include the exact location, specification and design of the habitats. The boxes / bricks shall be installed with the development prior to the first occupation of the building to which they form part or the first use of the space in which they are contained. The nesting boxes / bricks shall be installed strictly in accordance with the details so approved, shall be maintained as such thereafter. Discharge of this condition will be granted on receiving the details of the nest/roost features and mapped locations and Southwark Council agreeing the submitted plans, and once the nest/roost features are installed in full in accordance to the agreed plans. A post completion assessment will be required to confirm the nest/roost features have been installed to the agreed specification.

Reason:

To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in accordance with Chapter 15 (Conserving and enhancing the natural environment) of the National Planning Policy Framework (2021); Policy G6 (Biodiversity and access to nature) of the London Plan (2021); P56 Protection of amenity, P57 Open space, P58 Open Water space, P59 Green infrastructure, P60 Bioiversity, P66 Reducing noise pollution and enhancing soundscapes and P69 Sustainable standards of the Southwark Plan (2022).

14. **ECOLOGICAL MANAGEMENT PLAN**

Before any above grade work hereby authorised begins, a landscape management plan, including long- term design objectives, management responsibilities and maintenance schedules for all landscaped areas (except privately owned domestic gardens), shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority. The scheme shall include the following elements:

Reason:

This condition is necessary to ensure the protection of wildlife and supporting habitat and secure opportunities for the enhancement of the nature conservation value of the site. This is an mandatory criteria of BREEAM (LE5) to monitor long term impact on biodiversity a requirement is to produce a Landscape and Habitat Management Plan.

15. Details of Bee bricks and/or invertebrate hotels shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. No less than 12 Bee bricks and/or invertebrate hotels shall be provided and the details shall include the exact location, specification and design of the habitats. Bee bricks and/or invertebrate hotels shall be installed with the development prior to the first occupation of the building to which they form part or the first use of the space in which they are contained. The Bee bricks and/or invertebrate hotels shall be installed strictly in accordance with the details so approved, shall be maintained as such thereafter.

Discharge of this condition will be granted on receiving the details of the invertebrate features and mapped locations and Southwark Council agreeing the submitted plans, and once the invertebrate features are installed in full in accordance to the agreed plans.

Reason:

To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in accordance with Chapter 15 (Conserving and enhancing the natural environment) of the National Planning Policy Framework (2021); Policy G6 (Biodiversity and access to nature) of the London Plan (2021); P56 Protection of amenity, P57 Open space, P58 Open Water space, P59 Green infrastructure, P60 Bioiversity, P66 Reducing noise pollution and enhancing soundscapes and P69 Sustainable standards of the Southwark Plan (2022).

16. CAR CLUB BAYS

Before any work in connection with landscaping is carried out above grade, details of the positioning of car club bays 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 car club bays shall remain for as long as the development is occupied.

Reason:

To ensure the safety of motorists, cyclists and pedestrians in accordance with Chapters 8 (Promoting healthy and safe communities) and 9 (Promoting sustainable transport) of the National Planning Policy Framework (2021); Policy P50 (Highways Impacts) of the Southwark Plan (2022).

17. CYCLE STORAGE DETAILS

Before any above grade work hereby authorised begins, details (1:50 scale drawings) of the facilities to be provided for the secure and covered storage of cycles 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 Chapter 9 (Promoting sustainable transport) of the National Planning Policy Framework (2021); Policy T5 (Cycling) of the London Plan (2021); Policy P53 (Cycling) of the Southwark Plan (2022).

18. SECURITY MEASURES

Before any above grade work hereby authorised begins, details of security measures shall be submitted and approved in writing by the Local Planning Authority. Any such security measures shall be implemented prior to occupation in accordance with the approved details which shall seek to achieve the 'Secured by Design' accreditation award from the Metropolitan Police.

Reason: In pursuance of the Local Planning Authority's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions and to improve community safety and crime prevention, in accordance with Chapter 8 (Promoting healthy and safe communities) of the National Planning Policy Framework (2021); Policy D11 (Safety, security and resilience to emergency) of the London Plan (2021); Policy P13 (Design of Places), Policy P14 (Design Quality) and Policy P16 (Designing out Crime) of the Southwark Plan (2022).

19. **SAMPLE MATERIALS/PANELS/BOARDS** Prior to above grade works commencing, material samples/sample-panels/sample-boards of all external facing materials to be used in the carrying out of this permission shall be [presented on site/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 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 Chapter 12 (Achieving well-designed places) of the National Planning Policy Framework (2021); Policy D4 (Delivering good design) of the London Plan (2021); Policy P13 (Design of Places) and Policy P14 (Design Quality) of the Southwark Plan (2022).

20. BREEAM

Unless previously discharged, before any fit out works to the Class E space 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 a minimum 'Very Good' 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;

Before the space is brought into use, 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 Chapter 14 (Meeting the challenge of climate change, flooding and coastal change) of the National Planning Policy Framework (2021); Policy SI 2 (Minimising greenhouse gas emissions) of the London Plan (2021) and policy P69 'Sustainability standards' of the Southwark Plan 2022.

21. Full fibre connectivity

Prior to commencement of works above grade on the development hereby approved, detailed plans shall be submitted to and approved in writing by the local planning authority demonstrating the provision of sufficient ducting space for full fibre connectivity infrastructure within the development. The development shall be carried out in accordance with these plans and maintained as such in perpetuity.

Reason:

To provide high quality digital connectivity infrastructure to contribute to London's global competitiveness in accordance with Policy SI6 of the London Plan (2021)

22. CEMP

No above grade works shall take place until a CEMP for that block has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall oblige the applicant, or developer and their contractor/s to commit to current best practice with regard to site management and use all best endeavours to minimise disturbances including, but not limited to, noise, vibration, dust, smoke and plant emissions emanating from the site during construction. The CEMP will include the following:

- A detailed specification of construction works including consideration of environmental impacts (noise, dust, emissions to air, lighting, waste) and the proposed remedial measures;
- The specification shall include details of foundation piling
- Engineering measures to eliminate or mitigate specific environmental impacts

- Arrangements for direct and responsive contact for the public with the contractor/site management during demolition and/or construction and arrangements for regular public access information meetings to discuss the progress of and issues with the development;
- A commitment to adopt and implement the ICE Demolition Protocol, Southwark's Considerate Contractor Scheme and GLA Best Practice Guidance;
- To follow all current best construction practice with regard to the management of outputs regarding noise and emission to air;
- Safe routing, holding and access for site traffic;
- Waste storage, separation and disposal;
- A Construction and Logistics Plan in line with TfL guidance (all construction access routes and access details also need to be approved by TfL);
- Details of cycle awareness training for all drivers and installation of skirts on all lorries.

All construction work shall then be undertaken in strict accordance with the approved CEMP, unless otherwise agreed in advance, in writing by the Local Planning Authority.

Reason

To ensure that occupiers of neighbouring premises and the wider environment do not suffer a loss of amenity by reason of pollution and nuisance, in accordance with Policy P56 'Protection of amenity' of the Southwark Plan (2022), and the National Planning Policy Framework (2021).

23. AQA

Prior to any above grade work hereby authorised begins, a site report detailing the proposed methods relevant to that block to minimise future occupiers exposure to air pollution 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 approved scheme shall be implemented prior to occupation of the development and shall be permanently maintained thereafter.

Reason:

To ensure that air quality does not suffer by reason of pollution and works associated with the construction and operation of the development, in accordance with Policy P56 'Protection of amenity' of the Southwark Plan (2022), and the National Planning Policy Framework (2021).

24. Mock ups

Prior to any above grade works taking place, a mock up of all external finishes including cladding, brickwork and masonry which includes a corner junctions with door and window reveals, cills, lintels and all ground level door types for the relevant block shall

be constructed for inspection 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 and achieve a quality of design and detailing in accordance with Chapter 12 (Achieving well-designed places) of the National Planning Policy Framework (2021); Policy D4 (Delivering good design) of the London Plan (2021); Policy P13 (Design of Places) and Policy P14 (Design Quality) of the Southwark Plan (2022).

25. Detailed drawings

Prior to any above grade works. Section detail-drawings at a scale of 1:5 or 1:10 through:

- principal features on the facades;
- parapets (which shall be in brick or masonry);
- 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 and achieve a quality of design and detailing in accordance with Chapter 12 (Achieving well-designed places) of the National Planning Policy Framework (2021); Policy D4 (Delivering good design) of the London Plan (2021); Policy P13 (Design of Places) and Policy P14 (Design Quality) of the Southwark Plan (2022).

Permission is subject to the following Pre-Occupation Condition(s)

26. LANDSCAPE MANAGEMENT PLAN

Prior to the occupation of the development or any phase of the development, whichever is the sooner, a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas,

other than small, privately owned, domestic gardens, shall be submitted to and approved by the Local Planning Authority.

Details of an irrigation schedule shall be provided for all trees to ensure successful establishment.

For stem girths of up to 20cm the schedule shall be a minimum of three years, and five years for stem girths greater than 20cm. The landscape management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority.

If within a period of five years from the date of the planting of any tree that tree, or any tree planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree of the same species and size as that originally planted shall be planted at the same place in the first suitable planting season., unless the local planning authority gives its written consent to any variation.

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 in accordance with The National Planning Policy Framework 2012 Parts 7, 8, 11 & 12 and policies of The Core Strategy 2011: SP11 Open spaces and wildlife; SP12 Design and conservation; SP13 High environmental standards, and Saved Policies of The Southwark Plan 2007: Policy 3.2 Protection of amenity; Policy 3.12 Quality in Design; Policy 3.13 Urban Design and Policy 3.28 Biodiversity.

27. DETAILS OF THE REFUSE STORAGE FACILITIES

Before the first occupation of the development hereby permitted begins, details of the arrangements for the storing of domestic and/or commercial refuse (whichever is applicable) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved refuse storage facilities shall be provided and made available for use by the occupiers of the development and the facilities 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 Chapters 8 (Promoting healthy and safe communities) and 12 (Achieving well-designed places) of the National Planning Policy Framework (2021); Policy D4 (Delivering good design) of the London Plan (2021); Policy P62 (Reducing Waste) and Policy P66 (Reducing Noise Pollution and Enhancing Soundscapes) of the Southwark Plan (2022).

28. Plant noise

Prior to the occupation of, the rated noise level from any plant including the proposed CHP scheme and energy centre, together with any associated ducting or fittings shall be 10 dB(A) or more below the lowest relevant measured LA90 (15min) at the nearest noise sensitive premises. A validation test shall be carried out prior to any plant being commissioned and the results shall be submitted to the Local Planning Authority for approval in writing prior to the occupation of any units within the relevant block.

Reason

To ensure that the occupiers and users of the proposed development do not suffer a loss of amenity by reason of noise nuisance and other excess noise from activities within the commercial premises accordance with Chapter 12 (Achieving well-designed places) of the National Planning Policy Framework (2021); Policies D13 (Agent of change) and D14 (Noise) of the London Plan (2021); P56 (Protection of Amenity) of the Southwark Plan (2022).

29. Electric Vehicle Parking

Before the first occupation of any new homes, details of the installation (including location and type) of electric vehicle charger points for that block shall be submitted to and approved in writing by the Local Planning Authority and the electric vehicle charger points shall be installed prior to occupation of the development and the development shall not be carried out otherwise in accordance with any such approval given.

Reason

To encourage more sustainable travel, in accordance with: Chapter 9 (Promoting sustainable transport) of the National Planning Policy Framework (2021); Policy T6 (Car parking) of the London Plan (2021); Policy P50 (Highways Impacts) and Policy P69 (Sustainability Standards) of the Southwark Plan (2022)

30. Service Management Plan

Prior to occupation, a Service Management Plan for that block detailing how all elements of the site are to be serviced, including bin collection and deliveries, shall be 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

Reason: To ensure compliance with: Chapter 9 (Promoting sustainable transport) of the National Planning Policy Framework (2021); Policy T7 (Deliveries, servicing and construction) of the London Plan (2021) and Policy P50 (Highways Impacts) of the Southwark Plan (2022).

31. Refuse Storage - Residential

Prior to occupation, details of the arrangements for the storing of domestic refuse in that block shall be submitted to and approved in writing by the Local Planning Authority and the facilities approved shall be provided and made available for use by the occupiers of the dwellings and the facilities 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 Chapters 8 (Promoting healthy and safe communities) and 12 (Achieving well-designed places) of the National Planning Policy Framework (2021); Policy D4 (Delivering good design) of the London Plan (2021); Policy P56 (Protection of amenity) and Policy P62 (Reducing waste) of the Southwark Plan (2022).

32. Prior to the commencement of the use hereby granted permission, a Lighting Plan shall be submitted to and approved by the Local Planning Authority. The recommended lighting specification using LED's (at 3 lux) because they have little UV. The spectrum recommended is 80% amber and 20% white with a clear view, no UV, horizontal light spread ideally less than 70° and a timer.

Reason:

To ensure compliance with the Habitats Regulations and the Wildlife & Countryside Act 1981 (as amended).

33. Details of the arrangements for the storing of refuse for the Class E use shall be submitted to and approved in writing by the Local Planning Authority prior to the unit being brought into use and the facilities approved shall be provided and made available for use by the operators thereafter.

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 Chapters 8 (Promoting healthy and safe communities) and 12 (Achieving well-designed places) of the National Planning Policy Framework (2021); Policy D4 (Delivering good design) of the London Plan (2021); Policy P56 (Protection of amenity) and Policy P62 (Reducing waste) of the Southwark Plan (2022).

Permission is subject to the following Compliance Condition(s)

33. Residential Internal Noise Levels

The dwellings hereby permitted shall be designed to ensure that the following internal noise levels are not exceeded due to environmental noise:

Bedrooms - 30dB LAeq, T * and 45dB LAFmax T *

Living rooms- 35dB LAeq, T#

* - Night-time 8 hours between 23:00-07:00

- Daytime 16 hours between 07:00-23:00.

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 Chapter 8 (Promoting healthy and safe communities) and Chapter 12 (Achieving well-designed places) of the National Planning Policy Framework (2021); Policy D4 (Delivering good design) of the London Plan (2021); Policy P15 (Residential Design), Policy P56 (Protection of Amenity) and Policy P69 (Sustainability Standards) of the Southwark Plan (2022).

35. Residential Noise

The habitable rooms within the development sharing a party wall element (wall/ceiling/floor) with a separate residence shall be designed and constructed to provide reasonable resistance to the transmission of sound sufficient to ensure that the party wall is a minimum of 5dB improvement over the Building Regulations standard set out in Approved Document E.

Reason

To ensure that the occupiers and users of the development do not suffer a loss of amenity by reason of excess noise transfer in accordance with Chapter 8 (Promoting healthy and safe communities) and Chapter 12 (Achieving well-designed places) of the National Planning Policy Framework (2021); Policy D4 (Delivering good design) of the London Plan (2021); Policy P15 (Residential Design), Policy P56 (Protection of Amenity) and Policy P69 (Sustainability Standards) of the Southwark Plan (2022).

35. Residential Noise

Any party ceiling/floor element between a domestic and commercial/community use premises shall be designed and constructed to provide reasonable resistance to the transmission of sound sufficient to ensure that NR20, due to noise from the commercial/community premises, is not exceeded.

Reason

To ensure that the occupiers and users of the proposed development do not suffer a loss of amenity by reason of noise nuisance and other excess noise from activities within the community use, in accordance with: Chapter 8 (Promoting healthy and safe communities) of the National Planning Policy Framework (2021); Policies D13 (Agent of change) and D14 (Noise) of the London Plan (2021); Policy P66 (Reducing Noise Pollution and Enhancing Soundscapes) of the Southwark Plan (2022).

36. Vibration

The development must be designed to ensure that habitable rooms in the residential element of the development are not exposed to vibration dose values in excess of 0.13 m/s during the night-time period of 23.00 - 07.00hrs.

Reason

To ensure that the occupiers and users of the development do not suffer a loss of amenity by reason of excess vibration in accordance with Chapter 8 (Promoting healthy and safe communities) and Chapter 12 (Achieving well-designed places) of the National Planning Policy Framework (2021); Policy D4 (Delivering good design) of the London Plan (2021); Policy P15 (Residential Design), Policy P56 (Protection of Amenity) and Policy P69 (Sustainability Standards) of the Southwark Plan (2022).

37. Fire Strategy

The development hereby permitted shall be carried out in accordance with the approved Fire Strategy.

Reason:

In order to ensure that the fire safety of the proposed development has been duly considered, as required by policy D12 'Fire safety' of the London Plan (2021).

38. Hours of use

The use hereby permitted for Class E purposes shall not be carried on outside of the hours 7:00 to 23:00 on Monday to Saturday or 08:00 to 22:00 on Sundays and public holidays.

Reason:

To ensure that and the wider environment do not suffer a loss of amenity by reason of nuisance, in accordance with Policy P56 'Protection of amenity' of the Southwark Plan (2022), and the National Planning Policy Framework (2021).

Permission is subject to the following Special Condition(s)

39. Arboricultural Site Supervision Part 1: All Arboricultural Supervisory elements to be undertaken in accordance with the approved Arboricultural Method Statement for this site, as evidenced through signed sheets and photographs. Part 2: The completed schedule of site supervision and monitoring of the arboricultural protection measures as approved in tree protection condition shall be submitted for approval in writing by the Local Planning Authority within 28 days of completion of the development hereby permitted. This condition may only be fully discharged on completion of the development, subject to satisfactory written evidence of compliance through contemporaneous supervision and monitoring of the tree protection throughout construction by the retained or pre-appointed tree specialist.

Reason:

To avoid damage to the existing trees which represent an important visual amenity in the area, in accordance with The National Planning Policy Framework 2021 Parts, 8, 11, 12, 15 and 16; Policies G1 (Green Infrastructure, G5 (Urban Greening) and G7 (Trees and Woodlands) of the London Plan 2021); Policies G5 (Urban greening) and G7 (Trees and woodland) of the London Plan (2021); Policy P13 (Design of Places), Policy P56 (Protection of Amenity), Policy P57 (Open Space) and Policy P60 (Biodiversity) of the Southwark Plan (2022).

40. Prior to the new development being first brought into use / occupied, a scheme for monitoring the effectiveness of the biodiversity mitigation and enhancement measures shall be submitted to and approved by the Local Planning Authority. This shall include:

Occupation/inspection of nesting and roosting and invertebrate features including protected species.

Condition of roofs and flora and fauna present.

Survey of ground level landscaping flora and fauna.

The monitoring shall be carried out and reported to the Local Planning Authority in accordance with the agreed scheme for a period of 30 years. Monitoring and reporting should be undertaken in the following years: 1,2,3,5,7,10,15,20,25 and 30. Monitoring reports shall be submitted to Southwark Council. The monitoring shall be carried out and reported to the Local Planning Authority in accordance with the agreed scheme for a period of 30 years. Species results will be submitted to the London Biological Records Centre, Greenspace Information for Greater London (GIGL).

Reason:

To comply with the Biodiversity Net Gain requirements of the Environment Act 2021. To measure the effectiveness of biodiversity mitigation and/or enhancement measures, to see whether the measures achieve the expected biodiversity benefits.

Informatives

- 1 Paragraph 3.12.9 of Policy D12 explains that Fire Statements should be produced by someone who is:

"third-party independent and suitably-qualified" The Council considers this to be a qualified engineer with relevant experience in fire safety, such as a chartered engineer registered with the Engineering Council by the Institution of Fire Engineers, or a suitably qualified and competent professional with the demonstrable experience to address the complexity of the design being proposed. This should be evidenced in the fire statement. The Council accepts Fire Statements in good faith on that basis. The duty to identify fire risks and hazards in premises and to take appropriate action lies solely with the developer.

The fire risk assessment/statement covers matters required by planning policy. This is in no way a professional technical assessment of the fire risks presented by the development. The legal responsibility and liability lies with the 'responsible person'. The responsible person being the person who prepares the fire risk assessment/statement not planning officers who make planning decisions.

Appendix 2: Relevant planning history	
Reference and Proposal	Status
<p>14/AP/3843 Demolition of existing buildings and redevelopment to provide a mixed use development comprising a number of buildings ranging between 2 to 20 storeys in height (9.45m - 72.2m AOD), providing 830 residential dwellings (Class C3); flexible community use, early years facility (Class D1) or gym (Class D2); public and private open space; formation of new accesses and alterations to existing accesses; energy centre; gas pressure reduction station; associated car and cycle parking and associated works.</p>	<p>Granted with Legal Agreement 05/08/2015</p>
<p>14/AP/3844 Outline application for: demolition of existing buildings and phased redevelopment to provide a mixed use development comprising a number of buildings ranging between 2 to 20 storeys in height (12.45m - 68.85m AOD) with capacity for up to 2,745 residential units (Class C3), up to 2,500sqm of employment use (Class B1); up to 500sqm of retail space (Class A1); 3,100 to 4,750sqm of community use; medical centre and early years facility (Class D1); in addition to up to 3,000sqm flexible retail use (Class A1/A3/A4) or workspace use (Class B1); new landscaping; parks, public realm; energy centre; gas pressure reduction station; up to 1,098 car parking spaces; cycle parking; landscaping and associated works.</p>	<p>Granted with Legal Agreement 05/08/2015</p>
<p>17/AP/3885 Minor material amendments to planning permission 14/AP/3843 for Demolition of existing buildings and redevelopment to provide a mixed use development comprising a number of buildings ranging between 2 to 20 storeys in height (9.45m - 72.2m AOD), providing 830 residential dwellings (Class C3); flexible community use, early years facility (Class D1) or gym (Class D2); public and private open space; formation of new accesses and alterations to existing accesses; energy centre; gas pressure reduction station; associated car and cycle parking and associated works. The proposed amendments include:</p> <p>Provision of an additional 12 units (including three townhouses in place of the Gas Pressure Reduction Station); Revisions to unit and tenure mix; Internal reconfiguration and elevational alterations; Minor alterations to landscape layouts, amenity space and roof space.</p>	<p>Granted with Legal Agreement 14/02/2019</p>
<p>22/AP/0019 Non material amendment to planning permission ref. 17/AP/3885 dated 14th February 2019 for 'Minor material amendments to planning permission 14/AP/3843 for Demolition of existing buildings and redevelopment to provide a mixed use development comprising a number of buildings ranging between 2 to 20 storeys in height (9.45m - 72.2m AOD), providing 830 residential dwellings (Class C3); flexible community use, early years facility (Class D1) or gym (Class D2); public and private open space; formation of new accesses and alterations to existing accesses; energy centre; gas pressure reduction station; associated car and cycle parking and associated works.</p> <p>The amendment seeks the following: to amend the wording of the description of development, and add a new planning condition specifying the quantum of the approved development.</p>	<p>AGREED 04/02/2022</p>

Appendix 3: Consultation undertaken

Site notice date: n/a.

Press notice date: 21/07/2022

Case officer site visit date: n/a

Neighbour consultation letters sent: 03/08/2022

Internal services consulted

Archaeology

Community Infrastructure Levy Team

Design and Conservation Team [Formal]

Local Economy

Ecology

Environmental Protection

Highways Development and Management

Section 106 Team

Flood Risk Management & Urban Drainage

Transport Policy

Urban Forester

Waste Management

Statutory and non-statutory organisations

Environment Agency

Great London Authority

London Fire & Emergency Planning Authority

London Underground

Natural England - London & South East Region

Metropolitan Police Service (Designing Out Crime)

Transport for London

Thames Water

Neighbour and local groups consulted:

136 Latimer Beaconsfield Road London	Flat 3 25 Bagshot Street London
134 Latimer Beaconsfield Road London	Flat 1 109 Kinglake Street London
67 Ravenstone Bagshot Street London	Flat 15 Tenterden House Kinglake Estate Kinglake Street
412 Wendover Thurlow Street London	Flat 30 Bethersden House Kinglake Estate Kinglake Street
386 Wendover Thurlow Street London	Flat 1 Bethersden House Kinglake Estate Kinglake Street
374 Wendover Thurlow Street London	Flat 6 Faversham House Kinglake Estate Kinglake Street
366 Wendover Thurlow Street London	Flat 8 Keston House Kinglake Estate Kinglake Street
359 Wendover Thurlow Street London	202A Albany Road London Southwark
34 Latimer Beaconsfield Road London	Flat 7 Emberton 190 Albany Road
49 Ravenstone Bagshot Street London	Flat 24 Emberton 190 Albany Road
42 Ravenstone Bagshot Street London	Flat 10 Emberton 190 Albany Road
41 Ravenstone Bagshot Street London	296 Wendover Thurlow Street London
3 Ravenstone Bagshot Street London	276 Wendover Thurlow Street London
20 Ravenstone Bagshot Street London	273 Wendover Thurlow Street London
15 Ravenstone Bagshot Street London	272 Wendover Thurlow Street London
349 Wendover Thurlow Street London	86 Latimer Beaconsfield Road London
304 Wendover Thurlow Street London	9 Winslow Kinglake Street London
Flat 7 47-53 Bagshot Street London	2 Winslow Kinglake Street London
225 Wendover Thurlow Street London	163 Wolverton Alvey Street London
188 Wolverton Alvey Street London	241 Wendover Thurlow Street London
102A Smyrks Road London Southwark	461 Wendover Thurlow Street London
19 Bagshot Street London Southwark	450 Wendover Thurlow Street London
87 Mina Road London Southwark	449 Wendover Thurlow Street London
96 Smyrks Road London Southwark	435 Wendover Thurlow Street London
91 Smyrks Road London Southwark	
86 Smyrks Road London Southwark	
109A Kinglake Street London Southwark	

111 Latimer Beaconsfield Road London	32 Ravenstone Bagshot Street London
105 Mina Road London Southwark	27 Ravenstone Bagshot Street London
17 Winslow Kinglake Street London	24 Ravenstone Bagshot Street London
55 Latimer Beaconsfield Road London	12 Ravenstone Bagshot Street London
158 Wolverton Alvey Street London	334 Wendover Thurlow Street London
5 Padbury Bagshot Street London	313 Wendover Thurlow Street London
23 Padbury Bagshot Street London	230 Wendover Thurlow Street London
77 Ravenstone Bagshot Street London	154 Wendover Thurlow Street London
207 Wendover Thurlow Street London	139 Wendover Thurlow Street London
174 Wolverton Alvey Street London	192 Wolverton Alvey Street London
242 Wendover Thurlow Street London	189 Wolverton Alvey Street London
457 Wendover Thurlow Street London	184 Wolverton Alvey Street London
455 Wendover Thurlow Street London	78A Smyrks Road London Southwark
425 Wendover Thurlow Street London	98 Mina Road London Southwark
132 Latimer Beaconsfield Road London	91 Mina Road London Southwark
128 Latimer Beaconsfield Road London	85 Smyrks Road London Southwark
114 Latimer Beaconsfield Road London	Flat 12 109 Kinglake Street London
52 Latimer Beaconsfield Road London	Flat 7 109 Kinglake Street London
6 Padbury Bagshot Street London	Flat 13 Domville Court 70 Bagshot Street
25 Padbury Bagshot Street London	Ground Floor Flat 93 Mina Road London
17 Padbury Bagshot Street London	239 Wendover Thurlow Street London
1 Padbury Bagshot Street London	137 Latimer Beaconsfield Road London
75 Ravenstone Bagshot Street London	420 Wendover Thurlow Street London
61 Ravenstone Bagshot Street London	76 Ravenstone Bagshot Street London
6 Ravenstone Bagshot Street London	48 Ravenstone Bagshot Street London
421 Wendover Thurlow Street London	Flat 41 Keston House Kinglake Estate Kinglake Street
395 Wendover Thurlow Street London	Flat 1 Southborough House Kinglake Estate Kinglake Street
380 Wendover Thurlow Street London	53 Latimer Beaconsfield Road London
377 Wendover Thurlow Street London	355 Wendover Thurlow Street London
365 Wendover Thurlow Street London	10 Ravenstone Bagshot Street London
360 Wendover Thurlow Street London	
37 Latimer Beaconsfield Road London	

27 Winslow Kinglake Street London	95 Mina Road London Southwark
286 Wendover Thurlow Street London	81 Mina Road London Southwark
72 Ravenstone Bagshot Street London	266 Wendover Thurlow Street London
Keston House Kinglake Estate Kinglake Street London	175 Wolverton Alvey Street London
Flat 9 Keston House Kinglake Estate Kinglake Street	245 Wendover Thurlow Street London
58 Latimer Beaconsfield Road London	Flat 5 Keston House Kinglake Estate Kinglake Street
Flat 34 Emberton 190 Albany Road	372 Wendover Thurlow Street London
414 Wendover Thurlow Street London	109 Kinglake Street London Southwark
Flat 37 Keston House Kinglake Estate Kinglake Street	433 Wendover Thurlow Street London
Flat 6 Tenterden House Kinglake Estate Kinglake Street	430 Wendover Thurlow Street London
212 Wendover Thurlow Street London	Flat 35 Keston House Kinglake Estate Kinglake Street
396 Wendover Thurlow Street London	Flat 24 Keston House Kinglake Estate Kinglake Street
376 Wendover Thurlow Street London	Flat 16 Keston House Kinglake Estate Kinglake Street
Flat 27 Southborough House Kinglake Estate Kinglake Street	Flat 13 Keston House Kinglake Estate Kinglake Street
117 Wendover Thurlow Street London	370 Wendover Thurlow Street London
40 Ravenstone Bagshot Street London	Flat 17 Southborough House Kinglake Estate Kinglake Street
361 Wendover Thurlow Street London	Flat 25 Bethersden House Kinglake Estate Kinglake Street
255 Wendover Thurlow Street London	358 Wendover Thurlow Street London
454 Wendover Thurlow Street London	33A Bagshot Street London Southwark
54 Latimer Beaconsfield Road London	21 Ravenstone Bagshot Street London
371 Wendover Thurlow Street London	13 Ravenstone Bagshot Street London
108 Mina Road London Southwark	Flat 21 Faversham House Kinglake Estate Kinglake Street
267 Wendover Thurlow Street London	262 Wendover Thurlow Street London
Living Accommodation 131 Beaconsfield Road London	94B Smyrks Road London Southwark
229 Wendover Thurlow Street London	456 Wendover Thurlow Street London
Flat 26 Faversham House Kinglake Estate Kinglake Street	35 Latimer Beaconsfield Road London
Flat 33 Keston House Kinglake Estate Kinglake Street	339 Wendover Thurlow Street London

333 Wendover Thurlow Street London
 3 Winslow Kinglake Street London
 170 Wolverton Alvey Street London
 7 Padbury Bagshot Street London
 21 Padbury Bagshot Street London
 13 Padbury Bagshot Street London
 116 Albany Road London Southwark
 New Deal For Communities Wendover
 Thurlow Street
 Flat 7 Domville Court 70 Bagshot Street
 415 Wendover Thurlow Street London
 397 Wendover Thurlow Street London
 391 Wendover Thurlow Street London
 383 Wendover Thurlow Street London
 363 Wendover Thurlow Street London
 362 Wendover Thurlow Street London
 33 Latimer Beaconsfield Road London
 25 Ravenstone Bagshot Street London
 347 Wendover Thurlow Street London
 344 Wendover Thurlow Street London
 324 Wendover Thurlow Street London
 315 Wendover Thurlow Street London
 Flat 6 47-53 Bagshot Street London
 136 Wendover Thurlow Street London
 76B Smyrks Road London Southwark
 25-27 Bagshot Street London Southwark
 17 Bagshot Street London Southwark
 88 Mina Road London Southwark
 Flat 2 122 Albany Road London
 Flat 5 25 Bagshot Street London
 220 Wendover Thurlow Street London
 16 Ravenstone Bagshot Street London
 451 Wendover Thurlow Street London
 Flat 7 Faversham House Kinglake Estate
 Kinglake Street
 Flat 2 Faversham House Kinglake Estate
 Kinglake Street
 Flat 11 Faversham House Kinglake
 Estate Kinglake Street
 Flat 7 Keston House Kinglake Estate
 Kinglake Street
 Flat 48 Keston House Kinglake Estate
 Kinglake Street
 Flat 45 Keston House Kinglake Estate
 Kinglake Street
 246 Wendover Thurlow Street London
 327 Wendover Thurlow Street London
 102B Smyrks Road London Southwark
 Flat 35 Emberton 190 Albany Road
 21 Winslow Kinglake Street London
 15 Winslow Kinglake Street London
 Flat 32 Emberton 190 Albany Road
 102 Albany Road London Southwark
 127 Latimer Beaconsfield Road London
 59 Latimer Beaconsfield Road London
 42 Latimer Beaconsfield Road London
 179 Wolverton Alvey Street London
 104 Mina Road London Southwark
 283 Wendover Thurlow Street London
 50 Ravenstone Bagshot Street London
 308 Wendover Thurlow Street London
 Flat 1 Domville Court 70 Bagshot Street
 Flat 4 37 Bagshot Street London
 Flat 6 109 Kinglake Street London
 Flat 49 Keston House Kinglake Estate
 Kinglake Street

Flat 40 Keston House Kinglake Estate Kinglake Street	103 Smyrks Road London Southwark
Flat 3 Keston House Kinglake Estate Kinglake Street	277 Wendover Thurlow Street London
Flat 19 Keston House Kinglake Estate Kinglake Street	60 Ravenstone Bagshot Street London
Flat 10 Keston House Kinglake Estate Kinglake Street	35 Bagshot Street London Southwark
Winslow Kinglake Street London	Flat 14 Domville Court 70 Bagshot Street
Flat 20 Tenterden House Kinglake Estate Kinglake Street	Flat 9 109 Kinglake Street London
Flat 17 Tenterden House Kinglake Estate Kinglake Street	Flat 44 Keston House Kinglake Estate Kinglake Street
Flat 23 Southborough House Kinglake Estate Kinglake Street	Flat 7 Tenterden House Kinglake Estate Kinglake Street
Flat 21 Southborough House Kinglake Estate Kinglake Street	Flat 6 Southborough House Kinglake Estate Kinglake Street
Flat 8 Bethersden House Kinglake Estate Kinglake Street	Flat 16 Bethersden House Kinglake Estate Kinglake Street
Flat 5 Bethersden House Kinglake Estate Kinglake Street	Ravenstone Bagshot Street London
Flat 22 Bethersden House Kinglake Estate Kinglake Street	Flat 25 Faversham House Kinglake Estate Kinglake Street
Flat 11 Bethersden House Kinglake Estate Kinglake Street	Flat 1 Faversham House Kinglake Estate Kinglake Street
118 Albany Road London Southwark	122 Albany Road London Southwark
124 Wendover Thurlow Street London	104 Albany Road London Southwark
121 Wendover Thurlow Street London	Flat 30 Emberton 190 Albany Road
7 Winslow Kinglake Street London	Flat 21 Emberton 190 Albany Road
4 Winslow Kinglake Street London	Flat 19 Emberton 190 Albany Road
172 Wolverton Alvey Street London	127 Wendover Thurlow Street London
121 Latimer Beaconsfield Road London	119 Wendover Thurlow Street London
118 Latimer Beaconsfield Road London	22 Winslow Kinglake Street London
50 Latimer Beaconsfield Road London	162 Wolverton Alvey Street London
48 Latimer Beaconsfield Road London	256 Wendover Thurlow Street London
81 Smyrks Road London Southwark	250 Wendover Thurlow Street London
	247 Wendover Thurlow Street London
	467 Wendover Thurlow Street London
	452 Wendover Thurlow Street London
	446 Wendover Thurlow Street London

443 Wendover Thurlow Street London	224 Wendover Thurlow Street London
434 Wendover Thurlow Street London	219 Wendover Thurlow Street London
140 Latimer Beaconsfield Road London	151 Wendover Thurlow Street London
139 Latimer Beaconsfield Road London	149 Wendover Thurlow Street London
129 Latimer Beaconsfield Road London	145 Wendover Thurlow Street London
123 Latimer Beaconsfield Road London	186 Wolverton Alvey Street London
122 Latimer Beaconsfield Road London	92B Smyrks Road London Southwark
14 Padbury Bagshot Street London	112 Mina Road London Southwark
168 Wolverton Alvey Street London	97 Smyrks Road London Southwark
244 Wendover Thurlow Street London	Flat 1 122 Albany Road London
429 Wendover Thurlow Street London	Flat 8 109 Kinglake Street London
423 Wendover Thurlow Street London	Flat 3 Domville Court 70 Bagshot Street
14 Winslow Kinglake Street London	288 Wendover Thurlow Street London
11 Winslow Kinglake Street London	5 Winslow Kinglake Street London
116 Latimer Beaconsfield Road London	385 Wendover Thurlow Street London
7 Ravenstone Bagshot Street London	100 Mina Road London Southwark
59 Ravenstone Bagshot Street London	438 Wendover Thurlow Street London
401 Wendover Thurlow Street London	Flat 14 Keston House Kinglake Estate Kinglake Street
400 Wendover Thurlow Street London	Flat 18 Emberton 190 Albany Road
389 Wendover Thurlow Street London	Flat 20 Southborough House Kinglake Estate Kinglake Street
381 Wendover Thurlow Street London	427 Wendover Thurlow Street London
46 Latimer Beaconsfield Road London	Flat 22 Keston House Kinglake Estate Kinglake Street
30 Latimer Beaconsfield Road London	Flat 2 Tenterden House Kinglake Estate Kinglake Street
17 Ravenstone Bagshot Street London	Flat 14 Tenterden House Kinglake Estate Kinglake Street
14 Ravenstone Bagshot Street London	First Floor Flat 35 Bagshot Street London
350 Wendover Thurlow Street London	203 Wendover Thurlow Street London
335 Wendover Thurlow Street London	Flat 8 Southborough House Kinglake Estate Kinglake Street
325 Wendover Thurlow Street London	405 Wendover Thurlow Street London
321 Wendover Thurlow Street London	
319 Wendover Thurlow Street London	
Flat 4 47-53 Bagshot Street London	
254A Wendover Thurlow Street London	

Flat 24 Southborough House Kinglake Estate Kinglake Street	100B Smyrks Road London Southwark
Flat 19 Southborough House Kinglake Estate Kinglake Street	99 Mina Road London Southwark
Flat 15 Bethersden House Kinglake Estate Kinglake Street	79 Mina Road London Southwark
Flat 19 Bethersden House Kinglake Estate Kinglake Street	88 Smyrks Road London Southwark
8 Padbury Bagshot Street London	33 Bagshot Street London Southwark
22 Padbury Bagshot Street London	Street Record Surrey Grove London
11 Padbury Bagshot Street London	Flat 8 37 Bagshot Street London
8 Ravenstone Bagshot Street London	469 Wendover Thurlow Street London
65 Ravenstone Bagshot Street London	437 Wendover Thurlow Street London
64 Ravenstone Bagshot Street London	180 Wolverton Alvey Street London
416 Wendover Thurlow Street London	Flat A 1 Surrey Grove London
413 Wendover Thurlow Street London	47-53 Bagshot Street London Southwark
398 Wendover Thurlow Street London	Aylesbury Learning Centre Wendover Thurlow Street
31 Latimer Beaconsfield Road London	Flat 12 Keston House Kinglake Estate Kinglake Street
47 Ravenstone Bagshot Street London	Flat 3 Southborough House Kinglake Estate Kinglake Street
44 Ravenstone Bagshot Street London	156 Wendover Thurlow Street London
28 Ravenstone Bagshot Street London	356 Wendover Thurlow Street London
1 Ravenstone Bagshot Street London	146 Wendover Thurlow Street London
343 Wendover Thurlow Street London	94A Smyrks Road London Southwark
340 Wendover Thurlow Street London	9 Padbury Bagshot Street London
337 Wendover Thurlow Street London	15 Padbury Bagshot Street London
331 Wendover Thurlow Street London	285 Wendover Thurlow Street London
329 Wendover Thurlow Street London	Flat 6 37 Bagshot Street London
316 Wendover Thurlow Street London	346 Wendover Thurlow Street London
309 Wendover Thurlow Street London	190 Wolverton Alvey Street London
303 Wendover Thurlow Street London	436 Wendover Thurlow Street London
251A Wendover Thurlow Street London	126 Wendover Thurlow Street London
237 Wendover Thurlow Street London	120 Wendover Thurlow Street London
228 Wendover Thurlow Street London	367 Wendover Thurlow Street London
	235 Wendover Thurlow Street London

226 Wendover Thurlow Street London
 150 Wendover Thurlow Street London
 Flat 15 Faversham House Kinglake Estate Kinglake Street
 103 Mina Road London Southwark
 342 Wendover Thurlow Street London
 336 Wendover Thurlow Street London
 8 Winslow Kinglake Street London
 113 Latimer Beaconsfield Road London
 141 Latimer Beaconsfield Road London
 167 Wolverton Alvey Street London
 1 Winslow Kinglake Street London
 Flat 25 Emberton 190 Albany Road
 Flat 22 Emberton 190 Albany Road
 124 Latimer Beaconsfield Road London
 95 Smyrks Road London Southwark
 87 Smyrks Road London Southwark
 274 Wendover Thurlow Street London
 268 Wendover Thurlow Street London
 81 Ravenstone Bagshot Street London
 58 Ravenstone Bagshot Street London
 Flat 16 Domville Court 70 Bagshot Street
 Flat 11 Domville Court 70 Bagshot Street
 Flat 47 Keston House Kinglake Estate Kinglake Street
 Flat 31 Keston House Kinglake Estate Kinglake Street
 Flat 3 Tenterden House Kinglake Estate Kinglake Street
 Flat 13 Tenterden House Kinglake Estate Kinglake Street
 Flat 12 Tenterden House Kinglake Estate Kinglake Street
 Flat 16 Southborough House Kinglake Estate Kinglake Street
 Padbury Bagshot Street London
 Flat 20 Faversham House Kinglake Estate Kinglake Street
 100 Albany Road London Southwark
 Flat 9 Emberton 190 Albany Road
 Flat 5 Emberton 190 Albany Road
 Flat 33 Emberton 190 Albany Road
 Flat 26 Emberton 190 Albany Road
 295 Wendover Thurlow Street London
 292 Wendover Thurlow Street London
 275 Wendover Thurlow Street London
 258 Wendover Thurlow Street London
 208 Wendover Thurlow Street London
 128 Wendover Thurlow Street London
 125 Wendover Thurlow Street London
 6 Winslow Kinglake Street London
 26 Winslow Kinglake Street London
 25 Winslow Kinglake Street London
 165 Wolverton Alvey Street London
 440 Wendover Thurlow Street London
 131 Latimer Beaconsfield Road London
 119 Latimer Beaconsfield Road London
 159 Wolverton Alvey Street London
 20 Padbury Bagshot Street London
 2 Padbury Bagshot Street London
 18 Padbury Bagshot Street London
 57 Ravenstone Bagshot Street London
 406 Wendover Thurlow Street London
 404 Wendover Thurlow Street London
 384 Wendover Thurlow Street London

375 Wendover Thurlow Street London
 369 Wendover Thurlow Street London
 368 Wendover Thurlow Street London
 357 Wendover Thurlow Street London
 39 Latimer Beaconsfield Road London
 46 Ravenstone Bagshot Street London
 30 Ravenstone Bagshot Street London
 353 Wendover Thurlow Street London
 352 Wendover Thurlow Street London
 332 Wendover Thurlow Street London
 318 Wendover Thurlow Street London
 310 Wendover Thurlow Street London
 240 Wendover Thurlow Street London
 148 Wendover Thurlow Street London
 140 Wendover Thurlow Street London
 181 Wolverton Alvey Street London
 178 Wolverton Alvey Street London
 96 Mina Road London Southwark
 77 Mina Road London Southwark
 75 Mina Road London Southwark
 98 Smyrks Road London Southwark
 Flat 10 Domville Court 70 Bagshot Street
 222 Wendover Thurlow Street London
 56 Ravenstone Bagshot Street London
 35 Ravenstone Bagshot Street London
 284 Wendover Thurlow Street London
 160 Wolverton Alvey Street London
 259 Wendover Thurlow Street London
 187 Wolverton Alvey Street London
 306 Wendover Thurlow Street London
 2 Ravenstone Bagshot Street London
 417 Wendover Thurlow Street London
 Flat 7 Southborough House Kinglake Estate Kinglake Street
 202 Wendover Thurlow Street London
 161 Wolverton Alvey Street London
 22 Ravenstone Bagshot Street London
 445 Wendover Thurlow Street London
 439 Wendover Thurlow Street London
 422 Wendover Thurlow Street London
 348 Wendover Thurlow Street London
 Flat 18 Tenterden House Kinglake Estate Kinglake Street
 218 Wendover Thurlow Street London
 215 Wendover Thurlow Street London
 382 Wendover Thurlow Street London
 379 Wendover Thurlow Street London
 Flat 17 Bethersden House Kinglake Estate Kinglake Street
 129 Wendover Thurlow Street London
 238 Wendover Thurlow Street London
 147 Wendover Thurlow Street London
 76A Smyrks Road London Southwark
 465 Wendover Thurlow Street London
 462 Wendover Thurlow Street London
 40 Latimer Beaconsfield Road London
 138 Latimer Beaconsfield Road London
 133 Latimer Beaconsfield Road London
 12 Winslow Kinglake Street London
 185 Wolverton Alvey Street London
 280 Wendover Thurlow Street London
 79 Ravenstone Bagshot Street London
 131 Beaconsfield Road London Southwark
 317 Wendover Thurlow Street London

Flat 38 Keston House Kinglake Estate Kinglake Street	122 Wendover Thurlow Street London
Flat 27 Keston House Kinglake Estate Kinglake Street	248 Wendover Thurlow Street London
Flat 19 Tenterden House Kinglake Estate Kinglake Street	464 Wendover Thurlow Street London
Flat 10 Tenterden House Kinglake Estate Kinglake Street	460 Wendover Thurlow Street London
Flat 2 Southborough House Kinglake Estate Kinglake Street	444 Wendover Thurlow Street London
Flat 18 Southborough House Kinglake Estate Kinglake Street	431 Wendover Thurlow Street London
Flat 15 Southborough House Kinglake Estate Kinglake Street	426 Wendover Thurlow Street London
Flat 13 Southborough House Kinglake Estate Kinglake Street	112 Latimer Beaconsfield Road London
Flat 24 Bethersden House Kinglake Estate Kinglake Street	16 Winslow Kinglake Street London
Flat 11A Faversham House Kinglake Estate Kinglake Street	117 Latimer Beaconsfield Road London
Flat 12 Faversham House Kinglake Estate Kinglake Street	60 Latimer Beaconsfield Road London
Flat 10 Faversham House Kinglake Estate Kinglake Street	51 Latimer Beaconsfield Road London
110 Albany Road London Southwark	49 Latimer Beaconsfield Road London
Flat 31 Emberton 190 Albany Road	9 Ravenstone Bagshot Street London
Flat 29 Emberton 190 Albany Road	80 Ravenstone Bagshot Street London
Flat 16 Emberton 190 Albany Road	78 Ravenstone Bagshot Street London
290 Wendover Thurlow Street London	74 Ravenstone Bagshot Street London
289 Wendover Thurlow Street London	68 Ravenstone Bagshot Street London
279 Wendover Thurlow Street London	418 Wendover Thurlow Street London
278 Wendover Thurlow Street London	378 Wendover Thurlow Street London
269 Wendover Thurlow Street London	41 Latimer Beaconsfield Road London
263 Wendover Thurlow Street London	36 Ravenstone Bagshot Street London
214 Wendover Thurlow Street London	18 Ravenstone Bagshot Street London
210 Wendover Thurlow Street London	11 Ravenstone Bagshot Street London
	341 Wendover Thurlow Street London
	328 Wendover Thurlow Street London
	312 Wendover Thurlow Street London
	301 Wendover Thurlow Street London
	300 Wendover Thurlow Street London
	256A Wendover Thurlow Street London
	234 Wendover Thurlow Street London
	233 Wendover Thurlow Street London

231 Wendover Thurlow Street London	Flat 28 Bethersden House Kinglake Estate Kinglake Street
137 Wendover Thurlow Street London	Flat 23 Bethersden House Kinglake Estate Kinglake Street
191 Wolverton Alvey Street London	Flat 21 Bethersden House Kinglake Estate Kinglake Street
78B Smyrks Road London Southwark	364 Wendover Thurlow Street London
37 Bagshot Street London Southwark	351 Wendover Thurlow Street London
106 Mina Road London Southwark	31 Ravenstone Bagshot Street London
102 Mina Road London Southwark	29 Ravenstone Bagshot Street London
105 Smyrks Road London Southwark	26 Ravenstone Bagshot Street London
25 Bagshot Street London Southwark	448 Wendover Thurlow Street London
Flat 2 109 Kinglake Street London	Flat 4 Faversham House Kinglake Estate Kinglake Street
Flat 5 Domville Court 70 Bagshot Street	Flat 13 Faversham House Kinglake Estate Kinglake Street
Flat 15 Domville Court 70 Bagshot Street	330 Wendover Thurlow Street London
Flat 43 Keston House Kinglake Estate Kinglake Street	110 Mina Road London Southwark
Flat 2 Keston House Kinglake Estate Kinglake Street	99 Smyrks Road London Southwark
227 Wendover Thurlow Street London	Street Record C5840007 London
118 Wendover Thurlow Street London	Flat 4 Domville Court 70 Bagshot Street
198 Albany Road London Southwark	93 Smyrks Road London Southwark
83 Smyrks Road London Southwark	79 Smyrks Road London Southwark
183 Wolverton Alvey Street London	77 Smyrks Road London Southwark
126 Latimer Beaconsfield Road London	101 Smyrks Road London Southwark
410 Wendover Thurlow Street London	Flat 10 109 Kinglake Street London
83 Mina Road London Southwark	93B Mina Road London Southwark
61 Latimer Beaconsfield Road London	122A Albany Road London Southwark
138 Wendover Thurlow Street London	Flat B 1 Surrey Grove London
Flat 11 Keston House Kinglake Estate Kinglake Street	Joyce Meggie House 1 Haywood Street London
Flat 22 Southborough House Kinglake Estate Kinglake Street	120 Albany Road London Southwark
Flat 10 Southborough House Kinglake Estate Kinglake Street	89 Smyrks Road London Southwark
Flat 3 Bethersden House Kinglake Estate Kinglake Street	Flat 4 25 Bagshot Street London

Flat 1 25 Bagshot Street London
 Street Record Smyrks Road London
 Thurlow Lodge Tenants Hall 1 Thurlow Street London
 Aylesbury Estate Site Phase 2B Thurlow Street London
 85 Mina Road London Southwark
 322 Wendover Thurlow Street London
 Flat 8 Domville Court 70 Bagshot Street
 21 Bagshot Street London Southwark
 403 Wendover Thurlow Street London
 Flat 3 47-53 Bagshot Street London
 Flat 13 Emberton 190 Albany Road
 3 Padbury Bagshot Street London
 12 Padbury Bagshot Street London
 70 Ravenstone Bagshot Street London
 51 Ravenstone Bagshot Street London
 302 Wendover Thurlow Street London
 459 Wendover Thurlow Street London
 19 Ravenstone Bagshot Street London
 Flat 7 37 Bagshot Street London
 First Floor Under 241-471 Wendover Thurlow Street
 110 Latimer Beaconsfield Road London
 Flat 4 109 Kinglake Street London
 Flat 9 Domville Court 70 Bagshot Street
 Flat 10 Bethersden House Kinglake Estate Kinglake Street
 453 Wendover Thurlow Street London
 Flat 1 Tenterden House Kinglake Estate Kinglake Street
 Flat 30 Keston House Kinglake Estate Kinglake Street
 Bethersden House Kinglake Estate Kinglake Street London
 Street Record Haywood Street London
 Flat 5 37 Bagshot Street London
 1 Surrey Grove London Southwark
 92A Smyrks Road London Southwark
 Flat 9 Faversham House Kinglake Estate Kinglake Street
 Flat 22A Faversham House Kinglake Estate Kinglake Street
 Ground Floor Flat 87 Mina Road London
 112 Albany Road London Southwark
 Flat 28 Emberton 190 Albany Road
 23 Winslow Kinglake Street London
 Street Record Bagshot Street London
 Flat 8 Tenterden House Kinglake Estate Kinglake Street
 Southborough House Kinglake Estate Kinglake Street London
 Tenterden House Kinglake Estate Kinglake Street London
 Flat D 80-84 Smyrks Road London
 Flat C 80-84 Smyrks Road London
 Flat F 80-84 Smyrks Road London
 Flat G 80-84 Smyrks Road London
 Flat A 80-84 Smyrks Road London
 23A Bagshot Street London Southwark
 134 Wendover Thurlow Street London
 255A Wendover Thurlow Street London
 141 Wendover Thurlow Street London
 206 Wendover Thurlow Street London
 390 Wendover Thurlow Street London
 Flat 8 Emberton 190 Albany Road
 Flat 6 Emberton 190 Albany Road

15 Bagshot Street London Southwark	Flat 36 Keston House Kinglake Estate Kinglake Street
97 Mina Road London Southwark	36 Latimer Beaconsfield Road London
31 Bagshot Street London Southwark	307 Wendover Thurlow Street London
86 Mina Road London Southwark	Flat 3 Faversham House Kinglake Estate Kinglake Street
23 Bagshot Street London Southwark	392 Wendover Thurlow Street London
93 Mina Road London Southwark	424 Wendover Thurlow Street London
90 Mina Road London Southwark	Flat 39 Keston House Kinglake Estate Kinglake Street
87 Latimer Beaconsfield Road London	Flat 29 Keston House Kinglake Estate Kinglake Street
95 Latimer Beaconsfield Road London	Flat 18 Keston House Kinglake Estate Kinglake Street
Ivychurch House Kinglake Street London	Flat 4 Tenterden House Kinglake Estate Kinglake Street
Microcell Gln7351 Bagshot Street London	Flat 30 Southborough House Kinglake Estate Kinglake Street
First Floor Flat 87 Mina Road London	35A Bagshot Street London Southwark
First Floor 29 Bagshot Street London	408 Wendover Thurlow Street London
First Floor 31 Bagshot Street London	402 Wendover Thurlow Street London
Street Record Mina Road London	399 Wendover Thurlow Street London
Flat 5 Tenterden House Kinglake Estate Kinglake Street	387 Wendover Thurlow Street London
Flat 5 Southborough House Kinglake Estate Kinglake Street	373 Wendover Thurlow Street London
419 Wendover Thurlow Street London	131 Wendover Thurlow Street London
90 Smyrks Road London Southwark	Flat 8 47-53 Bagshot Street London
Flat 26 Bethersden House Kinglake Estate Kinglake Street	Flat 2 47-53 Bagshot Street London
252A Wendover Thurlow Street London	Flat 5 47-53 Bagshot Street London
4 Padbury Bagshot Street London	Faversham House Kinglake Estate Kinglake Street London
123 Wendover Thurlow Street London	223 Wendover Thurlow Street London
Flat 6 Bethersden House Kinglake Estate Kinglake Street	Transformer Chamber Bagshot Street London
20 Winslow Kinglake Street London	Flat 2 37 Bagshot Street London
98 Albany Road London Southwark	Flat 3 37 Bagshot Street London
54 Ravenstone Bagshot Street London	
39 Ravenstone Bagshot Street London	

Domville Court 70 Bagshot Street London
 130 Wendover Thurlow Street London
 142 Wendover Thurlow Street London
 213 Wendover Thurlow Street London
 Flat H 80-84 Smyrks Road London
 338 Wendover Thurlow Street London
 Flat 5 109 Kinglake Street London
 89 Mina Road London Southwark
 120 Latimer Beaconsfield Road London
 388 Wendover Thurlow Street London
 44 Latimer Beaconsfield Road London
 173 Wolverton Alvey Street London
 Flat 27 Faversham House Kinglake Estate Kinglake Street
 Flat B 80-84 Smyrks Road London
 16 Padbury Bagshot Street London
 69 Ravenstone Bagshot Street London
 Flat 11 Southborough House Kinglake Estate Kinglake Street
 Flat 1 47-53 Bagshot Street London
 458 Wendover Thurlow Street London
 326 Wendover Thurlow Street London
 442 Wendover Thurlow Street London
 411 Wendover Thurlow Street London
 Flat 32 Keston House Kinglake Estate Kinglake Street
 Flat 26 Keston House Kinglake Estate Kinglake Street
 Flat 16 Tenterden House Kinglake Estate Kinglake Street
 Flat 11 Tenterden House Kinglake Estate Kinglake Street
 Flat 14 Southborough House Kinglake Estate Kinglake Street
 Flat 12 Southborough House Kinglake Estate Kinglake Street
 354 Wendover Thurlow Street London
 144 Wendover Thurlow Street London
 Flat 18 Faversham House Kinglake Estate Kinglake Street
 257 Wendover Thurlow Street London
 252 Wendover Thurlow Street London
 243 Wendover Thurlow Street London
 471 Wendover Thurlow Street London
 130 Latimer Beaconsfield Road London
 164 Wolverton Alvey Street London
 19 Winslow Kinglake Street London
 24 Padbury Bagshot Street London
 96 Albany Road London Southwark
 73 Mina Road London Southwark
 10 Padbury Bagshot Street London
 73 Ravenstone Bagshot Street London
 71 Ravenstone Bagshot Street London
 63 Ravenstone Bagshot Street London
 320 Wendover Thurlow Street London
 135 Wendover Thurlow Street London
 209 Wendover Thurlow Street London
 Flat 1 Keston House Kinglake Estate Kinglake Street
 Flat 29 Southborough House Kinglake Estate Kinglake Street
 393 Wendover Thurlow Street London
 Flat 9 Bethersden House Kinglake Estate Kinglake Street
 Flat 4 Bethersden House Kinglake Estate Kinglake Street
 Flat 13 Bethersden House Kinglake Estate Kinglake Street

34 Ravenstone Bagshot Street London	314 Wendover Thurlow Street London
23 Ravenstone Bagshot Street London	311 Wendover Thurlow Street London
Flat 28 Faversham House Kinglake Estate Kinglake Street	Flat 46 Keston House Kinglake Estate Kinglake Street
Flat 23 Faversham House Kinglake Estate Kinglake Street	Flat 42 Keston House Kinglake Estate Kinglake Street
Flat 50 Keston House Kinglake Estate Kinglake Street	Flat 15 Keston House Kinglake Estate Kinglake Street
43 Ravenstone Bagshot Street London	Flat 26 Southborough House Kinglake Estate Kinglake Street
345 Wendover Thurlow Street London	Flat 20 Bethersden House Kinglake Estate Kinglake Street
56 Latimer Beaconsfield Road London	Flat 2 Bethersden House Kinglake Estate Kinglake Street
Flat 14 Emberton 190 Albany Road	Flat 12 Bethersden House Kinglake Estate Kinglake Street
297 Wendover Thurlow Street London	Flat 17 Faversham House Kinglake Estate Kinglake Street
294 Wendover Thurlow Street London	Flat 16 Faversham House Kinglake Estate Kinglake Street
291 Wendover Thurlow Street London	200 Albany Road London Southwark
232 Wendover Thurlow Street London	90 Albany Road London Southwark
153 Wendover Thurlow Street London	114 Albany Road London Southwark
249 Wendover Thurlow Street London	Flat 23 Emberton 190 Albany Road
254 Wendover Thurlow Street London	Flat 15 Emberton 190 Albany Road
468 Wendover Thurlow Street London	Flat 12 Emberton 190 Albany Road
45 Ravenstone Bagshot Street London	298 Wendover Thurlow Street London
4 Ravenstone Bagshot Street London	216 Wendover Thurlow Street London
37 Ravenstone Bagshot Street London	94 Latimer Beaconsfield Road London
Flat 6 Keston House Kinglake Estate Kinglake Street	211 Wendover Thurlow Street London
32 Latimer Beaconsfield Road London	205 Wendover Thurlow Street London
24 Winslow Kinglake Street London	132 Wendover Thurlow Street London
Flat 3 Emberton 190 Albany Road	30 Winslow Kinglake Street London
Flat 17 Emberton 190 Albany Road	171 Wolverton Alvey Street London
115 Latimer Beaconsfield Road London	169 Wolverton Alvey Street London
45 Latimer Beaconsfield Road London	
66 Ravenstone Bagshot Street London	
55 Ravenstone Bagshot Street London	

166 Wolverton Alvey Street London	92 Albany Road London Southwark
470 Wendover Thurlow Street London	106 Albany Road London Southwark
463 Wendover Thurlow Street London	Flat 20 Emberton 190 Albany Road
447 Wendover Thurlow Street London	299 Wendover Thurlow Street London
432 Wendover Thurlow Street London	287 Wendover Thurlow Street London
428 Wendover Thurlow Street London	270 Wendover Thurlow Street London
265 Wendover Thurlow Street London	264 Wendover Thurlow Street London
202 Albany Road London Southwark	261 Wendover Thurlow Street London
323 Wendover Thurlow Street London	260 Wendover Thurlow Street London
Flat 6 Domville Court 70 Bagshot Street	204 Wendover Thurlow Street London
Flat 1 37 Bagshot Street London	201 Wendover Thurlow Street London
Flat 4 Keston House Kinglake Estate Kinglake Street	133 Wendover Thurlow Street London
Flat 21 Keston House Kinglake Estate Kinglake Street	29 Winslow Kinglake Street London
Flat 9 Southborough House Kinglake Estate Kinglake Street	28 Winslow Kinglake Street London
Flat 25 Southborough House Kinglake Estate Kinglake Street	18 Winslow Kinglake Street London
Flat 29 Bethersden House Kinglake Estate Kinglake Street	253 Wendover Thurlow Street London
Flat 27 Bethersden House Kinglake Estate Kinglake Street	251 Wendover Thurlow Street London
Flat 14 Bethersden House Kinglake Estate Kinglake Street	466 Wendover Thurlow Street London
Flat 8 Faversham House Kinglake Estate Kinglake Street	441 Wendover Thurlow Street London
Flat 5 Faversham House Kinglake Estate Kinglake Street	125 Latimer Beaconsfield Road London
Flat 24 Faversham House Kinglake Estate Kinglake Street	101 Mina Road London Southwark
Flat 22 Faversham House Kinglake Estate Kinglake Street	13 Winslow Kinglake Street London
Flat 19 Faversham House Kinglake Estate Kinglake Street	57 Latimer Beaconsfield Road London
94 Albany Road London Southwark	47 Latimer Beaconsfield Road London
	10 Winslow Kinglake Street London
	62 Ravenstone Bagshot Street London
	409 Wendover Thurlow Street London
	407 Wendover Thurlow Street London
	394 Wendover Thurlow Street London
	43 Latimer Beaconsfield Road London
	52 Ravenstone Bagshot Street London
	5 Ravenstone Bagshot Street London

38 Ravenstone Bagshot Street London	Flat 11 109 Kinglake Street London
33 Ravenstone Bagshot Street London	Flat 3 109 Kinglake Street London
253A Wendover Thurlow Street London	Flat 34 Keston House Kinglake Estate Kinglake Street
236 Wendover Thurlow Street London	Flat 28 Keston House Kinglake Estate Kinglake Street
221 Wendover Thurlow Street London	Flat 25 Keston House Kinglake Estate Kinglake Street
155 Wendover Thurlow Street London	Flat 23 Keston House Kinglake Estate Kinglake Street
152 Wendover Thurlow Street London	Flat 20 Keston House Kinglake Estate Kinglake Street
143 Wendover Thurlow Street London	Flat 17 Keston House Kinglake Estate Kinglake Street
177 Wolverton Alvey Street London	80-84 Smyrks Road London Southwark
100A Smyrks Road London Southwark	Flat 9 Tenterden House Kinglake Estate Kinglake Street
29 Bagshot Street London Southwark	Flat 4 Southborough House Kinglake Estate Kinglake Street
94 Mina Road London Southwark	Flat 28 Southborough House Kinglake Estate Kinglake Street
92 Mina Road London Southwark	Flat 7 Bethersden House Kinglake Estate Kinglake Street
84 Mina Road London Southwark	Flat 18 Bethersden House Kinglake Estate Kinglake Street
Flat 2 25 Bagshot Street London	Flat 14 Faversham House Kinglake Estate Kinglake Street
Flat 2 Domville Court 70 Bagshot Street	Flat 4 Emberton 190 Albany Road
Flat 12 Domville Court 70 Bagshot Street	293 Wendover Thurlow Street London
38 Latimer Beaconsfield Road London	282 Wendover Thurlow Street London
Flat E 80-84 Smyrks Road London	281 Wendover Thurlow Street London
135 Latimer Beaconsfield Road London	217 Wendover Thurlow Street London
19 Padbury Bagshot Street London	
Flat 27 Emberton 190 Albany Road	
88 Albany Road London Southwark	
108 Albany Road London Southwark	
182 Wolverton Alvey Street London	
Flat 11 Emberton 190 Albany Road	
176 Wolverton Alvey Street London	
271 Wendover Thurlow Street London	
53 Ravenstone Bagshot Street London	
305 Wendover Thurlow Street London	

Re-consultation:

Appendix 4: Consultation responses received

Internal services

Community Infrastructure Levy Team

Design and Conservation Team [Formal]

Ecology

Environmental Protection

Transport Policy

Urban Forester

Statutory and non-statutory organisations

Environment Agency

Metropolitan Police Service (Designing O

Thames Water

Neighbour and local groups consulted:

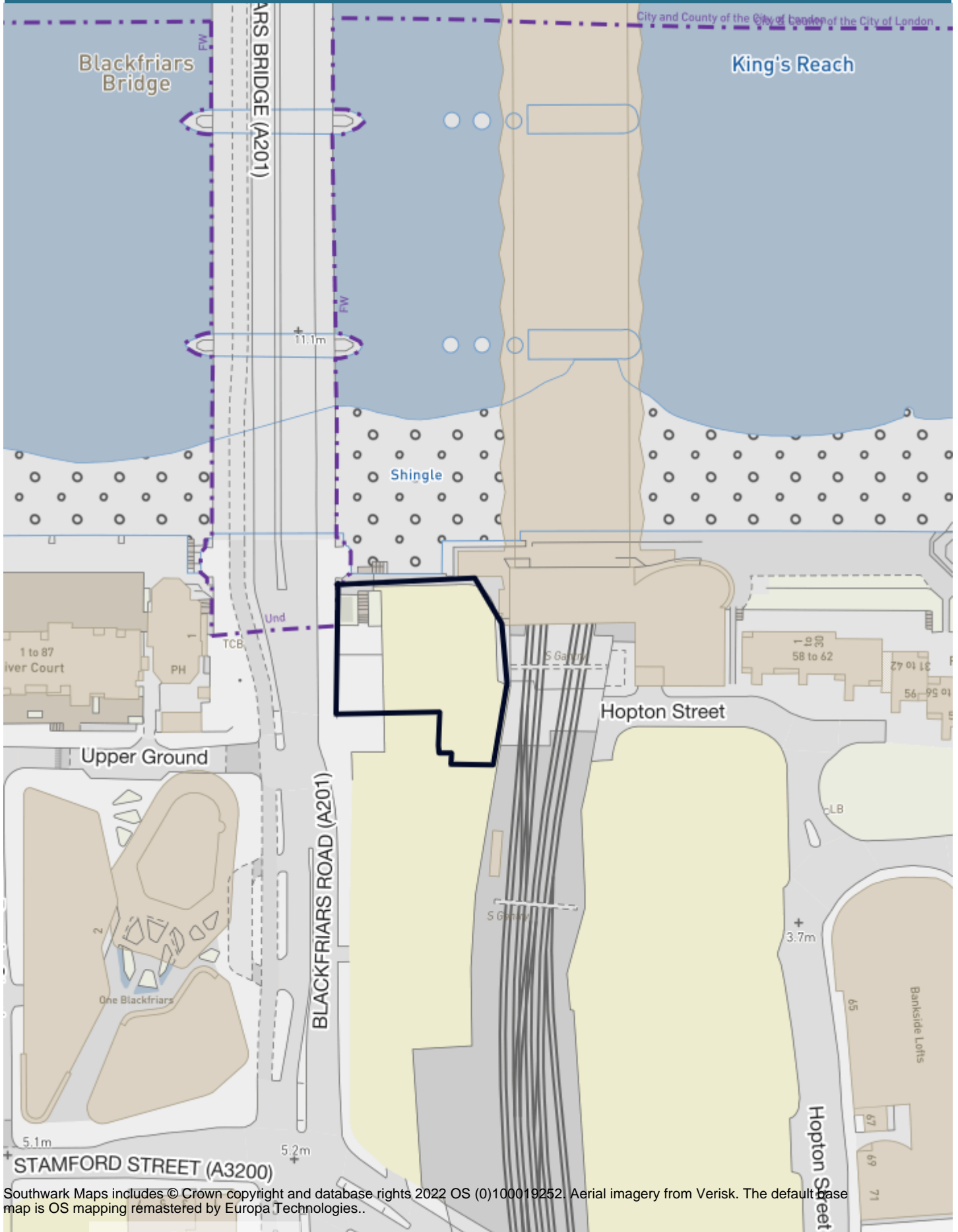
46 Comber House Comber Grove London
17 Hoptons Gardens Hopton Street London
99 Wells Way London SE57SZ
97 Mina Road London SE17 2QS
Keston House Flat 49 London
94 MINA ROAD LONDON SE17 2QS
37 Bagshot Street Flat 1 London
Flat 13 Ravenstone Bagshot street Walworth london
104 Albany Road London Se5 0da
97 Mina Road London Southwark
43 South City Court London SE15 6FR
9b Vicarage Grove, London London SE57LW
38 Kitson road London SE5 7LF
52 Surrey square London Se172jx
8 April Glen, Mayow Road London SE23 2XP
East Street 29 Innis House East Street
69 Coleman Road London
50 Surrey Sq London SE17 2JX
Flat 13, 1c Bethwin Road London SE5 0SG
73 Disraeli Close London SE28 8AW
87 balfour street London SE17 1PB
21 Probert Road Brixton London

Agenda Item 6.2



22/AP/2295

Ludgate House, 245 Blackfriars Road, London, Southwark, SE1.



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Item No. 6.2	Classification: Open	Date: 17 January 2023	Meeting Name: Planning Committee
Report title:	Development Management planning application: Application 22/AP/2295 for: Full Planning Application Address: Ludgate House, 245 Blackfriars Road, London, Southwark, SE1. Proposal: Construction of a lower ground, upper ground and 18 storey building comprising Use Class E (office and retail) floorspace incorporating internal amendments to part of the existing site-wide basement at levels B1 and B2 and all landscaping, public realm and highways improvements together with all associated and ancillary works.		
Ward(s) or groups affected:	Borough and Bankside		
From:	Director of Planning and Growth		
Application Start Date	21/07/2022	PPA Expiry Date	31/03/2023
Earliest Decision Date	13/10/2022		

RECOMMENDATIONS

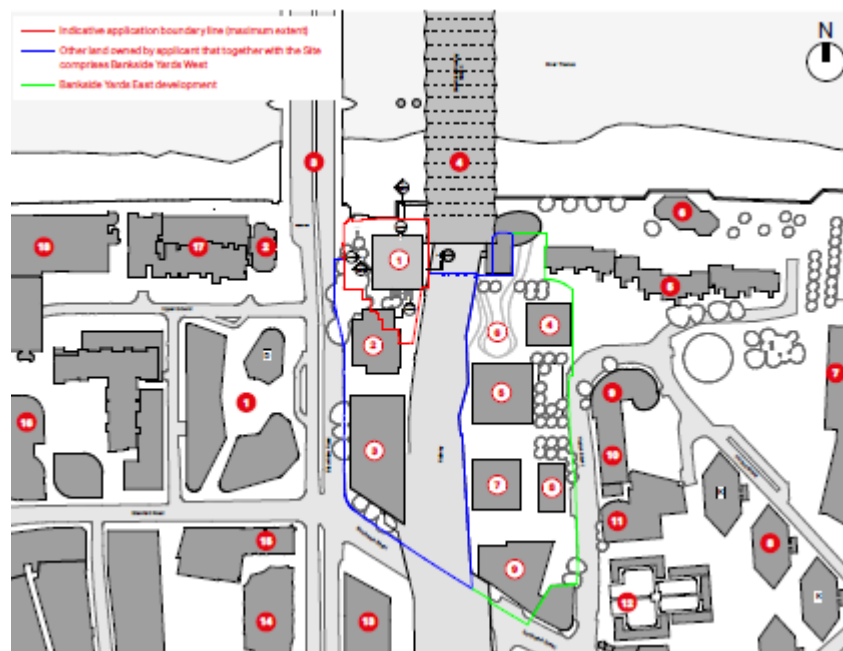
1. That planning permission is granted subject to conditions, referral to the Mayor of London and the applicant entering into an appropriate legal agreement by no ;later than 31 March 2023; and
2. That environmental information be taken into account as required by Regulation 26(1) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended); and
3. That the Planning Committee in making their decision has due regard to the potential Equalities impacts that are outlined in this report; and
4. That following the issue of planning permission, the director of planning and growth write to the Secretary of State notifying them of the decision, pursuant to Regulation 30(1)(a) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017; and
5. That following issue of planning permission, the director of planning and growth place a statement on the Statutory Register pursuant to Regulation 28(1) of the TCP (EIA) Regulations 2017, which contains the information required by Regulation 28 and, for the purposes of Regulation 28(1)(h) being the main reasons and considerations on which the planning committee's decision was based shall be set out in the report; and

6. That, in the event that the requirements of (1) are not met by 31st March 2023 that the director of planning and growth be authorised to refuse planning permission, if appropriate, for the reasons set out in Paragraph 260 of this report.

EXECUTIVE SUMMARY

7. Planning permission was granted in 2014 for the redevelopment of the site known as Sampson House and Ludgate House which is located at the northern end of Blackfriars Road and is further bound by Southwark Street, Hopton Street and the River Thames. The site spans the Blackfriars Thameslink railway viaduct which essentially divides the site into two sections, Sampson House to the east and Ludgate House to the west.

Image – Site location and relationship to Bankside Yards



8. The original planning permission was granted with a legal agreement on 28 March 2014 and was valid for three years (planning application reference. 12/AP/3940). The planning permission includes the demolition of the existing Sampson House and Ludgate House buildings and redevelopment of the entire site to provide 489 flats as well as offices, retail (Classes A1-A5), community uses (Class D1) and a gym (Class D2). The approved development includes nine new buildings ranging in height from 5 to 49 storeys. The consent was implemented in 2016 and this was confirmed by way of a Certificate of Lawfulness on 29 March 2017. The approved building heights are set out below

Approved Building (new reference)	Height
LH-A (BY1)	62.08m AOD
LH-B (BY2)	169.6m AOD
LH-C (BY3)	73m AOD
SH-A (BY4)	79.5m AOD
SH-B (BY5)	123.9m AOD

SH-C (BY7)	107.9m AOD
SH-D (BY8)	42.2m AOD
SH-F (BY9)	28.9m AOD

9. In 2015 the site was purchased by Native Land (the current applicant) who sought agreement for the development to be treated as two separate phases, each capable of delivery independently. To this end, an application to vary the legal agreement was approved in March 2019 under reference 18/AP/1316. The amendments to the legal agreement essentially separated the Ludgate House and Sampson House obligations. Sampson House has now been demolished whilst the construction on the Ludgate site is well under way with building BY3 completed. Together the sites are known as Bankside Yards with the two sides (and now separate consents) known as Bankside Yards West (Ludgate side) and Bankside Yards East (Sampson side).
10. The proposal is for a large, commercial led development at the northern end of the site formerly occupied by Ludgate House and forming part of the consented Bankside Yards redevelopment. The proposed development is an alternative to the previously consented (but not constructed) building known as Ludgate House A (LHA) or Building 1 in the same area of Bankside Yards West. The building is now known as BY1. Together the permissions comprise the Bankside Yards redevelopment. A basement (pursuant to the Bankside Yards Masterplan and the BYE Consent) is consented beneath the whole of the Bankside Yards redevelopment area, with access from Bankside Yards East through to Bankside Yards West at basement level.
11. The development would replace the approved but not constructed residential building with a taller building for office use. At C75m AOD, the proposed building would be approximately 13m taller than the previously consented BY1 and would be larger in terms of massing. The position of the building and the ground level arrangement would be largely similar to the consented scheme. Pedestrian routes through the site that were approved on the earlier consents would be maintained as part of the current proposal.
12. The architecture and standard of design of the new building is considered to be exceptional which is a requirement and expectation for a building of this scale in such a prominent, riverside central London location where the standard of new development architecture is one of excellence. The proposed office accommodation would be of a high standard and would meet the needs of modern office users.
13. The development would include 10% affordable workspace at a 51% discount on market rent levels. Retail would be provided at ground level which would activate the public realm and provide retain facilities to complement those approved as part of the consented scheme. The development would be capable of providing up to 800 new full time jobs which is welcomed.
14. The development would be highly energy efficient and sustainable with an on-site carbon reduction of 42.6%% above the 2013 Building Regulations in addition to a carbon offset payment that would help the development achieve Carbon Zero targets. It is expected that the development would achieve BREEAM 'Excellent' and this would be a conditioned requirement of any consent.

15. The site is located in the Central Activities Zone, the Bankside Borough and London Bridge Opportunity Area and the Bankside and Borough District Town Centre, and is allocated in the Southwark Plan as NSP19. The proposals are consistent with the site allocation and the objectives of the development plan for this area.
16. The impact on the amenity of neighbours in terms of privacy, outlook and daylight/sunlight is set out in the report. It is noted that there would be no significant adverse impacts on any residents and there would be no significant overshadowing solar glare or light pollution impacts.

	Existing sqm	Proposed sqm	Change +/-
Public Open Space	645	939	+294
Play Space	N/A	N/A	N/A

CO2 Savings beyond part L Bldg. Regs.	%
Trees lost	Zero. 5 retained. Previous consent secured PP for them to be removed.
Trees gained	8 gained (on roof terrace, L17). 13 proposed in total

	Existing	Proposed	Change +/-
Urban Greening Factor	0.03	0.45	0.42
Greenfield Run Off Rate			
Green/Brown Roofs	0	179sqm	+179sqm
EVCPS (on site)	0	0 (no car parking proposed)	0
Cycle parking spaces	0	275 long stay 30 short stay	+275 long stay +30 short stay

17. A total of 461 letters were sent to local residents as part of the Council's neighbour consultation exercise and no objections have been received.

BACKGROUND INFORMATION

Site location and description

18. The Bankside Yards site is bordered by the Thames River Walkway and London Blackfriars Rail Station to the north; Hopton Street to the east; Southwark Street to the south-west; and Blackfriars Road to the west. It is divided by a railway viaduct and associated arches.

19. The site was formerly occupied by Ludgate House which comprised 23,836 sqm (GEA) of B1 office space over lower ground, ground and nine upper floors. The building was used as the headquarters for United Business Media (UBM). The building has now been demolished and its site (within Bankside Yards West as part of the wider Bankside Yards site) has been cleared and is subject to ongoing consented basement works (pursuant to the Bankside Yards Masterplan)
20. The site forms the northern part of Bankside Yards West, which also comprises two further buildings to the south. To the immediate south of the site, the area at which Ludgate House building 2 (BY2) is proposed has been cleared, with all piling and excavation works associated with the building completed. The superstructure works associated with Ludgate House building 3 (BY3), south of LH2, have been completed.

Surrounding Area

21. The site is bound to the north by the Thames Path which provides pedestrian links to numerous cultural attractions on the South Bank. To the east of the site lies the railway viaduct and beyond is Hopton Street, which is both residential and commercial in character and includes flatted developments such as Falcon Point (including Falcon Point piazza) and Bankside Lofts. The site is within the setting of several listed structures including the Hopton Street Almshouses which are Grade II* listed; 61 Hopton Street which is Grade II listed; and the Blackfriars and St Paul's railway bridge which is also Grade II listed.

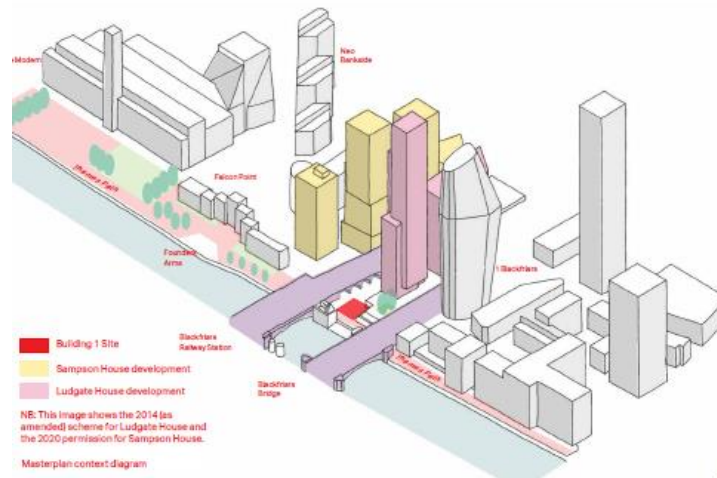
Image – Site location



22. To the south along Blackfriars Road is the office development known as 240 Blackfriars which rises to 20 storeys. Adjoining Sampson House to its south at 144 Southwark Street is an office building known as Titan House.
23. To the west lies River Court, a residential housing block fronting the river and also the site of 1 Blackfriars, a mixed use commercial, residential and hotel development with the tallest building rising to 50 storeys. The nearest conservation area is the Old Barge House Alley Conservation Area, which is to the west of the site, split between the boroughs of Southwark and Lambeth and contains the unlisted Oxo Tower building. Other nearby conservation areas are Bear Gardens to the east of the site (east of the Globe Theatre) and Kings Bench

to the south east of the site (south of Union Street). The Whitefriars Conservation Area is located across the river, within City of London.

Image – Consented context



Details of proposal

24. Planning consent is sought for a new 18 storey building rising to approximately 75m AOD. The proposed development is predominately for office use, with a flexible retail offer at the lower ground floor. Below ground are two levels of basement for plant, servicing and storage, which form part of the wider BYW basement.
25. The relevant land use floor areas are set out in the table below:

Use	Use Class	Proposed GIA (sqm)	Proposed GEA (sqm)
Office	Class E	7,911	8,547
Retail	Class E	322	302
Plant	-	5,748	6,295
Total	-	13,691	15,164

26. Additionally, the development would provide 1,333sqm of public realm which includes improvements to the existing Rennie Garden, the existing east-west route along the Thames Path to the north of the site and the Rennie Arch link (a route underneath the railway viaduct arches connecting the development to the wider Bankside Yards redevelopment) and a new north-south pedestrian route to the east of the site

Image – Proposed development



27. The development would provide a total of 305 cycle parking spaces as well as changing and showering facilities. The proposed cycle parking provision will comprise 275 long stay spaces at basement level and 30 short stay spaces within the public realm.
28. All servicing activity would be undertaken on-site in a dedicated service yard within the consented Bankside Yards basement which would be accessed from Southwark Street.

Consultation responses from members of the public and local groups

29. Letters were sent to local residents when the application was first received in August 2022, at this time the application was advertised as EIA development in the local press and site notices were posted. A total of 461 neighbour notification letters were sent. No objections have been received.

Planning history of the site, and adjoining or nearby sites.

30. Any decisions which are significant to the consideration of the current application are referred to within the relevant sections of the report. A fuller history of decisions relating to this site, and other nearby sites, is provided in Appendix 3.

KEY ISSUES FOR CONSIDERATION

Summary of main issues

31. The main issues to be considered in respect of this application are:
 - Principle of the proposed development in terms of land use and compliance with the site allocation NSP19;
 - Affordable workspace
 - Environmental impact assessment
 - Design, including layout, building heights, landscaping and ecology;

- Heritage considerations
- Archaeology
- Impact of proposed development on amenity of adjoining occupiers and surrounding area, including privacy, daylight and sunlight
- Transport and highways, including servicing, car parking and cycle parking
- Environmental matters, including construction management, flooding and air quality
- Energy and sustainability, including carbon emission reduction
- Ecology and biodiversity
- Planning obligations (S.106 undertaking or agreement)
- Mayoral and borough community infrastructure levy (CIL)
- Consultation responses and community engagement
- Community impact, equalities assessment and human rights
- All other relevant material planning considerations

32. These matters are discussed in detail in the 'Assessment' section of this report.

Legal context

33. Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires planning applications to be determined in accordance with the development plan, unless material considerations indicate otherwise. In this instance the development plan comprises the London Plan 2021 and the Southwark Plan 2022. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires decision-makers determining planning applications for development within Conservation Areas to pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Section 66 of the Act also requires the Authority to pay special regard to the desirability of preserving listed buildings and their setting or any features of special architectural or historic interest which they possess.
34. There are also specific statutory duties in respect of the Public Sector Equalities Duty which are highlighted in the relevant sections below and in the overall assessment at the end of the report.

Planning policy

35. The statutory development plans for the Borough comprise the London Plan (2021) and The Southwark Plan (2022). The National Planning Policy Framework (2021) is a material consideration but is not part of the statutory development plan. A list of policies which are relevant to this application is provided at Appendix 3. Any policies which are particularly relevant to the consideration of this application are highlighted in the report.

Policy designations

36. The site is subject to the following policy designations:
- Air Quality Management Area
 - Bankside, Borough and London Bridge Opportunity Area

- Central Activities Zone
- Bankside and Borough Bridge District Town Centre
- Strategic Cultural Area
- Thames Policy Area

Site allocation NSP19

37. The application site benefits from an allocation within the Southwark Plan 2022. Allocation NSP19 refers specifically to the application site and requires redevelopment to:
- Provide new homes (C3); and
 - Provide new employment floorspace (E(g), B class);
 - Provide active frontages with ground floor retail, community or leisure uses (as defined in the glossary) along Blackfriars Road; and
 - Provide new east-west green links connecting Blackfriars Road to Hopton Street, including a new cycle link; and
 - Provide leisure, arts, culture or community uses for the benefit of new residents and the existing local community; and
 - Provide new open space of at least 15% of the site area.
 - The allocation notes that planning consents 12/AP/3940 and 18/AP/1603 are relevant to this site.

NSP 19 sets out that the site is suitable for a taller building, subject to a range of considerations, including its location within the Thames Policy Area.

38. The site is located within Flood Zone 3 as identified by the Environment Agency flood map, which indicates a high probability of flooding however it benefits from protection by the Thames Barrier.

Conservation Areas

39. The site is not located within or immediately adjacent to any conservation areas although the Old Barge House Alley conservation area lies to the west on the opposite side of Blackfriars Road.

Listed Buildings

40. The site is within the setting of Grade II listed buildings including Blackfriars Bridge, as well as being in proximity of Grade II* Hoptons Almshouses and undesignated heritage assets including the Tate Modern, River Walk and the railway viaduct. Additional listed buildings include:
- 41.
- 1 and 3 Stamford Street – Grade II
 - Christchurch – Grade II
 - 1, 2 and 3 Paris Gardens – Grade II
 - 15–17 Hatfields – Grade II
 - 61 Stamford Street, London Nautical School – Grade II
 - 63 Stamford Street – Grade II
 - 99 Southwark Street – Grade II*

- 97 Southwark Street – Grade II
- 15–17 Hatfields – Grade II

London View Management Framework protected views

42. • The site does not directly affect any LVMF views

ASSESSMENT

Principle of the proposed development in terms of land use

Relevant policy designations

43. The proposed development would be office led and should be read in the context of the wider consented Bankside Yards development. The development of the site would be office led with some retail space whilst the remainder of the Bankside Yards consented development would provide additional office space, housing, retail, cultural space and significant new public realm. The new public realm would significantly improve the street level experience of this area and would improve animation, activity and interest at street level in addition to improving pedestrian connectivity and legibility.

CAZ, District Town Centre and Opportunity Area

44. The National Planning Policy Framework (NPPF) was updated in 2021. At the heart of the NPPF is a presumption in favour of sustainable development. The framework sets out a number of key principles, including a focus on driving and supporting sustainable economic development. Relevant paragraphs of the NPPF are considered in detail throughout this report. The NPPF also states that permission should be granted for proposals unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole.
45. Borough and Bankside are part of the London Central Activities Zone, the Bankside, Borough and London Bridge Opportunity Area and the Borough and Bankside District Town Centre. The London Plan notes that this area has considerable potential for intensification and 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 this should include visitor accommodation. This is further reflected in Policy SD2 – Opportunity Areas of the London Plan which increases the indicative target for new jobs to 5,500.

Bankside and Borough Area Vision

46. The site is located within AV.02 – Bankside Area Vision. Development in London Bridge Should:

- Continue to consolidate Bankside and The Borough as part of the London Central Activities Zone; an international destination for business headquarters, small businesses, tourism and transportation that is entwined with historic communities with local services, open spaces and excellent transport links;
- Bankside and Borough are part of the London Central Activities Zone, the Bankside, Borough and London Bridge Opportunity Area delivering 10,000 new jobs and the Bankside and Borough District Town Centre. Site allocations in Bankside and the Borough will deliver at least 166,000sqm (gross) new offices and employment workspaces and around 0.3ha new open space. There are also many smaller development sites that could accommodate new homes and new employment space.

Southwark Plan Site Allocation NSP19

47. The site benefits from a site allocation within The Southwark Plan. NSP19 which covers the site, states that development must:
- Provide new homes (C3); and
 - Provide new employment floorspace (E(g), B class);
 - Provide active frontages with ground floor retail, community or leisure uses (as defined in the glossary) along Blackfriars Road; and
 - Provide new east-west green links connecting Blackfriars Road to Hopton Street, including a new cycle link; and
 - Provide leisure, arts, culture or community uses for the benefit of new residents and the existing local community; and
 - Provide new open space of at least 15% of the site area.
 - The allocation notes that planning consents 12/AP/3940 and 18/AP/1603 are relevant to this site.

Conclusions on policy designations

48. The principle of a development containing Class E office space and Class E retail would support the role and functioning of the Central Activities Zone, the Bankside and Borough District Town Centre as well as being consistent with the policies for the Opportunity Area and the site allocation. The other requirements of the site allocation regarding new homes, visitor accommodation and cultural space would continue to be met on the consented Bankside Yards development.

Offices

49. Promoting the economy and creating employment opportunities is a key priority for the planning system. The site lies within a London Plan Opportunity Area (Policy SD1) and within a District Town Centre (Policy SD6). London Plan Policy GG5 requires local planning authorities to plan for sufficient employment and industrial spaces to support economic growth whilst Policies E1 and E2 deal specifically with the provision of B Use Class (now called Class E(g) since the change to the Use Classes Order in 2021). London Plan Policy E11 requires development proposals to support employment, skills development, apprenticeships, and other education and training opportunities in both the

construction and end-use phases.

50. Southwark Plan Policy SP4 seeks to ensure that Southwark can develop a strong, green and inclusive economy. To achieve this the development plan aims to deliver at least 460,000sqm of new office space between 2019 and 2036 (equating to around 35,500 jobs). The policy states that around 80% of new offices will be delivered in the Central Activities Zone and sets a strategic target of 10,000 new jobs for the Borough, Bankside and London Bridge Opportunity Area. Policy SP4 further requires 10% of all new employment floorspace to be affordable workspace for start-ups and existing and new small and independent businesses in Southwark. Finally, the policy identifies the CAZ and district town centres as appropriate for delivering approximately 19,670sqm of retail floorspace.
51. The aforementioned London Plan and Southwark Plan policies support the provision of a commercial led development on this site. The proposed development would provide 7,911sqm (GIA) of Class E(g) office floorspace that would have the potential to support up to 800 full time jobs. This represents an uplift in office employment floorspace compared to the consented scheme and job provision would satisfy the aims of the London Plan and the Southwark Plan in creating new jobs and high quality office space within the Central Activities Zone, the Bankside, Borough and London Bridge Opportunity Area and the Bankside and Borough District Town Centre and is a welcome benefit of the development.

Retail

52. London Plan Policy SD6 and Southwark Plan policies identify this site as being within a town centre. The existing site did not contain any retail floorspace and the now demolished Ludgate House had little beneficial impact on the vitality of the surrounding retail area.
53. The proposed development would provide 302sqm of retail space which would further complement the retail spaces approved as part of the consented Bankside Yards development. The proposed Class E accommodation would be high quality and would contribute more positively to the vitality and viability of the surrounding retail environment.
54. As originally approved, BY1 would have provided 17 very large private apartments. Whilst the proposed development would result in the loss of 17 approved but not constructed dwellings, it should be noted that this would have no impact on the delivery of affordable housing on the wider Bankside Yards site which would remain as previously consented. The scheme would still deliver the requirements of the site allocation, but would make a larger contribution to the delivery of the Southwark Plans job targets should it be implemented.

Conclusion on land use

55. The proposal involves the provision of high quality office floorspace alongside retail which are acceptable town centre uses. The provision of new offices is fully supported and the provision of modern, high quality offices is considered to be a benefit of the scheme and would facilitate the growth of employment

within the Central Activities Zone and the Opportunity Area. Overall the proposed development and the adjacent site within the allocation would include a mix of uses, including residential that are appropriate for the site's location within the CAZ, Opportunity Area and town centre.

Affordable workspace

56. London Plan Policy E2 requires the provision of a range of low-cost Class B1 business space to be supported to meet the needs of micro, small and medium sized enterprises and to support firms wishing to start up and expand. The policy states "development proposals for new B1 business floor space greater than 2,500sqm, or a locally determined lower threshold in a local development plan document, should consider the scope to provide a proportion of flexible workspace suitable for micro, small and medium sized enterprises.
57. Policy E3 of the London Plan deals specifically with affordable workspace. The policy states "In defined circumstances, planning obligations may be used to secure affordable workspace at rents maintained below the market rate for that space for a specific social, cultural or economic development purposes". The policy identifies the circumstances in which it would be appropriate to secure affordable space.
58. Southwark Plan Policy P31 deals with affordable workspace. Criterion 2 of the policy requires Major 'B Use Class' development proposals to deliver at least 10% of the floorspace as affordable workspace on site at a discounted market rent for a period of at least 30 years. The policy recognises that there are many different forms that such space could take depending on the site location, characteristics and existing/proposed uses on site. The space should be offered to existing business on site first and then small and independent local businesses. Only where on-site provision would be impracticable are developers permitted to make a payment in lieu of the on-site provision.
59. In exceptional circumstances affordable retail, affordable cultural uses, or public health services which provide a range of affordable access options for local residents, may be provided as an alternative to affordable workspace (employment uses). This will only be acceptable if there is a demonstrated need for the affordable use proposed and with a named occupier. If the alternative affordable use is no longer required in the future, the space should be made available for affordable workspace (employment uses).
60. The proposed development would provide a total of 7,911sqm (GIA) of employment floorspace and as such a total of 791sqm of affordable workspace should be provided in order to comply with planning policy.
61. In floorspace terms the proposed offer equates to 10% and would meet the policy requirement. The applicant is proposing that the space be offered on a 51% discount on market rent levels which is a considerable discount and it welcomed.

In addition, the Section 106 Agreement would include an Affordable Workspace Strategy. This would ensure, among other things, that:

- the workspace is provided for a 30-year period at the discounts set out above;
- no more than 50% of the market rate floorspace can be occupied until the affordable workspace has been fitted-out ready for occupation;
- detailed plans showing final location of affordable workspace;
- a management plan is in place to secure the appointment of a Workspace Provider and a methodology for that Provider to support the occupiers;
- appropriate marketing of the affordable workspace will be conducted; and
- the rates and service charges payable by the tenant will be capped.

Environmental impact assessment

62. Environmental Impact Assessment is a statutory procedure that provides for a process assesses and reports upon the beneficial and adverse (positive and negative) environmental effects of development projects. The proposed development falls within Schedule 2, Category 10(b) 'Urban Development Project' of the EIA Regulations 2017 and constitutes EIA development having regard to its potential for likely significant environmental effects
63. Regulation 3 of the EIA Regulations precludes the granting of planning permission unless the Council has undertaken an Environmental Impact Assessment, taking account of the environmental information, which includes the ES, any further information, any representations made by consultation bodies, and any other person, about the environmental effects of the development.
64. In accordance with the EIA Regulations, an Environmental Statement (ES) comprising a Non-Technical Summary, Environmental Statement and Technical Appendices accompanies the application. That information has been taken into account. Officers are satisfied that the ES is up to date and that the effects described in the ES properly identify the likely significant effects of the proposed development on the environment.

Alternatives

65. The EIA Regulations require the ES to provide information on the alternative options considered by the applicant and this includes a 'Do Nothing' scenario. It is stated by the applicant's consultants and accepted by officers that the 'Do Nothing' alternative would leave the application site in its current state. It should be noted that it has also been established in the Southwark Plan that the site represents an opportunity to redevelop a currently underutilised parcel of land in the heart of London to provide a sustainable and high quality office space, food/retail, cultural provision and public realm.
66. The 'Do Nothing' scenario is considered to have no environmental benefits compared with the proposed redevelopment of the site as the 'Do Nothing' scenario would either revert to the consented development or it would leave a sustainable, brownfield site in central London under used and would not bring forward the various benefits associated with development such as improved public realm and employment opportunities.
67. No alternative sites or locations have been considered for the proposed development as the site benefits from a site allocation and policy support to

deliver a strategic development in this location. This is reflected in the various consents that have been granted since 2012.

68. The ES also describes the design evolution of the scheme which has been influenced by environmental factors and discussions with officers as part of a pre-application enquiry. The design has been informed by townscape and heritage; local and strategic views; wind; daylight, sunlight and overshadowing; solar gain; biodiversity; and appropriate scale and massing. As such, the final version of the scheme has been designed having full regard to the constraints and opportunities presented by the site as well as issues raised during the process.

Cumulative impacts

69. The ES considers cumulative effects arising from the proposed development in combination with other surrounding consented and planned developments and where relevant these effects are discussed further in the topic specific chapters later in the report. Cumulative scenarios included the development in combination with the rest of the consented Bankside Yards development as well as an additional scenario that included other developments in with wider surrounding area.
70. A detailed assessment of the likely potential and residual impacts of the scheme is provided in the relevant sections of this report, taking into account the ES and the material planning policy considerations. In summary, officers are satisfied that the ES is adequate to enable a fully informed assessment of the environmental effects of the proposal. The ES considers the following issues:
- Socio-economics;
 - Air quality;
 - Noise and vibration;
 - Daylight, sunlight, overshadowing, solar glare and light pollution
 - Wind microclimate.

Design

71. The NPPF stresses that good design is a key aspect of sustainable development and is indivisible from good planning (paragraph 124). Chapter 3 of the London Plan seeks to ensure that new developments optimise site capacity whilst delivering the highest standard of design in the interest of good place making. New developments must enhance the existing context and character of the area, providing high quality public realm that is inclusive for all with high quality architecture and landscaping. The importance of good design is further reinforced in the Southwark Plan Policies P13 and P14 which require all new buildings to be of appropriate height, scale and mass, respond to and enhance local distinctiveness and architectural character; and to conserve and enhance the significance of the local historic environment. Any new development must take account of and improve existing patterns of development and movement, permeability and street widths; and ensure that buildings, public spaces and routes are positioned according to their function, importance and use. There is a strong emphasis upon improving opportunities for sustainable modes of travel by enhancing connections, routes and green infrastructure. Furthermore all new

development must be attractive, safe and fully accessible and inclusive for all

Site context

72. London Plan Policy D3 requires developments to make the most efficient use of land to optimise density, using an assessment of site context and a design-led approach and this is reflected in Southwark Plan Policy P18.
73. The application site is characterised by a mix of building types and scales, particularly along Hopton Street, albeit the application site is read more within the immediate context of Blackfriars Road, being separated off by the intervening railway viaduct. Its immediate context is notable for the metropolitan scaled No.1 Blackfriars Road (c.170m), which sits opposite the site on the west side of the bridgehead, and for No.240 Blackfriars Road (c.85m), which is on the junction of the main road and Southwark Street to the south of the site.
74. This Thameside section of Blackfriars Road has undergone significant post-war redevelopment, with few buildings of historic value remaining; the short Victorian terrace with its Grade II listed corner public house (Mad Hatter) on the junction of Blackfriars Road/Southwark Street being of note. To the east, Hopton Street retains more of its traditional buildings and is notable for the Grade II* listed two-storey mid-Georgian almshouses (1-20 Hopton Gardens) and a Grade II listed two-storey with attic early Georgian house (no.67), amongst the converted Edwardian warehouse and part 5/6/9-storey new buildings of the Bankside Loft complex (no.65, 69-71) and the backdrop of the modern hi-rise residential complex of Neo-Bankside in Holland/ Sumner Street at 12, 18 and 24-storeys beyond.

Image – Rennie Gardens



75. The masterplan is not within a conservation area, the nearest being Old Barge House Alley; located some 250m to the west of the site, just beyond Sea Containers House. It is also outside of the LVMF protected viewing corridors and wider consultation areas, as well as outside the borough's protected views.

Background

76. A key material consideration is the extant consent for the comprehensive redevelopment of the former Ludgate House and Sampson House sites (12/AP/3940). Known as the Bankside Yards development, the residential-led mixed-use scheme was approved in 2014 and above ground work is well underway on building BY3 (formerly LHC) and BY9 on either side of the viaduct at the Southwark Street end of the masterplan site. The consented masterplan is for a new residential and office quarter, providing a series of large scale and hi-rise buildings of up to 48-storeys (165m), and intervening new public realm.
77. The 2014 consent included a 14-storey mixed-use building (c.57.5m) on the application site. The tall building provided a multi-functional space at lower, upper and 1st floor levels and 17 flats on the 10 upper floor levels (Building LHA). Subsequent amendments have been made to the wider masterplan, including the adjustments of the quantum of office and residential floorspace across the site and concomitant adjustments of building heights, footprints and elevations (e.g., 18/AP/1603 and 21/AP/3723). The current application is part of this on-going process as the masterplan development is built out.
78. The application is for the substitution of the consented residential-led mixed use building (formerly LHA, renamed BY1) with an office-led mixed use building, comprising retail at lower ground (riverwalk) level and offices at upper ground (street level) and above. The replacement building would read 19 storeys in height (c.70.5m). In addition to the increase in height, the massing would double with comparative floorplates of 760sqm, compared to the 360sqm for the residential scheme (including balconies). The elevations would also be distinctly different, reflecting the alternative commercial use.

Site layout

79. London Plan Policy D8 requires new developments to create well designed, accessible, safe, inclusive attractive and well-connected public realm where appropriate. The policy sets out a range of criteria which new public realm should address. In respect of site layout and public realm Southwark Plan Policy P13 requires developments to ensure that the urban grain and site layout take account of and improve existing patterns of development and movement, permeability and street widths; to ensure that buildings, public spaces, open spaces and routes are positioned according to their function, importance and use and to ensure that a high quality public realm that encourages walking and cycling and is safe, legible, and attractive is secured. Landscaping must be appropriate to the context, including the provision and retention of street trees and use of green infrastructure. The detailed design of all areas of public realm must be accessible and inclusive for all ages and people with disabilities as well as providing opportunities for formal and informal play and adequate outdoor seating for residents and visitors.
80. The proposed site layout and building footprint is rational and legible and largely reflects the principles established as part of the previously consented scheme. The development would maintain the northern east-west route through the site that was previously consented and access to the riverside and Thames Path

would be maintained.

81. The new development is arranged to address the Blackfriars Road and the riverside walkway as the primary routes. It therefore continues to be dual-fronted, with a retail frontage onto the Thames pathway at lower ground floor and the main office entrance onto Rennie Gardens at upper ground floor level. Nonetheless, it is designed to operate in the round, with additional public routes provided to the off-side and rear, and as such, the building sits as a discrete, freestanding building within new public realm, as do all the buildings within the masterplan.
82. At grade, the building is set back from the river wall by c.11m to provide an extended area of public realm across the full width of the application site. This is welcome, both in terms of providing new riverside public open space, but also in effectively widening the present public footpath, which at 3m can become congested. This new public realm is partly achieved by undercutting the new building, with the base of the building set back 1.8m below its main volume, which has the advantage of providing an element of covered public realm. The new public realm is activated by the new retail use provided within the base of the building, providing direct animation and oversight of this otherwise generally 'enclosed' section of the Thames path.

Image – View from Thames Path



83. The façade undercut is aligned with the archway entrance to Blackfriars Station, with an additional cut back created of the northeast corner of the lower ground floor, creating additional public space immediately opposite the entrance, improving both the legibility of and ease of access to the station.
84. The existing steep stairway from the riverwalk up to Rennie Gardens is retained and refurbished, and is supplemented by a new public lift that is conveniently provided adjacent to the stairs, taking pedestrians up the 4m to street level. The building's main office entrance is aligned to the flank of Rennie Gardens, with its frontage also set back and undercut to provide an extended area of public realm. This new public space doubles as the entranceway to the new commercial

building, with the extensively glazed foyer engaging with the adjacent public realm.

85. The new building works in the round, with new public footpaths provided to the off-side (east) and rear (south); with the former running parallel with the railway viaduct and linking through to the southern end of the masterplan as an extension to the Low-line project; and the latter running east-west from Blackfriars Road immediately behind the new building to connect through to the main public square at the centre of the masterplan, via a railway archway. To the offside, the building makes use of the new route to locate its entrances to its cycle store/end-of-journey facilities, but seeks to modestly animate the route with a small café kiosk. To the rear, a new staircase and public lift address the steep change in street level, with a Dutch-rail for those cyclists choosing not to use the lift. Whilst the rear route is not activated by the new building, the route would be wide (11m) and reasonably overseen from the neighbouring BY2 building.

Image – View from Thames Path



86. Overall, the layout is largely a repeat of the previously consented schemes, and is again welcome in supporting a coherent urban form, with the new building working very well to provide and address a series of well-connected public routes, with significant provisions of new public space and improvements to the existing public realm. The layout is refined to improve the legibility and accessibility of the railway station, whilst the new building offers engaging frontages that support the public realm and should make for appealing street scenes, subject to landscaping details.

Height scale, massing and tall buildings

87. London Plan Policy D9 deals with tall buildings. The policy sets out a list of criteria against which to assess the impact of a proposed tall building (location/visual/functional/environment /cumulative). London Plan Policy D4 requires that all proposals exceeding 30 metres in height and 350 units per hectare must have undergone at least one design review or demonstrate that they have undergone a local borough process of design scrutiny.

88. Southwark Plan Policy P17 deals with tall buildings. The policy sets out a list of requirements for tall buildings. The policy states that tall buildings must:

1. Be located at a point of landmark significance; and
2. Have a height that is proportionate to the significance of the proposed location and the size of the site; and
3. Make a positive contribution to the London skyline and landscape, taking into account the cumulative effect of existing tall buildings and emerging proposals for tall buildings; and
4. Not cause a harmful impact on strategic views, as set out in the London View Management Framework, or to our Borough views; and
5. Respond positively to local character and townscape; and
6. Provide a functional public space that is appropriate to the height and size of the proposed building; and
7. Provide a new publicly accessible space at or near to the top of the building and communal facilities for users and residents where appropriate



Scale and massing

89. A point of landmark significance is where a number of important routes converge, where there is a concentration of activity and which is or will be the focus of views from several directions. In this case the site, located at the southern bridgehead of Blackfriars Bridge, adjacent to Blackfriars Station and within the cluster of permitted and completed tall buildings around the junction of Stanford Street and Blackfriars Road is considered a point of landmark significance.
90. Whilst the replacement scheme is for a larger building than previously consented, it nonetheless remains a relatively modest-sized commercial office building in terms of its office floorplate: Taken over the full floors above reception level, it provides 7,911sqm of new office floorspace (GIA).
91. In terms of its massing, whilst it may be slightly longer and broader than previously consented, it nonetheless remains a relatively compact built form. The

building's planform is simple, comprising almost a square that measures just under 28m to the front (riverside) and rear, and just over 28m to the sides when measured at second floor level and above. The simple planform is extruded upwards 15 full floors at 2nd floor level and above. The levels below (lg, ug, 1st floors) have a more compressed floorplate created by building undercuts to the front and sides. A final floor (17th) comprises a rooftop garden with a small rooftop pavilion for office amenity (c.70sqm) and extensive plantroom. A further element of services sits above this at the rear (south) end of the building, containing mainly lift overruns and the building maintenance unit (bmu).

92. The building has an overall height of 70.5m when measured from the riverside walkway or c.66m when measured from pavement level on Blackfriars Road (c.75 m AoD). However, the perceived scale would be generally 19-storeys (c.66m) towards the river, with the extended framework for the rooftop garden reading as the final storey; and part 18/19-storeys (63.5-65.5m) towards Blackfriars Road, where the additional rooftop plant at the rear becomes more evident.



93. Looking at the building's proportions, the height to width ratio is just under 2.5:1, which is not especially slender as a tall building, but is not dissimilar to the consented scheme, which has a ratio of 2.9:1. Importantly, the compact massing and detailed treatment of the elevations and service core (see later) work well to relieve the sense of bulk and to provide a much stronger verticality, suggesting a reasonably slim built form that should sit sufficiently well as part of the emerging cluster of taller, slender buildings.
94. Regarding its general height, at part 18/19-storeys, the replacement building would be taller than the previously consented part 13/14-storey scheme, but would remain significantly below the height of its metropolitan-scaled neighbours, BY2 and 1 Blackfriars. Moreover, the new building would continue to respond to the stepped form of BY2, which sits to its immediate south. Whilst the latter is 49 storeys in height (170m AoD), it features a mid-rise setback on its north elevation at 20-storeys or c.80m, designed to allow the scale of the building

to step down towards the riverfront. This step change in height is part of the masterplan concept, with BY1 continuing the transition downwards.

95. Whilst the change in heights between the 'shoulder' height of BY2 and the proposed replacement BY1 would become less exaggerated, the transition downwards would still occur. It would still be evident, albeit quite subtly, assisted by the different colour finishes of the new building's rear service core and the main office element. However, the overall concept of the transition in heights would remain.
96. The proposed scale of the scheme is supported. It presents a modestly taller and wider replacement building onto the riverfront, but is setback slightly further from the river edge compared to the consented scheme. It remains a medium-height tall building and sufficiently slender in its proportions, set against the backdrop of a significantly tall building. It would continue in its masterplan role of transitioning in height down towards the river.

Architecture

97. The proposals present a significant adjustment in terms of the elevational architecture, reflecting the proposed change in use, with the scheme redesigned with a modern office aesthetic, albeit the consented residential building did include large expanses of glazing. The replacement building comprises conventional curtain wall glazed elevations that enclose a concrete structural frame. However, this simple form is cleverly detailed to provide a contemporary architecture and a distinctive building that is both well-composed and well-articulated.

Image – View from Blackfriars Bridge



98. The architecture features a strong visual hierarchy, clearly expressing the building's base, middle and top. The base of the building is read over three

storeys onto the riverfront and east passageway, with its datum carried round onto Rennie Gardens and south side as two storeys. This is made evident by the overt undercut of the floorplate, created by setting back the facades on these lower levels. The base features triple and double-storey glazing, involving the use of back-painted glass to obscure the floorslabs, and the appearance of the large structural columns that are seen to ground the building at riverwalk and street levels. Above this, the middle of the building rises orthogonally, filling out its floorslab, with the exception of the corner-cut balconies (see below); whilst the top is expressed by the framed rooftop terrace with its flying parapets to the front and flanks that suggest a crown to the building.

99. The elevations are further articulated by a framework of piers and horizontals that overclad the curtain wall glazing and are used to detail the facades, as well as provide solar shading to the flanks. The framework responds to the internal building structure, with the piers and horizontals aligned with the columns and alternate floorplates, resulting in a well-proportioned, orthogonal grid of double-storey openings. This arrangement brings a well-ordered and robust appearance to the building. The grid also provides a secondary scale to the elevations.
100. The framework comprises terracotta profiled and treated to bring a texture, richness and depth to the finish. The terracotta is coloured mid-blue for the main office floors, whilst the lower ground, upper ground and first are finished in a darker, navy blue colour, emphasizing the visual distinction of the base. Importantly, the navy blue ceramic wraps around onto the exposed soffits of the base, bringing a high quality finish to the undercroft space that will reflect the dappled light that bounces up from the river.
101. This primary grid is generally carried around the building and onto its rear elevation, where it is used for the service tower. In the instance of the rear portion of the building, however, there is a switch in colour to white and potentially in material finish, with the options of the same terracotta or a metalwork finish. The change in finish is effective in expressing the functional split between the main offices and the supporting services, and adding visual interest to the architecture. A recessed slot is introduced between the two elements and finished in dark metalwork/ tinted glazing, helping to visually separate the two elements.
102. A key feature of the new architecture is the provision of office balconies on the northwest and northeast corners of the building, which face onto the river and provide river views upstream and downstream. The balconies are double-height spaces, created by recessing the upper floorplate and by setting back the glazing to form a diagonal corner cut. Additional structural bracing in steelwork is introduced to support the corner cut, with the metalwork read in contrast to the terracotta and adding to the building's robustness. The diagonal corner cuts are made on alternate paired floors and on alternate sides of the building, resulting in a staggered balcony arrangement. This produces a dynamic building form and distinctive silhouette, adding both visual interest and a sense of place. The silhouette will become more pronounced during dusk and night-time, with the proposed up-lighting of the corner cuts.
103. In addition to the primary grid, an intervening grid of openings is provided, using narrow sections of aluminium framing. This gives the elevations a finer detailed grain, as well as additional solar shading for the main office floors. This finer grid-

work is omitted over the lowermost floors for improved engagement and visual distinction of the base. Whilst it is also omitted for the service tower at the rear, it is substituted by a series of planter boxes and vertical trellising that are designed to support a green wall, which will characterise the rear elevation and soften the appearance of the service core when viewed from the adjacent residential building (BY2).

104. The rooftop storey features an extensive, planted terrace towards the front, which is partly screened to the west side by plant room that doubles as a windbreak at this level. The terrace is bounded by glazed screening and large planters, providing a soft green fringe to the building's shoulder line, and is framed by extending the primary terracotta-clad grid upwards for a full floor to provide a flying parapet. This creates an open crown appearance to the building, which is effective, giving an ethereal appearance to the top. The rooftop includes a small pavilion building, which appears to be finished in terracotta to match, albeit its final detailing should be confirmed by condition.
105. Regarding the functional quality of the architecture, the building features floor-to-floor heights of 3.5m, with good floor voids (400mm) and exposed concrete soffits, providing a minimum clearance of 2.8m. The moderately deep planform and fully glazed front and side elevations support excellent outlook and daylight penetration, whilst the internal structural grid and positioning of the services to the rear allow for generally unencumbered, flexible floorplates, as well as solar shading to the south. The general amenities are high, with a generous reception area over ground and 1st floor levels, access to a good-sized corner balcony on alternate floors and to an attractive rooftop pavilion and terrace, river views towards the City, and access to well-appointed end-of-journey facilities within the basement. The scheme targets Breeam "Excellent".
106. Overall, the architecture is high quality and engaging, with well-composed elevations, extensive and effective articulation, and the attractive use of high quality materials. The finer details of the elevations should be controlled by condition, as should the material finishes, with the option of terracotta throughout preferred. The offices have a high functional quality, and should make for an appealing, more boutique style of accommodation.

Tall building

107. The application site is located within the Bankside/Borough/London Bridge Opportunity Area (BBLB) and the Central Activities Zone, where the general principal of a tall building is acceptable under Policy P17. The site allocations policy NSP19 for Ludgate and Sampson House references the opportunity for taller buildings on the site, subject to impacts on the local character, heritage and townscape. The now demolished Ludgate and Sampson House were large 'groundscraper' office buildings that at 12 commercial storeys already exceeded the borough's 30m threshold for high rises. As such, the general policy context for considering the potential of a new tall building on the application site remains valid.
108. Moreover, there is an extant permission for a new tall building on the application site, with the replacement scheme not especially taller. In this instance, it is therefore generally a matter of confirming whether the revised designs are of

exemplary design and meet the additional detailed requirements of the new tall building policy, P17: and whether the detailed adjustments to the scale and to the architecture do not result in new or additional harmful impacts on important views and heritage settings that could be considered harmful.

109. Looking at the architectural qualities, as set out earlier, the proposals are for a high quality office building with a well-composed elevational design and attractive material finish. The designs of the lower floors support active frontages and a positive pedestrian experience, particularly onto the riverside walkway and new area of public realm.
110. The building is in a position of landmark significance and is part of the emerging cluster of tall buildings within the Bankside/ Blackfriars Bridge area, and would make a positive contribution to the local skyline.
111. The scheme serves as a mediator, easing the transition of scales down to the riverside. It includes the new riverside public space and extended public realm in Rennie Gardens and wide pavements that are commensurate to its scale.
112. The replacement tall building relates well to its immediate surroundings both in terms of the building's base and its general design. The building's base has a visually open, transparent character at ground floor, with new entrances activating the riverwalk and Rennie Gardens, with clear glazing bringing animation to the adjacent street scenes. The inclusion of the riverfront commercial retail space works well to enliven this part of the Thames Path for pedestrians, helping to bring activity to this stretch of riverwalk. Its scale and elevational architecture also relates well to its wider context, with the building's footprint and massing providing an improved and more rational alignment within its riverside and streetscape settings, whilst its scale and modern office aesthetic works well within its masterplan context, maintaining the transition of height downwards towards the riverfront.

Public realm, landscaping, trees and urban greening

113. London Plan Policy G7 and Southwark Plan Policy P61 recognise the importance of retaining and planting new trees wherever possible within new developments, Policy G5 requires major development proposals to contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage. The policy identifies a scoring system for measuring urban greening on a particular site (Urban Greening Factor) and suggests a target score of 0.3 for predominately commercial development.
114. With regards to trees, London Plan Policy G7 states that development proposals should ensure that, wherever possible, existing trees of value are retained. If planning permission is granted that necessitates the removal of trees, there should be adequate replacement based on the existing value of the benefits of the trees removed. The planting of additional trees should generally be included in new developments – particularly large-canopied species which provide a wider range of benefits because of the larger surface area of their canopy.

115. The layout provides a generous setback onto the riverwalk, both enhancing the riverside setting of the Thames Path and access to Blackfriars Station. The extended pavement is surfaced in Yorkstone, providing an attractive high quality finish in a natural stone. The public realm is moderately sheltered, with conditions more favouring strolling and shorter-term lingering rather than outside dining, although this has not changed from the consented scheme. The new frontage has an open character with extensive glazing onto the retail and office reception above.



116. The existing public staircase is refurbished and enhanced with new planted terraces that cascade down on both sides, and is supported by the new external lift, the detailed appearance of which should be reserved by condition. Whilst every effort has been taken to retain the existing mature plane trees on site, it is understood that this may not be possible, whilst additional/ replacement tree planting to the south of the site is proposed.
117. At street level, Rennie Gardens is refurbished and the adjacent paving resurfaced in Yorkstone, and extended to form a small plaza area outside the main office entrance, with the reception providing an open character onto the space. Elsewhere, the new pedestrian and cycle links are provided to the south and east of the building, with the latter supporting the opening up of the adjacent arches for commercial uses and forming part of the Low-line Project. Again, the surfaces are high quality paving, paired with high quality street furniture, the final choices of which should be conditioned to ensure the good design coordination across the masterplan area and with the adjacent public realm. The narrow eastern passageway includes catenary lighting for character and avoid any additional pavement clutter. This too should be conditioned as part of the landscaping.
118. Lastly, the green wall makes a contribution to the public realm, adding a welcomed vertical landscape feature. The regularly positioned planters are automatically irrigated, whilst the plant specification is suitable. Nonetheless, the

details should be confirmed by condition, including on-going maintenance, to ensure their long-term contribution.

119. The building notably achieves a score of 0.45 for its Urban Greening Factor (UGF), compared to the requirement of 0.3 for new commercial buildings, although this takes into account additional landscaping within the public realm. The new green wall that runs the full height of the rear façade is welcome and engaging, glimpsed from street level and from the elevated railway. The architecture is considered to meet the requirement of an exemplary design.

Design Review Panel

120. Lastly, the proposals were reviewed by the Council's DRP at the pre-application stage in October 2021. The scheme was generally endorsed by the panel, which agreed there was scope for an office-led mixed-use building in this location. It felt the designs to be progressing in the right direction, but needed greater refinement. The commercial building offered a more straightforward scheme than the previous residential, but felt that the massing should step down more deliberately from the neighbouring shoulder height, and pulled in more at the base to open up access to the station. The panel wanted more information on the cultural role the building would offer.
121. It endorsed the planform and elevational designs, highlighting the double-height diagonal corner features offering design interest, but which needed to be bigger and better detailed. The base was at risk of being heavy-handed, not allowing the main office volume to float above. It also advised on reducing the visual dominance of the service core, and that the crown felt unresolved and needed to be bolder. It welcomed the use of terracotta and the proposed green wall. Lastly, it raised the matter of outlook and amenity of the neighbouring residential building (BY2).
122. The scheme architects responded positively to the DRP comments, creating a more deliberate step down in storey height and finish to the crown, introducing the extended frame. The undercuts to the building's base were revised, opening up the route to the station, whilst the soffit finish was redesigned. The treatment of the service core was finessed and the green wall further detailed. Officers are satisfied with the adjustments subsequently made.

Designing out crime

123. Policy D3 of the London Plan 2021 states that measures to design out crime should be integral to development proposals and be considered early in the design process. Developments should ensure good natural surveillance, clear sight lines, appropriate lighting, logical and well-used routes and a lack of potential hiding places. Policy P16 of the Southwark Plan 2022 reinforces this and states that development must provide clear and uniform signage that helps people move around and effective street lighting to illuminate the public realm. These issues are important consideration and the development would be required to achieve Secure By Design Accreditation. This would be a conditioned requirement of any consent issued, as recommended by the Metropolitan Police.

Fire safety

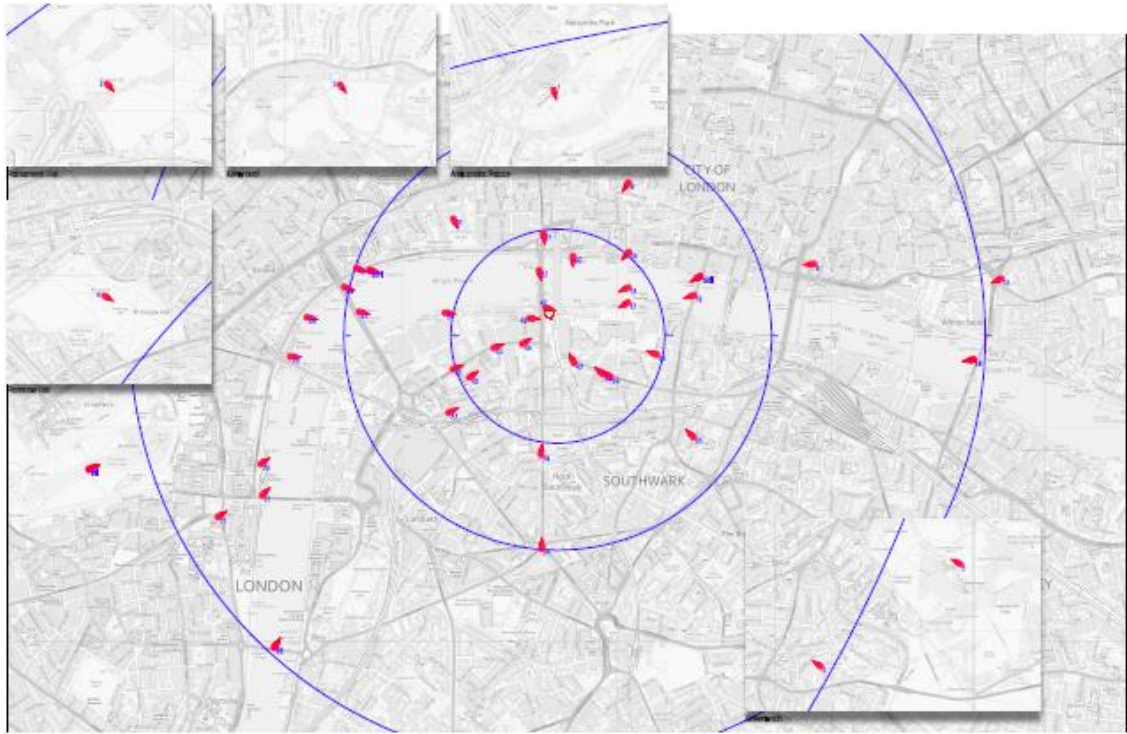
124. A Fire Safety Strategy (updated in June 2021) has been submitted to demonstrate compliance with the requirements of London Plan Policy D12. This policy requires developments to achieve the highest standards of fire safety and ensure that they identify suitably positioned unobstructed outside space for appliances, incorporate features to reduce risk to life and injury in the event of a fire; designed and constructed in order to minimise the spread of a fire; and provide suitable and convenient means of escape for all building users.
125. The policy requires that the Fire Strategy statement should include information in terms of the building's construction, means of escape for all users, fire suppression features and measures that would reduce risk to life and injury. The strategy should also include details of how access would be provided for fire service personnel and equipment as well as provision for appliances to gain access to the building.
126. The submitted Fire Statement has been prepared in accordance with Policy D12 of the London Plan. Building Regulations guidance permits a notional boundary to be taken to the centreline of the railway as future development is unlikely. However, in this case the railway is elevated with the station below. Guidance does not address this situation as the railway could be considered a building due to the station below. The elevations have been assessed to the site boundary and do not require any protection to the facades (assuming the Building 1 plant and office space are separate fire compartments). This is with the exception of the east elevation (Ground floor upper-Level 3) where the neighbouring train station roof crosses the site boundary and so introduces potential risk of fire spread. The strategy to address the risk of fire spread to or from the station in this area will be developed post planning but the use of a 'drencher' sprinkler is envisaged at this stage. The fire strategy will draw on guidance from BS 9999:2017 for all areas
127. A minimum L2 standard of alarm will be provided within the building installed in accordance with BS 5839-1. Emergency lighting will be provided in accordance with BS 5266-1 to illuminate escape routes in the event of mains failure. Exits signs in accordance with BS ISO 3864-1 and BS 5499-4 will be provided on common escape routes. Commercial sprinklers will be provided in accordance with BS EN 12845.
128. The building has two stairs. Based on the provision of sprinklers and the relatively small floor plate, the two stairs provide adequate capacity for a simultaneous evacuation of all upper floors for a typical office occupant density of 6m²/person. The basement accommodation is primarily plant and ancillary accommodation to the office, e.g. cycle store and changing rooms so will not significantly increase the occupancy using the stairs. At this stage a simultaneous evacuation strategy is proposed. The final escape route from the stairs will be protected to the same standard as the stair on other levels i.e. lobby separation from accommodation. Both stairs will be lobbied at every level. Some of technical detail of the internal layouts are still under development but will ensure the recommendations of guidance and the functional requirements of the Building Regulations are met.
129. The development includes a retail unit comprising a lower ground, upper ground

and first floor. Retail units typically have a higher occupancy than office spaces at a density of 2m²/person (4m²/person on non-primary floors which have no direct access from outside). The design will ensure there is adequate fire separation between the retail and office areas and will ensure exits are sized appropriately for the occupancy within the building taking into account any merging flow scenarios. The retail unit will have a linked alarm to the office. However, it may be possible to configure so that it does not need to evacuate simultaneously as it has an independent exit direct to outside.

130. The building has a link to the basement area of Building 2 which itself connect to the basement areas of Building 3 and the wider overall basement. The design will ensure there is sufficient fire separation and protection to the upper levels of Building 1 and the connecting areas of Building 2. The basement floors will need a means of venting smoke. This will be using the same mechanical system serving the basement areas of Building 2 and 3.
131. The structure of the building will achieve 2 hours fire resistance. It may be possible to reduce this to 90 minutes considering the provision of sprinklers and available ventilation via the non-fire rated glazing on the elevations as permitted in guidance. Any reductions in fire resistance will be fully assessed holistically and will be discussed with the approving authorities during the early stages. Floors will be designed as compartment floors achieving 2 hours fire resistance.
132. Policy D5(B5) of the London Plan 2021 makes recommendations for inclusive design and the dignified escape of mobility impaired occupants. It recommends that at least one lift per core should be a suitably sized fire evacuation lift. Building 1 is served by two stairs located adjacent to each other within the same core. The East stair will be designed as a firefighting shaft. The floorplate is less than 900m² on all levels so a single firefighting shaft is compliant with guidance. The firefighting shaft (the East stair) will be provided with a firefighting lift which can be used by mobility impaired occupants prior to Fire Brigade arrival. The West stair is provided with a dual-purpose goods/evacuation lift. This means each stair will have at least one lift suitable for evacuation.
133. The evacuation lift to the West stair will be the primary evacuation route for occupants of reduced mobility. However, in the scenario that a fire blocked occupants from reaching the West stair lobby, then they could instead go the East stair lift lobby. From here they could use the firefighting lift to evacuate. On Fire Brigade arrival, the firefighting lift may no longer be available for the evacuation of occupants of reduced mobility. However, the evacuation lift/firefighting lift will have prioritised occupants on the most at-risk floors first, meaning any occupants still waiting to use the lift would at this point be on the non-fire floors. The provision of compartment floors means that occupants on the non-fire floors will not be in immediate danger from the fire. Those occupants still waiting in the East lift lobby when firefighters arrive can travel to the West core to use the evacuation lift.
134. The Health and Safety Executive and the London Fire Brigade have both been consulted on the development. Whilst the HSE has not provided any comments, the London Fire Brigade have confirmed that they have been consulted and do not have any further observations to make.

Heritage and townscape considerations

135. Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires local planning authorities to consider the impacts of a development on a listed building or its setting and to pay special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.
136. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires local planning authorities to consider the impacts of proposals upon a conservation area and its setting and to pay “special regard to the desirability of preserving or enhancing the character or appearance of that area”. Section 66 of the Act also requires the Authority to consider the impacts of a development on a listed building or its setting and to have “special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses”. The NPPF (2021) provides guidance on how these tests are applied, referring in paras 199-202 to the need to give great weight to the conservation of the heritage asset (and the more important the asset, the greater the weight); evaluate the extent of harm or loss of its significance; generally refuse consent where the harm is substantial; and, where necessary, weigh the harm against the public benefits of the scheme. Para 203 goes on to advise taking into account the effect of a scheme on the significance of a non-designated heritage asset.
137. Chapter 16 of the NPPF contains national policy on the conservation of the historic environment. It explains that great weight should be given to the conservation of heritage assets. The more important the asset, the greater the weight should be (paragraph 199). Any harm to, or loss of significance of a designated heritage asset should require clear and convincing justification (paragraph 200). Pursuant to paragraph 201, where a proposed development would lead to substantial harm or total loss of significance of a designated heritage asset, permission should be refused unless certain specified criteria are met. Paragraph 202 explains that where a development would give rise to less than substantial harm to a designated heritage asset, the harm should be weighed against the public benefits of the scheme. Paragraph 203 deals with non-designated heritage assets and explains that the effect of development on such assets should be taking into account, and a balanced judgment should be formed having regard to the scale of any harm or loss and the significance of the asset. Working through the relevant paragraphs of the NPPF will ensure that a decision-maker has complied with its statutory duty in relation to Conservation Areas and Listed Buildings.

Image – Assessed views

138. Development plan policies (London Plan Policy HC1 and Southwark Plan Policies P19, P20 and P21) echo the requirements of the NPPF in respect of heritage assets and require all development to conserve or enhance the significance and the settings of all heritage assets and avoid causing harm.
139. The submission includes a Zone of Visual Influence map (ZVI) and a townscape visual impact assessment (TVIA) as part of the ES that provides verified images of the development when viewed from a number of locations in and around the Bankside area, as well as when viewed from within the relevant protected panoramas and river prospects. The set of verified views is extensive, providing 52 images, including night-time images, from 47 locations, and in effect repeats and updates the submission from the 2012 masterplan scheme (12/AP/3940).
140. In general, despite being c.70m high, the proposed tall building is less widely visible than the height suggests. This is mainly because of other large and tall buildings located nearby, particularly to the west and south of the site that often mask the development from wider view. The ZVI indicates it will be seen along the riverbanks nearby and in the middle distance, although mainly on the north side of the river; on Blackfriars Bridge and onwards along Farrington Road; from the adjacent bridges both upstream and downstream; and from the elevated mainline railway running into Blackfriars Station. Beyond this, visibility of the site is sporadic, where the local townscape briefly opens up.
141. Where it is seen from the southwest, south and southeast, it is generally a glimpsed view, where it is briefly read as one of several tall or large-scale buildings among an emerging cluster within the Blackfriars Road area. It will be taller than previously consented on the site and as such will be more visible, although the additional impact will be modest and is not considered to be harmful. Nonetheless, it does remain visible in a number of nearby and more distant

views, where it potentially affects protected views, the settings of designated heritage assets, and other sensitive townscape views.

Protected views and townscape

142. The submission demonstrates that at the proposed height the development will not be particularly visible in the protected panoramic views from Alexandra Palace (LVMF 1A.1, view #1), Parliament Hill (LVMF 2A.1, view #2), Kenwood House (LVMF 3A.1, view #3) or Primrose Hill (LVMF 2A, view #4). In these views, only the top of the building is discernible, but sits below the horizon, among other large buildings and well away from the vista of St Paul's Cathedral. The development does not impact upon the borough's protected views from One Tree Hill (BV1), Nunhead Cemetery (BV2) and Camberwell Road (BV3), being outside the protected landmark viewing corridors and their wider setting consultation areas.
143. Regarding river prospects upstream, the view from the centre of Waterloo Bridge (LVMF 15B.2, view #27) the tip of the building is visible above the riverfront buildings, but generally blends with the context. However, from the north end of the bridge (LVMF 15B.1, view #26), it is more discernible and whilst it reads as part of the context of riverfront buildings it obscures the chimney of Tate Modern, which is a notable riverside landmark. The impact is limited, given that the chimney is only glimpsed in this view. A similar impact also occurs in the view further along the Embankment (view 25 and 24n), where the new building appears to the right of the Tate chimney and at the same height and, whilst a sky-gap remains between the two, it nonetheless detracts from the chimney as a stand-alone structure close to the foreshore. The impact is minor, given that the chimney remains visible.
144. The main protected river views affected by the new building are those from Southwark Bridge, the Millennium Bridge and the adjacent Blackfriars Bridges (road and rail). Given the proximity of these locations, more of the new building's architectural quality becomes evident in the views.
145. Regarding the view from the north end of Southwark Bridge (LVMF 12A.2, view #15) the new building will appear in front of no.1 Blackfriars and will be seen to rise higher than the foreshore buildings to either sides (Sea Containers House and Falcon Point). Its impact will be moderate, tempered by the context of the much taller buildings of no.1 Blackfriars, 240 Blackfriars Road and the emerging BY3 building in the immediate backdrop. It will sit at the bridgehead and form a local landmark to Blackfriars Bridge and the mainline station, with its distinctive architecture of its serrated corner profile and the strong orthogonal grid of its blue and white terracotta framework. It will be seen to mediate between the heights of its taller neighbours to the rear and the wider riverfront context, providing a transitioning of height downwards. Overall, the impact is moderate and positive.
146. This impact is much the same from the centre of Southwark Bridge (LVMF 12A.1, view #16), albeit the white terracotta becomes more evident, which lends a relatively slim appearance to the new building. In time, it will appear similar in height to the consented 17-storey SHA building, which is part of the Bankside Yards masterplan and is located to the east of the railway viaduct just behind

Falcon Point, but has yet to be constructed. The two buildings will be seen together, mediating the scale of development along this stretch of riverfront.

147. Similar views are obtained from the Millennium Bridge (LVMF 13, views #17, #18 and #19), where the new building will offer as local landmark to the station, with its eroded profile, strong elevational composition and relatively slim form. The step down from the shoulder height of BY2, when constructed, is not especially evident. However, overall, it will continue to convey an effective transition in scale down towards the riverfront, appearing not dissimilar in height in these views to Sea Containers House, the Manhattan Loft buildings in Hopton Street and eventually building SHA. Overall, the impacts are moderate and positive.
148. The submission includes two views on Blackfriars Bridge (views #21 and #22) and additional verified views nearby from Upper Ground (view #46) and Stamford Street (view #45), as well as CGIs immediately adjacent to the new building (see DAS). In the view from the north-end of the bridge by the station entrance (north) the new building reads similar in scale to the foreground buildings on the north bridgehead, and against the backdrop of the much taller no.1 Blackfriars and no.240 Blackfriars Road. The high quality architecture is evident and presents a distinctive and engaging modern office building. Its scale reads comfortable within the context. The townscape impact is moderate and positive, which is also the experience from the centre of the bridge (view #22).
149. The view from Upper Ground (view #46) is towards Rennie Gardens with the west elevation of the building forming an engaging focal point, with its distinctive and attractive architecture. A sky-gap will be retained between the new building and the neighbouring BY2, whilst the application building will offer a distinctive step down within the emerging cluster of tall buildings. The townscape effect is moderate and positive.
150. Overall, the new building has no or little impact on the long distance protected views and river prospects. Where visible in closer-by river prospects and townscape views, it has a minor or moderate effect, with its architecture having a modestly positive effect on the townscape.

Heritage assets

151. The verified views from the north and south bastions of Tower Bridge (views #13 and #14) show only the tip of the building visible over the intervening context of More London, the development would have negligible effect on views of the Grade 1 listed Tower of London or on Tower Bridge.
152. Regarding other listed buildings, the site and the wider masterplan do not contain any listed buildings or structures. However, it is adjacent to the southern abutment of the former West Blackfriars/ St Paul's railway bridge and directly affects the adjacent road bridge, both of which are Grade II listed structures. The Portland stone abutment is located next to the river wall in front of the site and is a surviving element of the former railway bridge by Joseph Cubitt, which was constructed in 1862-64. As the bridge was to form part of the original Blackfriars Station, it was given cast-iron ornaments, featuring large decorative shields bearing the railway company's name and livery.

153. The special interest of the abutment is its high quality materials and decorative finish; its value as a surviving element of the former Victorian railway bridge constructed by a renowned Victorian architect; and its group value alongside the Victorian road bridge. In terms of the heritage impact, the replacement building would not detract from the significance of the abutment; its setback position on the riverwalk maintaining clear sightlines of the structure along the riverwalk and from the high vantage points of the adjacent road and railway bridges. Arguably, the replacement building is a slight improvement compared to the consented scheme, with its improved setback and recessed three-storey base creating more space around the abutment. The new building's overt structural framework and diagonal bracing add to the infrastructure character of the setting.
154. Similar considerations are made regarding the setting of the Blackfriars Road bridge, which dates from 1869 and is thought to be by James Cubitt (no relation). The road bridge features shallow segmental arches of cast iron; grey granite abutments and piers with Portland stone caps and cases; and a Gothic-style balustrade in grey granite. Its special interest is as a significant element of Victorian riverine engineering with townscape importance and its robust and engaging design by a similarly well renowned Victorian architect.
155. The new building would not affect the significance of the road bridge in terms of its setting; its setback position and height reading comfortably scaled and not overbearing as a bridgehead (views #21 and #22).
156. In terms of other listed buildings in the vicinity, there is very limited inter-visibility between the proposed tall building and the Grade II* listed two-storey mid-Georgian almshouses (1-20 Hopton Gardens) and Grade II listed two-storey with attic early Georgian house at no.67 Hopton Street, which are located to the east of the site. The historic buildings are beyond the railway viaduct and the intervening large scale developments within Hopton Street, which include those emerging as part of the masterplan development. Views are glimpsed at most and at a sufficient distance not to affect how the heritage assets are experienced, preserving their setting (views #39 and #42). Similarly, the Grade II listed mid-Victorian commercial buildings at no.1 and no.3 Stamford Street (Mad Hatter public house) are not particularly affected, the emerging BY3 and soon to be built BY2 generally obscuring views between the listed buildings and the application building (views #44 and #45).
157. Lastly, the application site is outside a conservation area, as indeed is the wider Bankside Yards masterplan development. The nearest LB Southwark conservation area is Old Barge House Alley, which is located some 250m to the west of the site, just beyond Sea Containers House. Whitefriars conservation area in the City of London is located a similar distance diagonally west across the river. Further afield are Southwark's Bear Gardens, Thrale Street and Union Street conservation areas to the east and southeast; LB Lambeth's Roupell Street, Waterloo and South Bank conservation areas to the southwest and west; and the City of London's Temples, St Paul's and Queens Street conservation areas to the northwest, north and northeast.
158. The significance of the conservation areas is generally the historic street patterns and traditional scale and architecture, comprising mainly mid-rise warehousing and commercial offices, ecclesiastical buildings and occasional low-rise

residential buildings, with little or no public open space. Within these conservation areas, the street pattern and dense urban form generally restrict outward views towards the site, with the intervening distance and building context further limiting any impact (e.g., views #10, #14, #23, #35, #37, #40 and #41). On those occasions, the building is seen, it is glimpsed and read as one of a number of tall or large-scale buildings in the backdrop, and as such there is no harm to the significance of their settings, preserving the heritage assets. It is notable that to date, the City of London, LB Lambeth and Historic England have raised no objections on heritage grounds.

159. The building will form an engaging local landmark at the bridgehead, whilst its height will read as mediating between the riverfront context and the tall building cluster to the immediate south. It has little or no impact on strategic views and where seen, a neutral or modestly positive impact on the settings of nearby listed buildings and structures, and a neutral impact on the settings of surrounding conservation areas. Overall, the development preserves the heritage assets, and is supported on townscape and heritage grounds.

Conclusion on design and heritage

160. The scheme is of high architectural and urban design quality, providing a well-appointed office building and a robust, appealing office architecture that has a local landmark quality, with its strong orthogonal grid, use of high quality terracotta and distinctive serrated profile. The building works well in the round, providing good permeability and well animated routes.
161. Its articulated massing and elevational designs are engaging and support local distinctiveness within this section of Blackfriars Road. The building sits comfortably within the local townscape and preserves the settings of nearby heritage assets.

Archaeology

162. The site lies within an Archaeological priority Zone and archaeology was considered in full as part of the masterplan consent. Given the site's potential to contain archaeological remains in one small area of the site and, in light of the small and localised area of proposed impact, no further archaeological fieldwork is required pre-determination of this planning application, but archaeological interest should be managed for the areas of the site not impacted by previous development. This would be secured by continuing to attach the relevant conditions to any grant of planning permission.
163. These conditions would include archaeological evaluation, archaeological building recording, archaeological mitigation, archaeological foundation and basement design, archaeological reporting and a final condition setting out a public engagement programme.

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

164. The importance of protecting neighbouring amenity is set out Southwark Plan

Policy P56 which states “Development should not be permitted when it causes an unacceptable loss of amenity to present or future occupiers or users”. The adopted 2015 Technical Update to the Residential Design Standards SPD 2011 expands on policy and sets out guidance for protecting amenity in relation to privacy, daylight and sunlight.

165. A development of the size and scale proposed will clearly have potential significant impacts on the amenities and quality of life of occupiers of properties both adjoining and in the vicinity of the site. The proposal has required an EIA in order to ascertain the likely associated environmental impacts and how these impacts can be mitigated. The accompanying Environmental Statement (ES) and addendum deals with the substantive environmental issues. An assessment then needs to be made as to whether the residual impacts, following mitigation, would amount to such significant harm as to justify the refusal of planning permission.

Outlook and privacy

166. In order to prevent harmful overlooking, the Residential Design Standards SPD 2011 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. The closest existing neighbour is the residential tower at One Blackfriars and the proposed development would maintain or exceed the minimum distances as set out in the supplementary planning document and as such it is considered that there would be no significant adverse impact in terms of overlooking or loss of outlook. Consideration has also been given to the impact of the development on the permitted but unbuilt BY2 which forms part of the masterplan site. This would be a residential tower located to the south of the proposed building and officers are satisfied that the separation distance of 11.4 metres is acceptable given that there would be no overlooking and the fact that the two buildings are offset.

Daylight

167. A daylight and sunlight report has been submitted as part of the Environmental Statement. The report assesses the scheme based on the Building Research Establishments (BRE) guidelines on daylight and sunlight. This is included in Chapter 9 of the ES.
168. The BRE Guidance provides a technical reference for the assessment of amenity relating to daylight, sunlight and overshadowing. The guidance within it is not mandatory and the advice within the guide should not be seen as an instrument of planning policy. The guidance notes that within dense urban environments and areas of modern high rise buildings, a higher degree of obstruction may be unavoidable to match the height and proportion of existing buildings. This site benefits from an allocation in the Southwark Plan as well as existing planning consents for comprehensive redevelopment with tall buildings.
169. The BRE sets out the detailed daylight tests. The first is the Vertical Sky Component test (VSC), which is the most readily adopted. 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. In terms of the ES, the level of impact on loss of VSC is quantified as follows;

Reduction in VSC	Level of effect
0-19.9%	Negligible
20-29.9%	Minor
30-39.9%	Moderate
40% +	Major

170. The second method is the No Sky Line (NSL) or Daylight Distribution (DD) method which assesses the proportion of the room where the sky is visible, and plots the change in the No Sky Line between the existing and proposed situation. It advises that if there is a reduction of 20% in the area of sky visibility, daylight may be affected.

171. The ES considers the effects on the following neighbouring buildings:

- 1 Blackfriars Bridge
- 1-30 Falcon Point
- 31-42 Falcon Point
- 43-56 Falcon Point
- 57-72 Falcon Point
- 73-84 Falcon Point
- 85-110 Falcon Point
- 1-87 River Court
- One Blackfriars

172. All assessed properties with the exception of 1-87 River Court and One Blackfriars would remain fully compliant with the BRE in terms of both VSC and NSL. The tables below outline the general results in terms of the loss of VSC and NSL that would be experienced by the remaining affected buildings and a more localised assessment of the affected properties is detailed below.

Table – VSC Results

Property	No. of windows tested	No. retaining at least 80% of their baseline value	No. with minor adverse impact of up to 29.9% reduction in VSC	No. with moderate adverse impact of between 30%-39.9% reduction in VSC	No. with major adverse impact of over 40% reduction in VSC
1-87 River Court	283	275	4	0	4
One Blackfriars	1983	1932	51	0	0

Table NSL Results

Property	No. of rooms tested	No. retaining at least 80% of their baseline value	No. with minor adverse impact of up to 29.9% reduction in VSC	No. with moderate adverse impact of between 30%-39.9% reduction in VSC	No. with major adverse impact of over 40% reduction in VSC
1-87 River Court	203	203	0	0	0
One Blackfriars	829	829	0	0	0

1-87 River Court

173. VSC was tested at 283 windows at this property and 275 of them would remain compliant with the BRE which is a compliance rate of 97.2%. Four windows would see minor effects with reductions in VSC of between 20-29.9% whilst the remaining four windows would see reduction in excess of 40% which would be a major effect. However, the affected windows have very low existing VSC levels which results in a disproportionate percentage reduction and the real terms VSC reductions would be in the range of 0.9% to 1.6% and this would not be a noticeable change. All 203 rooms tested for NSL would remain fully compliant with the BRE and as such the overall effect on this property would be negligible.

One Blackfriars

174. VSC was tested at 1983 windows at this property and 1932 of them would remain compliant with the BRE which is a compliance rate of 97.4%. A total of 51 windows would see minor effects with reductions in VSC of between 20-29.9%. All 829 rooms tested for NSL would remain fully compliant with the BRE and as such the overall effect on this property would be negligible.

Sunlight

175. All windows and rooms tested for sunlight (APSH and WPSH) would remain fully compliant with the BRE guidance.

Overshadowing of amenity spaces

176. The ES has also considered overshadowing of amenity spaces which in this case is the River Thames and the Thames Path. The ES notes that there would be minor levels of overshadowing at periods throughout the day in both the March and June scenarios. The overshadowing would be transient and for short periods and the overall effect is minor and not significant.

Cumulative impacts

177. The ES has identified cumulative effects once the proposed development is complete and operational in combination with the wider Bankside Yards

redevelopment in terms of effects relating to daylight (at 1-30 Falcon Point, 1-87 River Court, and One Blackfriars) and sunlight (at 1-30 Falcon Point, 31-42 Falcon Point, and 1-87 River Court). It should be noted that this further reduction in daylight and sunlight levels is as a result of the inclusion of the wider Bankside Yards redevelopment within the assessment. This is in line with the reductions in daylight and sunlight at these properties which have already been accepted in planning terms as part of these existing consented and implemented developments.

Conclusion on daylight and sunlight

178. The daylight and sunlight assessment presented as part of the ES demonstrates that there would be no significant impacts as a result of the proposed development.
179. The application site has been identified in policy, including in The Southwark Plan, as being suitable for a taller building and this is reflected in the existing implemented planning consents on the site. Developing sites in highly urbanised environments often results in some unavoidable impacts to daylight and sunlight. Recognising the challenges associated with developing inner city sites, the numerical targets given in the BRE are expected to be treated with a degree of flexibility, having due regard for the existing and emerging context within which these sites are located and accordingly the standards should be applied with some degree of flexibility.
180. Officers consider that, when reading the BRE guidance with the required flexibility, and in view of the positive benefits of the development proposal, the degree of harm to amenity would not justify withholding planning permission in this case.

Solar glare

181. Solar glare has been considered as part of the ES in Chapter 10. A total of 32 viewpoints have been tested. 24 of the locations are considered to either have no effect or negligible effects. At the remaining eight locations it is considered that minor adverse effects could occur and these are not considered to be significant. In terms of the minor adverse effects, it is considered that these effects would not affect road user or train driver responsiveness, due to the potential reflections occurring over a short period of time, the option of utilising unaffected traffic signals and/or being able to deploy a car's visors which would shield the majority of reflections.

Transport and highways

182. Chapter 9 of the NPPF seeks to ensure that transport issues are properly addressed as part of development proposals. Proposals must assess the impact upon existing transport networks, promote and maximise opportunities for sustainable transport modes whilst mitigating any adverse transport related environmental effects and must make a significant contribution to improving accessible movement and permeability as a key priority for place making. Paragraph 111 states "development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety,

or the residual cumulative impacts on the road network would be severe”.

Image – Circulation and access



183. This approach is reflected in Chapter 10 of the London Plan and Southwark Plan Policies P49 – P55, which require development proposals to maximise sustainable modes of transport by minimising car journeys, to deliver enhanced walking and cycling opportunities and safe, accessible routes to public transport. Developments should be car free save for disabled parking provision and mitigation will be secured where necessary to address impacts upon the road and public transport networks to serve new developments
184. This application was accompanied by a Transport Assessment and the documents have been reviewed by the Council’s Transport Policy and Highways Teams, and Transport for London (TfL).

Site context

185. The site abuts Blackfriars Road, which forms part of the Transport for London Road Network (TLRN). Southwark Street, approximately 150 metres south of the site, also forms part of the TLRN. The site records a Public Transport Accessibility Level (PTAL) of 6b on a scale of 0 to 6b where 6b represents the most accessible locations. The site is immediately adjacent to Blackfriars Rail Station, and is within a short walk of a number of bus routes, tube stations, riverboat piers, and rail stations.
186. Cycleway 6, running along Blackfriars Road and Bridge, runs north-south on the opposite side of the road to the site. Other high-quality cycleways and quiet routes also run near the site, including Cycleway 3 along the north shore of the Thames River, and Cycleway 14 to the south. The site is well-positioned to help drive a significant increase in cycling mode share in this part of London.

Site layout

187. Site layout would remain largely as consented with the building being serviced from the centralised servicing yard in the basement of the Bankside Yards

development. The basement would be accessed from Southwark Street as consented.

Proposed

188. The development would slot into the site layout approved on the consented scheme. As such, pedestrian, cyclist and vehicular routes and access points would largely remain as approved. This would include the new east west route through the Bankside Yards site, vehicular access (servicing) from Southwark Street into the shared basement and direct access from the building itself into the cycle parking area within the basement. In site layout terms, the proposed development is considered acceptable.

Image – Access and routes



Trip generation

189. In terms of proposed vehicle movements associated with the proposed development, the Council's Transport Policy Team have reviewed the applicant's Transport Assessment as well as the travel surveys within the TRICS database. The office part of the development would be anticipated to generate 19 and 10 two way vehicle movements in the morning and evening peak periods respectively. The remaining retail use would be expected to generate 4 and 7 two way vehicle movements in the morning and evening peaks respectively. Overall, this development would be expected to produce 23 and 17 two-way vehicle movements in the morning and evening peak hours. Although these figures are higher than the vehicle movements predicted by the applicant's consultant, the Council's transport officer considers that this level of net

supplementary vehicular traffic would not have any noticeable adverse impact on the prevailing vehicle movements on the adjoining roads.

190. As far as public transport is concerned, the development is anticipated to generate an additional 399 and 380 two way public transport trips in the morning and evening peaks respectively across underground, train and bus services. Given the high public transport accessibility level of the site and the various options available for public transport, this level of trip generation is not expected to have any significant adverse impact on the public transport network. A contribution towards public transport service improvements would be secured in the legal agreement with specific contributions to be agreed with TfL prior to Stage II referral.
191. Additional mitigation/travel plan measures proposed include the provision of cycling shower /change facilities, travel information, delivery lockers, promotion of a cycle to work week, and appointment of a travel plan co-ordinator who would promote sustainable travel including organising and publicising sustainable travel events in addition to monitoring the travel plan. Cycle hire scheme membership should also be provided for 10% capacity of the building. A Construction Logistics Plan, Construction Environmental Management Plan, Service Management Plan and Travel Plan would be secured in the S106

Servicing and deliveries

192. It is proposed that all servicing would take place from within a dedicated on-site servicing yard within the Bankside Yards East basement which would be accessed from Southwark Street. This servicing yard would be sufficiently sized in order to accommodate the peak demands of the development without any servicing activities having to take place from the street and all vehicles would be able to access and egress the site in a forward gear therefore minimising any highways safety impacts.
193. Off-site consolidation should be implemented. The primary role of delivery consolidation is to reorganise non-perishable goods in order to provide a more economic and environmentally friendly delivery strategy. The key functions of delivery consolidation are to:
- reduce the number of vehicles on the road network surrounding the site;
 - improve vehicle capacity utilisation;
 - undertake deliveries outside of peak hours; and,
 - mitigate against missed deliveries through scheduling.
194. The use of delivery consolidation, should be secured in the legal agreement.

Refuse storage arrangements

195. Refuse will be stored within the shared basement which is sufficiently sized and located to accommodate all waste generate by the proposed development. These details would be secured by condition. All waste servicing will be undertaken from a centralised basement-level area in BYE, accessed via Southwark Street. On an agreed schedule the onsite Facilities Management (FM)

team will exchange the full bins from the commercial waste store for empty ones from the centralised waste storage area in BYE, using an electric tow tug.

Car parking

196. London Plan Policy T6 seeks to encourage car free and car limited development as much as possible and sets maximum car parking standards for different uses whilst recognising the need for an appropriate provision of disabled parking and adequate arrangements for servicing. Non-residential uses should provide a minimum of 1 disabled space. All car parking spaces must be fitted with electric vehicle charging points. Southwark Plan Policies P54 and P55 set out car parking standards for various land uses and echo the requirements of the London Plan in terms of setting maximum car parking standards and promoting car free development save for minimum disabled provision.
197. The development is proposed to be 'car free' with the exception of the parking already approved within the basement of the wider implemented masterplan consent.

Cycle parking and cycling facilities

198. London Plan Policy T5 sets minimum cycle parking standards for different uses. Southwark Plan Policy P53 sets out a higher requirement than the London Plan standards.
199. The development proposes a total of 275 long stay cycle parking spaces that will be within the basement and accessed from lifts. The long stay cycle parking would include:
- 52 Sheffield stand spaces (19% of the total) including 6 oversize spaces for large or adapted bicycles;
 - 27 spaces (10% of the total) are foldable bicycle lockers (as per the recommendation in the 2021 London Plan);
 - 10 spaces are vertical racks;
 - 186 spaces are two-tier racks.
200. A total of 30 short stay cycle parking spaces would be provided in the form of 15 Sheffield stands. These are located on ground level adjacent to the building entrance and lower ground level between BY1 and the viaduct.
201. The development would be compliant with the London Plan and Southwark Plan with regards to long stay cycle parking. In terms of the short stay cycle parking, the development would be compliant with the London Plan and there would be a minor shortfall on the requirements for the Southwark Plan and officers are satisfied that this would be suitably dressed by condition.

Healthy Streets

202. London Plan Policy T2 requires development proposals to demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance. The development, alongside the wider

Bankside Yards consented development, provides the opportunity to greatly improve the pedestrian environment, improving the street level experience, improving pedestrian connectivity and legibility, promoting sustainable forms of transport and the use of public transport modes.

203. This development would be car free save for the parking secured on the wider implemented masterplan consent and as such the development would promote walking, cycling and use of public transport. The applicant has considered healthy Streets within the Transport Statement which indicates the following:

Street density

204. The London permeable neighbourhood network layer indicates that some of the areas around the site are permeable, for instance to the south and east. The River Thames forms a barrier to movement to the north with Blackfriars Bridge providing a crossing facility for pedestrians, crossing and vehicles. The new Bankside Yards masterplan will facilitate improved walking and cycling network density.

Public transport density

205. The site has a PTAL score of 6b which indicates excellent public transport accessibility level. Nearby rail and Underground stations provide access to National Rail and Underground services, which serve locations across London, and there are multiple high frequency bus services.

Green spaces

206. The site is located close to the River Thames and its southern walkway provides an attractive continuous walking route with different commercial facilities and pockets of green spaces. This route is ideal for walking, exercise, or relaxing.

Wider consented Bankside Yards masterplan

207. The proposed building is situated within the wider Bankside Yards Combined Masterplan which will provide a mixture of land uses including residential, retail, hospitality, community as well as green spaces and new public realm, all of which will contribute positively towards healthy living and working, and encouraging travel by active modes.

Environmental matters

Flood risk

208. The application site is located within Flood Risk Zone 3A and as such a Flood Risk Assessment, Basement Impact Assessment and Drainage Strategy have been submitted as part of the application. The main source of flood risk in Southwark is as a result of tidal activity within the River Thames which lies approximately just to the north of the site. It should be noted that the site would benefit from protection by the Thames Barrier up to the 1 in 1000 year event.

209. The proposed development does not include any residential accommodation and all of the proposed uses are classified as "less vulnerable" and as such are acceptable within Flood Zone 3a. The site itself has been assessed as being at low risk of flooding from rivers or tidal sources; from surging sewers; groundwater sources; artificial sources; and surface water flooding. The Environment Agency have been consulted on the proposed development and have raised an objection. The applicant has provided the additional information and clarification required and the Environment Agency have been re-consulted. Whilst no comments have been received to the re-consultation, Officers will ensure that the issue is resolved prior to the Stage II referral. Any consent issued would be subject to the imposition of conditions.

Sustainable Urban Drainage (SUDS)

210. SUDS has been considered as part of the submitted Flood Risk Assessment. The SUDS assessment reviewed various SUDS strategies for their suitability to be employed within the development. Given the site specific circumstances and limited external space associated with the development, the opportunity to incorporate significant SUDS technologies is difficult, however, the scheme would benefit from the drainage strategy of the wider masterplan of which it would form a part. This incorporates permeable surfaces and an attenuation to allow the reduction of the peak discharge. The proposed building would discharge surface water to the River Thames in line with the existing situation and the consented development.

Noise and vibration

211. The ES considers the potential for noise and vibration impacts during demolition, construction and operation of the development. This is reported within Chapter 8 of the ES. Once complete and operational, the noise and vibration assessment considered noise and vibration effects associated with operational road traffic noise on surrounding roads, operational noise from building services systems and operational noise from the proposed uses.
212. During the construction phase, the impacts on surrounding sensitive receptors (neighbours) is considered to be negligible subject to compliance with appropriate mitigation in the form of adopting best practice measures and complying with a Construction Environmental Management Plan and Construction Method Statement which would be required as part of any consent issued and this would include appropriate noise and vibration management and monitoring measures.
213. In terms of the completed and operational development, no significant effects are anticipated from road traffic, vibration or building services plant associated with the development. Conditions will be imposed on any consent issued to ensure that all plant noise would be in line with the Council's limits and standards. Conditions would also be imposed to limit the hours of use of balconies and terraces.

Air quality

214. Policy SI 1 of the London Plan 'Improving Air Quality' seeks to minimise the

impact of development on air quality, and sets a number of requirements including minimising exposure to existing poor air quality, reducing emissions from the demolition and construction of buildings, being at least 'air quality neutral', and not leading to a deterioration in air quality. The application site is located within an Air Quality Management Area and the impact of the development on air quality has been assessed as part of the ES. The results of this assessment are reported in Chapter 7 of the ES. In terms of potential air quality effects, the assessment has considered:

- the impacts of the demolition and construction phase of the proposed development on dust soiling and concentrations of PM10 at existing sensitive receptors during the demolition and construction period;
- the impacts of changes to highway movements;
- the impacts of existing emission sources of NO₂, PM10 and PM2.5 on future residents and users of the development;
- whether or not the proposed development is 'air quality neutral'; and
- the cumulative impacts on air quality of the proposed development in combination with cumulative schemes identified in the local area.

215. The demolition and construction phase of a development is temporary and short term. It is acknowledged that there would be an increase in the number of heavy goods vehicles (HGV) on the roads as a result of the demolition and construction phase of the development. All demolition and construction works have the potential to generate significant adverse effects on air quality without appropriate mitigation measures in place. In line with standard air quality guidance, mitigation measures will be put in place to ensure that there are no significant effects. Mitigation measures will include the implementation of a dust management plan, planning the site layout so that dust causing machinery and activities are kept far away from sensitive receptors, and covering all vehicles accessing and leaving the site to prevent material escape. With these mitigation measures in place there would be no significant air quality effects during the demolition and construction period, which by their nature would be short term and temporary.
216. The Proposed Development will not cause any exceedances to the air quality objectives as a result of utilising zero-emission Air Source Heat Pumps and being a car-free development. As such the development would not lead to any adverse or significant adverse effects on air quality at existing and future local sensitive receptor locations resulting from emissions generated during the completed development / operation stage. Furthermore, the development would achieve air quality neutral in line with the London Plan.

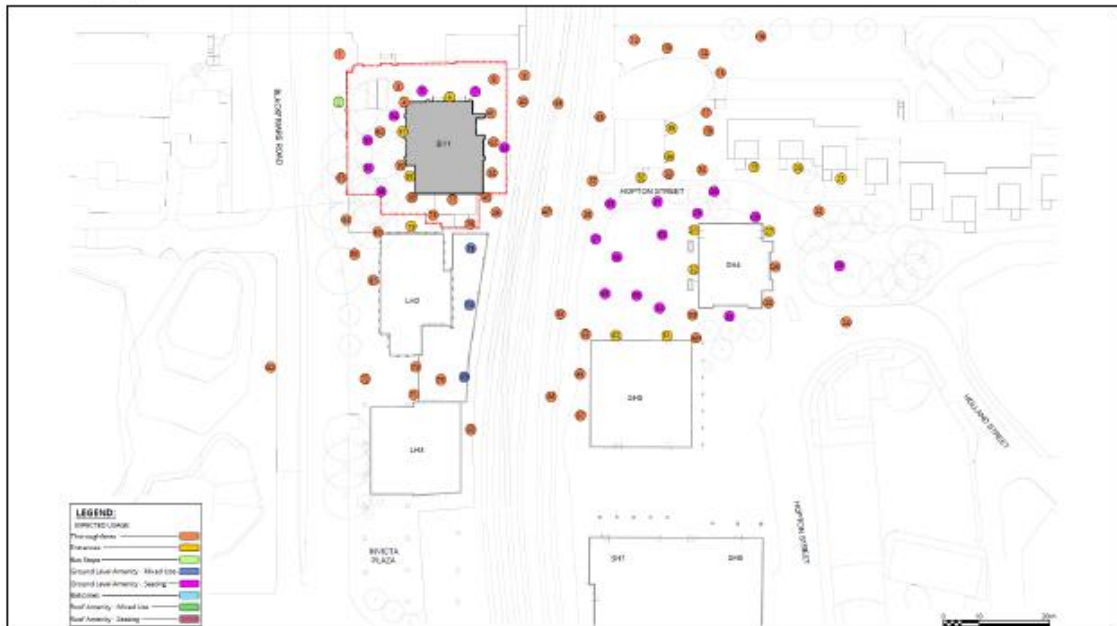
Wind

217. Wind microclimate has been considered as part of the ES and the results are set out in Chapter 10 of the ES. The assessment seeks to understand whether any undesirable wind conditions would be created on site or within the surrounding area as a result of the proposed development. It considers if the resultant wind speed changes would be suitable for the intended use of specific locations around and within the site in terms of comfort and safety.
218. The assessment of the wind conditions requires a standard against which the measurements can be compared. This assessment of the wind tunnel results

adopts the Lawson Comfort Criteria which are the well established guidelines that have been in use for over 30 years. The Lawson Criteria establishes four pedestrian activities (comfort categories) taking into account that less active pursuits require more benign wind conditions. The four categories include: sitting, standing, strolling and walking.

219. The assessment considered areas within the site, at ground level (such as thoroughfares and building entrances), roadways, pedestrian crossings, bus stops, amenity areas and roof terraces. In addition, areas around other buildings surrounding the site (such as building entrances), roads, nearby bus stops, car parks and thoroughfares have been tested. The image below details the probe locations that have been used as well as their current use:

Figure 10.3 Intended Usage – Ground Level (Proposed Development and off-site Existing and Future Receptors)



220. During construction the nature and layout of the site will be constantly evolving, some areas will become calmer and some areas will become windier during construction phase. Negligible effects (not significant) were identified during the construction stage to construction site workers and off-site thoroughfares and entrances. Hoarding will surround the site during construction until the point at which the landscaping measures will be incorporated, and the building becomes operational, which would provide shelter to parts of the site.
221. Once the development is completed and operational, wind conditions for on-site areas/receptors would be negligible to moderate beneficial at thoroughfares and entrances. Additionally, negligible effects were identified at the ground level amenity areas as well as the balconies and the roof terrace amenity space.
222. In terms of off-site receptors, negligible to minor beneficial (not significant) effects were identified at the assessed off-site thoroughfares and negligible effects (not significant) were identified at off-site entrances, ground level amenity areas and bus stops. Furthermore, no strong winds were identified at and around the proposed development.

223. The assessment established that wind conditions would be windier than suitable for the intended use at two locations on-site during the summer season in areas expected to provide seating, whereby standing conditions were established (one category of wind comfort higher than required). As a result, mitigation measures were agreed upon between the wind consultants and design team and incorporated into the design of the proposed development in order to ensure suitable wind conditions (i.e. sitting conditions) at these locations.

Ecology

224. Policy G6 of the London Plan 'Biodiversity and access to nature' states that SINC's should be protected. Where harm to a SINC is unavoidable and where the benefits of the development proposal clearly outweigh the impacts on biodiversity, the policy sets out a mitigation hierarchy which must be followed. The policy states that development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain. This should be informed by the best available ecological information and addressed from the start of the development process.
225. At borough level policy P60 of the Southwark Plan 'Biodiversity' states that development must contribute to net gains in biodiversity including through enhancing the nature conservation value of SINC's, protecting and avoiding damage to SINC's, protected species and habitats, and including features such as green and brown roofs, green walls and soft landscaping.
226. The applicant has submitted a Preliminary Ecological Appraisal. The application site presently has very low ecological value. The submitted assessment concludes that there is an opportunity to increase biodiversity net gain through design measures such as bird boxes, bat boxes, living roof, green walls and the provision of wildlife friendly planting. The Council's Ecologist has reviewed the application and raises no objection subject to conditions. The relevant conditions would be imposed on any consent issued whilst an Ecological Management Plan would be secured as part of the S106 Agreement

Light pollution

227. The ES has considered light pollution as part of the Daylight and Sunlight Assessment (Chapter 9) and notes that light pollution is only relevant in the cumulative scenario alongside the remainder of the Bankside Yards development. The impact of the development on the residential buildings at LH2, SH4 and SH5 has been considered and the light pollution assessment has shown that these buildings would not be affected. The effects are therefore negligible.

Socio-economics

228. Socio-economics is assessed in Chapter 6 of the ES. The assessment notes that the site currently provides up to 165 full time jobs and that the loss of the existing employment on site, during demolition and construction, would be an adverse effect, albeit temporary and not significant. The construction phase of the

development would be expected to generate up to 210 full time positions and whilst this effect would be beneficial, it would not be significant.

229. Once completed, the development would have the potential to generate up to 800 full time jobs. This effect would be beneficial at local and borough level. In terms of local spending associated with the completed development, the proposal would have the potential to generate between £1.7 million and £2.2 million. Given the site is close to amenities, shops and transport links, it could be expected for much of this to be spent in the local economy. The new employees accommodated by the development would have a minor beneficial effect on the local economy through this additional spending. No mitigation measures are required in this instance.

Energy and sustainability

230. Chapter 9 of the London Plan deals with all aspects of sustainable infrastructure and identifies the reduction of carbon emissions as a key priority. Policy SI2 requires all developments to be net zero carbon with a minimum onsite reduction of 35% for both commercial and residential. Non-residential development should achieve 15 per cent reduction through energy efficiency measures. Where developments are unable to meet net zero carbon targets any shortfall between the minimum 35% and zero carbon must be mitigated by way of a payment towards the carbon offset fund. The energy strategy for new developments must follow the London Plan Hierarchy (be lean/ be clean/ be green/be seen) and this must be demonstrated through the submission of an Energy Strategy with applications and post construction monitoring for a period of 5 years
231. Southwark Plan Policies P69 and P70 reflect the approach of the London Plan by seeking to ensure that non-residential developments achieve a BREEAM rating of 'Excellent' and include measures to reduce the effects of overheating using the cooling hierarchy. The policies reflect the London Plan approach of 'lean, green and clean' principles and requires non-residential buildings to be zero carbon with an onsite reduction of at least 40%. Any shortfall can be addressed by way a contribution towards the carbon offset green fund.

Whole life cycle and carbon capture

232. Policy SI 2 – Minimising Greenhouse Gas Emissions of the London Plan requires developments to calculate whole life-cycle carbon emissions through a nationally recognised Whole Life-Cycle Carbon Assessment and demonstrate actions taken that would serve to reduce life-cycle carbon emissions.
233. Whole Life Cycle carbon emissions are those associated with the construction, use and eventual deconstruction of a development over its whole life cycle, considering impacts of construction materials, along with their repair, maintenance and replacements, as well as regulated and unregulated operational carbon emissions. A Whole Life Carbon Assessment and GLA Template was submitted.
234. The submission considers the life cycle of materials and the carbon reduction potential of material and design interventions. The submission details the minimum recycled content of proposed materials and looks at end of life

scenarios they can have the lowest possible embodied carbon.

235. The GLA have requested further clarification on design approach, scheme audits, operational waste, post construction report and end-of-life strategy and have requested that a condition be imposed to secure a post construction report. The applicant is providing the additional information requested by the GLA and this will be resolved prior to the Stage II referral. The relevant condition would also be secured on any consent issued.

Carbon emission reduction

236. As previously stated, the London Plan requires a minimum 35% carbon reduction whilst the Southwark Plan requires a minimum 40% carbon reduction on site. Both policies accept that the difference between these targets and 100% can be balanced through a financial contribution to the carbon offset fund. The proposed energy strategy would result in an overall annual carbon reduction of 42.6% relative to the current 2013 Part L2A target emission rate (TER) for the building, using SAP10 carbon numbers. This would be accompanied by a carbon offset payment of £232,009.64 which would bring the development to carbon zero and achieve the aims of the policies of both the London Plan and the Southwark Plan. More detail on the strategy to achieve the 42.6% carbon reduction is set out below:

Be Lean (use less energy)

237. The development would incorporate a range of passive and active design measures that would reduce carbon emissions through energy efficient design and construction. Passive measures would include:

- Positioning of the building to take advantage of solar gains such as having the core to the south to avoid excessive gain;
- Façade optimisation;
- Low water consumption fittings.

238. Active measures would include:

- The use of Air Sourced Heat Pumps (ASHP) to provide cooling and heating to the building;
- Digital Building Management System and metering to monitor and control building services and enable optimum operation;
- EC/DC motors for fan coil units;
- Ventilation heat recovery;
- Low energy lighting;
- Use of low energy white goods; and
- High efficiency lifts/elevators.

239. Measures under this category would result in a 17.4% reduction in carbon emissions which would exceed the 15% requirement set out in the London Plan.

Be Clean (supply energy efficiently)

240. Currently there are no nearby district heating networks within 1km of the site that the development could connect to and no on-site CHP system is proposed given the negative carbon value that can be attached to CHP. As such, no carbon savings are reported from the 'Be Clean' stage of the energy hierarchy. The development would be futureproofed in order to ensure the potential to connect to a future district heating network should one become available.

Be Green (Use low or carbon zero energy)

241. The proposed development will employ the use of air source heat pumps (ASHP) to provide space heating and cooling to the building. Full details of this technology and how it will ultimately be applied would also be secured as part of an updated site wide energy strategy to be secured as part of the legal agreement.
242. Measures under this category would result in a 25.2% reduction in carbon emissions. This would bring the total carbon reduction to 42.6% which is positive and well in excess of the policy requirement.

Be Seen (Monitor and review)

243. The London Plan asks developers to monitor energy use during occupation and to incorporate monitoring equipment to enable occupants to monitor and reduce their energy use. In accordance with London Plan policies it is appropriate to secure post completion monitoring within the s106 agreement. The applicant has confirmed that the development would be metered and that a building management system would be utilised. As built, the applicant commits to updating the contextual and energy performance data onto the Be Seen portal and would confirm that the metering installation is installed and correctly calibrated. When operational, the applicant commits to submitting energy performance data annually for at least 5 years and where performance differs from estimated performance then they would identify the cause and take action where necessary. These commitments would be secured in the legal agreement.

Circular economy

244. Policy SI 7 Reducing Waste and Supporting the Circular Economy of the London Plan requires referable applications to promote circular economy outcomes and aim to be net zero-waste. These applications are required to submit a Circular Economy Statement to demonstrate:
1. How all materials arising from demolition and remediation works will be re-used and/or recycled.
 2. How the proposal's design and construction will reduce material demands and enable building materials, components and products to be disassembled and re-used at the end of their useful life.
 3. Opportunities for managing as much waste as possible on site.
 4. Adequate and easily accessible storage space and collection systems to support recycling and re-use.
 5. How much waste the proposal is expected to generate, and how and where the waste will be managed in accordance with the waste

hierarchy.

6. How performance will be monitored and reported.

245. The applicant proposes the following key commitments and targets in order to meet the requirements of policy SI 7 of the London plan 2021:

- 246.
- Development to demonstrate tangible sustainability measures to include health and wellbeing for the occupants, energy solutions and water saving features;
 - Aspire to be a low carbon building for both operation and embodied carbon for construction;
 - Exceed targets of carbon emission savings, reducing water consumption and use of virgin materials, wherever possible;
 - Maximise the use of reused, upcycled or recycled materials;
 - Aspire to close the loop of waste generation during construction by specifying recycled content and reused materials, and upcycling materials wherever possible and working with the supply chain for improved efficiencies;
 - Set out a Sustainable Procurement Plan and challenging supply chain to source and deliver lower carbon materials to the site;
 - Aim for a 95% diversion of construction waste from landfill (non-hazardous);
 - Rationalise the grid structure to promote pre-fabrication and modularization;
 - Optimise material use and use whole life-cycle carbon analysis for assisting decision-making process;
 - Design for ease of disassembly from concept design;
 - Develop a site waste management strategy during building's In-Use phase;
 - Achieve 65% recycling rate for municipal waste by 2030, and allocating storage spaces for collection of waste and;
 - Implement a waste collection strategy for the development to maximise recycling.

247. It is noted that the GLA have requested additional information/clarification on Circular Economy and this will be finalised with the GLA prior to any Stage II referral.

Overheating

248. London Plan Policy SI4 Managing heat risk and Southwark Plan policy P69: Sustainability standards set out the cooling hierarchy that should be followed when developing a cooling strategy for new buildings. The hierarchy is as follows:

- Minimise internal heat generation through energy efficient design; then
- Reduce the amount of heat entering the building through the orientation, shading, albedo, fenestration, insulation and green roofs and walls; then
- Manage the heat within the building through exposed internal thermal mass and high ceilings; then

- Use passive ventilation; then
- Use mechanical ventilation; then
- Use active cooling systems (ensuring they are the lowest carbon options).

249. The steps set out in the hierarchy have been applied to the proposed development in sequence and systematically as part of the design process and is set out below in sequential order:

Minimise internal heat generation through energy efficient design

250. Glazing ratio optimised throughout the building to provide enough daylight and solar control glass applied to minimise solar gains. LED lighting is proposed to reduce internal heat gains.

Reduce the amount of heat entering the building through the orientation, shading, albedo, fenestration, insulation and green roofs and walls

251. The glazing ratio has been derived by data-driven design in limiting solar gains and managing daylight levels and respond to the solar exposure and façade orientation. Also, external shading elements have been dimensioned to assist in providing shading without significantly increasing embodied carbon. Urban greening strategies on ground level will contribute to additional shading and creating a microclimate that will contribute to reducing the urban heat island effect.

Manage the heat within the building through exposed internal thermal mass and high ceilings

252. A minimum of 3.5m of floor to ceiling height is proposed to the office areas.

Use passive ventilation

253. Mechanical ventilation is proposed for this development.

Use mechanical ventilation

254. Highly efficient mechanical ventilation with heat recovery is proposed for fresh air supply all year round.

Use active cooling systems (ensuring they are the lowest carbon options)

255. All previous measures contributed to reducing the peak cooling demand and decreasing the size of fan coil units for thermal comfort as well as using efficient heat pumps with waste heat recovery opportunity.

BREEAM

256. Southwark Plan Policies P69 requires the development to achieve BREEAM 'excellent'. A BREEAM Pre-assessment report has been undertaken based on

the illustrative scheme which demonstrates that an “excellent” standard can be achieved which meets the policy requirement and is therefore acceptable. As such an appropriate condition should be imposed on any consent issued in order to secure this standard.

Planning obligations (S.106 agreement)

257. London Plan Policy Df1 and Southwark Plan Policy IP3 advise that planning obligations can be secured to overcome the negative impacts of a generally acceptable proposal. These policies are reinforced by the Section 106 Planning Obligations 2015 SPD, which sets out in detail the type of development that qualifies for planning obligations. The NPPF which echoes the Community Infrastructure Levy Regulation 122 which requires obligations be:

- 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

258. Only defined site specific mitigation that meets the tests in Regulation 122 can be given weight.

Planning Obligation	Mitigation	Applicant Position
Archaeology	£11,171	
Carbon offset	£232,009.64	
Employment during construction	Provide 30 jobs, 30 short courses and 7 construction industry apprentices for Southwark residents or make a payment of £144,000	
Employment in the development	Provide 56 sustained jobs for unemployed Southwark residents or make a payment of £240,800	
Transport for London	Healthy Streets - A contribution is sought towards the Healthy Streets scheme. Cycle hire scheme membership should be provided for 10% occupancy.	Still under discussion with the applicant and would be finalised as part of any Stage II referral to the Mayor.
Transport (site specific)	A contribution may be required to public transport improvements	Still under discussion with the applicant and would be finalised as

	<p>and is still subject to discussions with TfL.</p> <p>Improvements to footways around the site will be secured.</p> <p>DSP Bond - £80,000</p> <p>The legal agreement should secure a Construction Environmental Management Plan, Construction Method Statement, Service Management Plan and Delivery Consolidation Strategy, Travel Plan.</p>	part of any Stage II referral to the Mayor.
Trees	Not specifically required unless unforeseen issues prevent trees from being planted or they die within five years of completion of the development in which case a contribution will be sought - £10,000 per tree.	
Admin fee	2% of the total of all financial contributions.	

259. The legal agreement should secure the following strategy documents:

- Affordable Workspace Strategy - including a marketing and management strategy;
- Ecological Management Plan;
- Employment Skills and Business Support Plan;
- Landscaping Strategy;
- Site Wide Energy Strategy – including full details of Be Seen monitoring,
- Wind Mitigation Post Construction Review.

260. In the event that an agreement has not been completed by 31 March 2023, the committee is asked to authorise the director of planning to refuse permission, if appropriate, for the following reason:

261. In the absence of a signed S106 legal agreement there is no mechanism in place to mitigate against the adverse impacts of the development through contributions and it would therefore be contrary to London Plan (2021) Policies DF1 (Delivery of the Plan and Planning Obligations) T9 (Funding transport infrastructure through planning) and E3 (Affordable workspace), Southwark Plan (2022) Policies P28 (Access to employment and training), P31 (Affordable Workspace), P70 (Energy), IP3 (Community infrastructure levy (CIL) and Section 106 planning obligations), the Southwark Section 106 Planning Obligations and Community Infrastructure Levy SPD (2015), Paragraph 57 of the NPPF.

Mayoral and borough community infrastructure levy (CIL)

262. Section 143 of the Localism Act states that any financial contribution received as community infrastructure levy (CIL) is a material 'local financial consideration' in planning decisions. The requirement for payment of the Mayoral or Southwark CIL is therefore a material consideration. However, the weight attached is determined by the decision maker. The Mayoral CIL is required to contribute towards strategic transport invests in London as a whole, primarily Crossrail. Southwark's CIL will provide for infrastructure that supports growth in Southwark. In this instance, based on information provided by the applicant, an estimated Mayoral CIL payment of £1,121,121 and a Southwark CIL payment of £1,079,156 would be due. This figure is an estimate only, and would be calculated in more detail when CIL Additional Information and Assumption of Liability forms are submitted prior to implementation.

Digital Connectivity

263. London Plan Policy SI6 introduces the need for new developments to address London's requirements for enhanced digital connectivity. The policy requires development proposals to ensure that sufficient ducting space for full fibre connectivity infrastructure is provided to all end users, to meet expected demand for mobile connectivity generated by the development, to take appropriate measures to avoid reducing mobile connectivity in surrounding areas, and to support the effective use of rooftops and the public realm (such as street furniture and bins) to accommodate well-designed and suitably located mobile digital infrastructure. This is repeated through policy P44 of the Southwark Plan 'Broadband and digital infrastructure'. In order to address this requirement a condition is recommended to ensure that the appropriate ducting for future connection to the full fibre infrastructure would be installed within the proposed development.

Community involvement and engagement

264. The developer has submitted a Statement of Community Involvement that summarises the consultation that has taken place on the application. This includes an extensive programme of pre-application meetings in addition to consultation and engagement with key stakeholders and the wider community. A series of targeted public engagement activities have taken place to present the proposals to local residents, businesses, and stakeholders.
265. Engagement with stakeholders and the wider community has included contacting local stakeholders to invite them to a briefing and advertising the consultation

more widely by writing to 1,350 addresses inviting them to take part in the consultation. The letter included details about the proposals, how people could take part in the virtual exhibition and invited them to get in contact if they wanted to provide direct feedback about the plans. This exercise generated 15 responses and is summarised in the applicant's statement of community involvement.

266. The consultation took the form of an online virtual exhibition which provided consultees with information about the plans but also included questions and text boxes to capture feedback. The exhibition was held online and ran between 19 November and 13 December 2021. This was followed by a series of virtual presentations to local stakeholders as set out below
267.
 - 3rd December 2021 – virtual presentation with Coin Street Community Builders; and
 - 8th December 2021 – virtual presentation with Bankside Open Spaces Trust
268. Additional meetings took place in February 2021 with ward Councillors, Bankside Open Spaces Trust, Coin Street Community Builders and Living Bankside. The scheme was amended following the public engagement to reflect the feedback received.
269. As part of its statutory requirements the Local Planning Authority sent letters to surrounding residents, displayed site notices in the vicinity, and issued a press notice publicising the planning application. Adequate efforts have, therefore, been made to ensure the community has been given the opportunity to participate in the planning process. Details of consultation and any re-consultation undertaken by the Local Planning Authority in respect of this application are set out in the appendices.

Consultation responses from local groups

270. No comments received.

Consultation responses from external and statutory consultees

271. Argiva – No objections

Response – Noted.

272. Environment Agency – The EA have objected on flood risk grounds, particularly regarding clarity on the proximity of the development to the flood defences.

273. **Response** – Noted. The applicant has provided the additional information requested by the EA and the EA have been re-consulted. Whilst updated comments have not yet been received from the EA officers can advise that the application would not be referred for Stage II until this issue is resolved.

274. Greater London Authority – The GLA are supportive of the development in principle and consider London Plan policies on the CAZ, opportunity areas, town

centres, office, housing, urban design, heritage, transport and sustainable development are relevant to this application. The issues are summarised below:

275. *Land use principles*: The proposed redevelopment of this brownfield site located within the CAZ, London Bridge and Bankside Opportunity Area and Town Centre for a mix of office and retail space is strongly supported.
276. *Urban design and heritage*: The urban design of the proposals is high quality and supported. Additional information is required for the heritage assessment to be concluded.
277. *Transport*: The applicant should consider additional healthy streets measures and address issues in respect of cycle parking design and quantum. The Council should appropriately secure an agreed quantum and design of cycle stores, vehicle parking, delivery and servicing plan, construction logistic plan and a travel plan.
278. *Sustainable development*: Additional information and justification is required regarding the energy strategy, whole life carbon and circular economy before compliance with the London Plan can be confirmed.
279. **Response** – The GLA have requested additional mitigation and clarity regarding Air Quality Neutral and this would be secured prior to Stage II referral in addition to the additional information requested on Whole Life Carbon and Circular Economy. The legal agreement would also secure an agreed quantum and design of cycle stores, vehicle parking, delivery and servicing plan, construction logistic plan and travel plan. A contribution towards Healthy Streets, if required, will be confirmed with TfL prior to Stage II referral in addition to contributions to public transport improvements. With regards to heritage assets, the benefits of the employment use, high quality design, improved public realm, improved connectivity and new routes, in addition to the implemented consent, which is a material consideration, are considered to outweigh any harm identified, all of which is considered to be less than substantial.
280. Heathrow Airport – No safeguarding objections but informatives recommended regarding cranes.
281. **Response** – Noted and agreed, the relevant informatives would be added to any consent issued.
282. Historic England - Historic England do not wish to offer any comments.
283. **Response** – Noted.
284. London Underground – No objections.
285. **Response** – Noted.
286. London City Airport – No objections.
287. **Response** – Noted.

288. London Fire Brigade – The London Fire Brigade (LFB) has been consulted with regard to the above-mentioned premises and have no further observations to make. It should be ensured that if any material amendments to this consultation is proposed, a further consultation may be required
289. **Response** – Noted.
290. Metropolitan Police – The Metropolitan Police consider that this development is suitable to achieve Secured By Design accreditation, and in order to assist the development with achieving Secured By Design standards, relevant conditions regarding secured by design measures and accreditation should be imposed. Additional conditions regarding hostile vehicle and blast mitigation are also recommended.
291. **Response** - Noted and agreed, the relevant conditions would be imposed on any consent issued.
292. Network Rail – No objections but the applicant is required to engage with the Asset Protection and Optimisation Team
293. **Response** – Noted. The relevant informatives would be added to any consent issued.
294. Port of London Authority – No objections. It is welcomed that the Thames path at this location would be enhanced including access to the path to maximise open space next to the river. Conditions should be imposed to secure appropriate infrastructure and live saving equipment. Licences will also be required for the refurbished and new river outfalls.
295. **Response** – Noted and agreed, the relevant conditions and informatives will be added to any consent issued.
296. Thames Water – No objections subject to relevant conditions and informatives.
297. **Response** – Noted and agreed, the relevant conditions and informatives would be attached to any consent issued.
298. Transport for London – No comments received
299. **Response** – Noted. Whilst separate comments from TfL have not been received, they have been included in the Stage I response from the GLA.
300. Westminster City Council – No comments.
301. **Response** – Noted.

Community impact and equalities assessment

302. The council must not act in a way which is incompatible with rights contained within the European Convention of Human Rights
303. The council has given due regard to the above needs and rights where relevant

or engaged throughout the course of determining this application.

304. The Public Sector Equality Duty (PSED) contained in Section 149 (1) of the Equality Act 2010 imposes a duty on public authorities to have, in the exercise of their functions, due regard to three "needs" which are central to the aims of the Act:
1. The need to eliminate discrimination, harassment, victimisation and any other conduct prohibited by the Act
 2. The need to advance equality of opportunity between persons sharing a relevant protected characteristic and persons who do not share it. This involves having due regard to the need to:
 - Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic
 - Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it
 - Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low
 3. The need to foster good relations between persons who share a relevant protected characteristic and those who do not share it. This involves having due regard, in particular, to the need to tackle prejudice and promote understanding.
305. The protected characteristics are: race, age, gender reassignment, pregnancy and maternity, disability, sexual orientation, religion or belief, sex, marriage and civil partnership. This development would create significant job opportunities both during construction and on completion. The provision of local apprenticeship opportunities during construction should help BAME communities. The provision of affordable workspace should help local businesses including BAME businesses.

Human rights implications

306. 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.
307. This application has the legitimate aim of providing a mixed use commercial development incorporating offices and retail. 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.

Positive and proactive statement

308. The council has published its development plan and Core Strategy on its website

together with advice about how applications are considered and the information that needs to be submitted to ensure timely consideration of an application. Applicants are advised that planning law requires applications to be determined in accordance with the development plan unless material considerations indicate otherwise.

309. The council provides a pre-application advice service that is available to all applicants in order to assist applicants in formulating proposals that are in accordance with the development plan and core strategy and submissions that are in accordance with the application requirements.

Positive and proactive engagement: summary table

Was the pre-application service used for this application?	YES
If the pre-application service was used for this application, was the advice given followed?	YES
Was the application validated promptly?	YES
If necessary/appropriate, did the case officer seek amendments to the scheme to improve its prospects of achieving approval?	YES
To help secure a timely decision, did the case officer submit their recommendation in advance of the agreed Planning Performance Agreement date?	YES

CONCLUSION

310. The redevelopment of the site to provide a large scale commercial scheme is supported by current development plan policies as is the principle of a taller building. The principle of the development has been established by the implemented consent which is a material consideration. The development would result in a substantial increase in jobs and employment opportunities due to the provision of high quality office accommodation and a substantial increase in commercial floorspace on a central, sustainable, highly connected brownfield site. The development has the potential to provide up to 800 jobs on a site that benefits from the highest levels of public transport availability. Sustainable transport is promoted through the provision of extensive and high quality cycling facilities including parking, showering facilities, changing rooms and an automated cycle store.
311. The design of the new building, which is taller than the consented building, is considered to be of the highest quality and will make a substantial, positive contribution to the skyline of London and the cluster of tall buildings at the northern end of Blackfriars Road. The building would have limited impacts on views and would not materially impact any LVMF views. There would be limited impact on identified heritage assets and any harm identified would be less than substantial and significantly outweighed by the benefits of the scheme. The public realm would achieve an UGF of 0.45 which exceeds policy requirements and maximises the landscaping potential. The new public realm is a key design feature of the new development as well as the wider Bankside Yards consent

and is considered to be a significant benefit of the scheme, greatly improving what was previously a hard landscaped site with little public space or landscaping.

312. The development would incorporate affordable workspace offered at a 51% discount on market rent levels which is fully supported by both London Plan and Southwark Plan policies and is considered to be a positive element of the scheme.
313. The proposal would not give rise to significant harm to neighbouring amenity by way of overlooking, loss of privacy, noise or disturbance. Whilst there would be some harm to the views of some nearby heritage assets, this is considered to be less than substantial harm which would be significantly outweighed by the wider benefits of the proposal such as significant employment benefits, the provision of affordable workspace, greatly enhanced public realm, improved pedestrian and visual connectivity and the provision of a high quality building that would make a valuable contribution to the townscape.
314. The development would achieve Carbon Zero status through a combination of an in lieu payment and a 42.6% carbon reduction on site. The on-site carbon reduction of 42.6% alongside the scheme being expected to achieve BREEAM 'Excellent' would result in an energy efficient and sustainable building.
315. Developments of this size and nature have the potential for significant environmental impacts and therefore an Environmental Statement has been submitted. The impacts identified in the Environmental Statement have been assessed and taken into account and should be considered in determining the application. No impacts of a significant scale have been identified which are not capable of being mitigated through detailed design, through conditions, or through provisions in the S106 agreement.
316. The application is considered to be in compliance with the development plan, and emerging documents, when read as a whole, and It is therefore recommended that planning permission be granted, subject to conditions, the timely completion of a S106 Agreement and referral to the Mayor of London.

BACKGROUND

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Southwark Local Development Framework and Development Plan Documents	Chief Executive's Department 160 Tooley Street London SE1 2QH	Planning enquiries telephone: 020 7525 5403 Planning enquiries email: planning.enquiries@southwark.gov.uk Case officer telephone: 0207 525 0254 Council website: www.southwark.gov.uk

APPENDICES

No.	Title
Appendix 1	Recommendation (draft decision notice)
Appendix 2	Relevant planning policy
Appendix 3	Planning history of the site and nearby sites
Appendix 4	Consultation undertaken
Appendix 5	Consultation responses received.

AUDIT TRAIL

Lead Officer	Stephen Platts, Director of Planning and Growth	
Report Author	Terence McLellan, Team Leader	
Version	Final	
Dated	3 January 2023	
Key Decision	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director of Finance and Governance	No	No
Strategic Director of Environment and Leisure	No	No
Strategic Director of Housing and Modernisation	No	No
Director of Regeneration	No	No
Date final report sent to Constitutional Team		4 January 2023

Appendix 1: Recommendation

This document shows the case officer's recommended decision for the application referred to below.

This document is not a decision notice for this application.

Applicant		Reg. Number	22/AP/2295
Application Type	Major application		
Recommendation	GRANT subject to Legal Agreement (GLA)	Case Number	1390-245

Draft of Decision Notice

Grant subject to Legal Agreement & Referral to GLA for the following development:

Construction of a lower ground, upper ground and 18 storey building comprising Use Class E (office and retail) floorspace incorporating internal amendments to part of the existing site-wide basement at levels B1 and B2 and all landscaping, public realm and highways improvements together with all associated and ancillary works.

The application is accompanied by an Environmental Statement submitted pursuant to the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. Electronic Copies of the ES and NTS are available free of charge. Hard copies would have an associated printing charge. To request a copy, please contact hello@triumenv.co.uk

Ludgate House 245 Blackfriars Road London Southwark

In accordance with application received on 28 June 2022 and Applicant's Drawing Nos.:

Existing Plans

Proposed Plans

Other Documents

Time limit for implementing this permission and the approved plans

2. 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.

Permission is subject to the following Pre-Commencements Condition(s)

3. Prior to works commencing, including any demolition, an Arboricultural Method Statement shall be submitted to and approved in writing by the Local Planning Authority. a) A pre-commencement meeting shall be arranged, the details of which shall be notified to the Local Planning Authority for agreement in writing prior to the meeting and prior to works commencing on site, including any demolition, changes to ground levels, pruning or tree removal. b) A detailed Arboricultural Method Statement showing the means by which any retained trees on or directly adjacent to the site are to be protected from damage by demolition works, excavation, vehicles, stored or stacked building supplies, waste or other materials, and building plant, scaffolding or other equipment, shall then be submitted to and approved in writing by the Local Planning Authority. The method statements shall include details of facilitative pruning specifications and a supervision schedule overseen by an accredited arboricultural consultant. c) Cross sections shall be provided to show surface and other changes to levels, special engineering or construction details and any proposed activity within root protection areas required in order to facilitate demolition, construction and excavation. The existing trees on or adjoining the site which are to be retained shall be protected and both the site and trees managed in accordance with the recommendations contained in the method statement. Following the pre-commencement meeting all tree protection measures shall be installed, carried out and retained throughout the period of the works, unless otherwise agreed in writing by the Local Planning Authority. In any case, all works must adhere to BS5837: (2012) Trees in relation to demolition, design and construction and BS3998: (2010) Tree work - recommendations. If within the expiration of 5 years from the date of the occupation of the building for its permitted use any retained tree is removed, uprooted is 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.

Reason: To avoid damage to the existing trees which represent an important

visual amenity in the area, in accordance with The National Planning Policy Framework 2021 Parts 8, 11, 12, 15 and 16; Policies G1 (Green Infrastructure, G5 (Urban Greening) and G7 (Trees and Woodlands) of the London Plan 2021; and policies of The Southwark Plan 2022: P56 Protection of amenity; P57: Open space; P58: Open water space; P59: Green infrastructure, P66 Reducing noise pollution and enhancing soundscapes, P13: Design of places; P14: Design quality; P15: Residential design, P20: Conservation areas; P21: Conservation of the historic environment and natural heritage and P60 Biodiversity.

4. Tree protection - foundation design

Before any work hereby authorised begins (excluding demolition), details of the foundation works and podium levels to be used in the construction of this development, showing sufficient rooting space and drainage, shall be submitted to and approved in writing by the Local Planning Authority. Details shall include the use below ground rootcell type systems to provide for long term tree growth and retention. 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 in accordance with the National Planning Policy Framework 2021; Policy G5 - Urban Greening and G7 -Trees and Woodlands of the London Plan 2021; and Policies P13 - Design of Places and P61 - Trees of the Southwark Plan 2022.

5. Drainage Strategy

The development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Reason - The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.

6. Archaeological Mitigation

Before any work hereby authorised begins, excluding 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.

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 the NPPF 2021; Policy HC1 - Heritage Conservation and Growth of the London Plan 2021; and Policy P23 - Archaeology of the Soutwark Plan 2022.

7. Contamination

Prior to the commencement of any development

a) A detailed remediation strategy to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment shall be prepared and submitted to the Local Planning Authority for approval in writing. The scheme shall ensure that the site would not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. The approved remediation scheme (if one is required) shall be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority shall be given two weeks written notification of commencement of the remediation scheme works.

b) Following the completion of the measures identified in the approved remediation strategy, a verification report providing evidence that all work required by the remediation strategy has been completed shall be submitted to and approved in writing by the Local Planning Authority.

c) In the event that contamination is found at any time when carrying out the approved development that was not previously identified, it shall be reported in writing immediately to the Local Planning Authority, and a scheme of investigation and risk assessment, a remediation strategy and verification report (if required) shall be submitted to the Local Planning Authority for approval in writing, in accordance with a-c above.

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 the NPPF 2021; Policy HC1 - Heritage Conservation and Growth of the London Plan 2021; and Policy P23 - Archaeology of the Southwark Plan 2022.

8. Environmental Management Plan

No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. The Statement shall provide for:

the parking of vehicles of site operatives and visitors;

loading and unloading of plant and materials;

storage of plant and materials used in constructing the development;

the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;

wheel washing facilities;

measures to control the emission of dust and dirt during construction;

a scheme for recycling / disposing of waste resulting from demolition and construction works

Reason:

To ensure that occupiers of neighbouring premises and the wider environment do not suffer a loss of amenity by reason of pollution and nuisance, in accordance with Policy P56 'Protection of amenity' of the Southwark Plan (2022), and the National Planning Policy Framework (2021).

Permission is subject to the following Grade Condition(s)

9. **HARD AND SOFT 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 not covered by buildings (including cross sections, available rooting space, tree pits, surfacing materials of any parking, access, or pathways layouts, materials and edge details), shall be submitted to and approved in writing by the Local Planning Authority. The landscaping shall not be carried out otherwise than in accordance with any such approval given and shall be retained for the duration of the use. 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 the equivalent stem girth and species in the first suitable planting season. Planting shall comply to BS: 4428 Code of practice for general landscaping operations, BS: 5837 (2012) Trees in relation to demolition, design and construction and BS 7370-4:1993 Grounds maintenance Recommendations for maintenance of soft landscape (other than amenity turf).

Reason: So that the Council may be satisfied with the details of the landscaping scheme, in accordance with: Chapters 8, 12, 15 and 16 of the National Planning Policy Framework 2021; Policies SI 4 (Managing heat risk), SI 13 (Sustainable drainage), G1 (Green Infrastructure, G5 (Urban Greening) and G7 (Trees and Woodlands) of the London Plan 2021; Policy P13 (Design of Places), Policy P14 (Design Quality), Policy P56 (Protection of Amenity), Policy P57 (Open Space) and Policy P60 (Biodiversity) of the Southwark Plan (2022).

10. Prior to works commencing above grade, full details of all proposed tree planting shall be submitted to and approved in writing by the Local Planning Authority. This will include tree pit cross sections, planting and maintenance specifications, use of guards or other protective measures and confirmation of location, species, sizes, nursery stock type, supplier and defect period. All tree planting shall be carried out in accordance with those details and at those times.

All trees and shrubs will conform to the specification for nursery stock as set out in British Standard 3936 Parts 1 (1992) and 4 (1984). Advanced Nursery stock trees shall conform to BS 5236 and BS: 4428 Code of practice for general landscaping operations.

If within a period of five years from the date of the planting of any tree that tree, or any tree planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree of the same species and size as that originally planted shall be planted at the same place in the first suitable planting season., unless the local planning authority gives its written consent to any variation.

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 in accordance with the National Planning Policy Framework 2021; Policy G5 - Urban Greening and G7 -Trees and Woodlands of the London Plan 2021; and

11. Bird boxes

Details of bird nesting boxes shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any above grade works hereby granted permission.

No less than 12 open fronted starling boxes and six sparrow terraces shall be provided and the details shall include the exact location, specification and design of the habitats. The boxes shall be installed with the development prior to the first occupation of the building to which they form part or the first use of the space in which they are contained.

The nesting boxes shall be installed strictly in accordance with the details so approved, shall be maintained as such thereafter.

Discharge of this condition will be granted on receiving the details of the nest/roost features and mapped locations and Southwark Council agreeing the submitted plans, and once the nest/roost features are installed in full in accordance to the agreed plans. A post completion assessment will be required to confirm the nest/roost features have been installed to the agreed specification.

Reason

To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in accordance with Chapter 15 (Conserving and enhancing the natural environment) of the National Planning Policy Framework (2021); Policy G6 (Biodiversity and access to nature) of the London Plan (2021); and Policy P60 (Biodiversity) of the Southwark Plan (2022).

12. Swift boxes

Details of Swift nesting boxes/bricks shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any above grade works hereby granted permission.

No less than 24 nesting boxes/bricks shall be provided and the details shall include the exact location, specification and design of the habitats. The boxes / bricks shall be installed with the development prior to the first occupation of the building to which they form part or the first use of the space in which they

are contained.

The Swift nesting boxes/bricks shall be installed strictly in accordance with the details so approved, shall be maintained as such thereafter.

Discharge of this condition will be granted on receiving the details of the nest/roost features and mapped locations and Southwark Council agreeing the submitted plans, and once the nest/roost features are installed in full in accordance to the agreed plans. A post completion assessment will be required to confirm the nest/roost features have been installed to the agreed specification.

Reason

To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in accordance with Chapter 15 (Conserving and enhancing the natural environment) of the National Planning Policy Framework (2021); Policy G6 (Biodiversity and access to nature) of the London Plan (2021); and Policy P60 (Biodiversity) of the Southwark Plan (2022).

13. Service Management Plan

Prior to the commencement of any works above grade, a Service Management Plan detailing how all elements of the site are to be serviced (including servicing hours) has been submitted to and approved in writing by the Local Planning Authority. The plan should set out the temporary service arrangements prior to the delivery of the service entrance on Southwark Street. 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: Chapter 9 (Promoting sustainable transport) of the National Planning Policy Framework (2021); Policy T7 (Deliveries, servicing and construction) of the London Plan (2021), and Policy P50 'Highway impacts' of the Southwark Plan 2022.

14. Green Roofs

Before any above grade work hereby authorised begins, details of the biodiversity (green/brown) roof(s) shall be submitted to and approved in

writing by the Local Planning Authority. The biodiversity (green/brown) roof(s) shall be:

- * biodiversity based with extensive substrate base (depth 80-150mm);
- * laid out in accordance with agreed plans; and
- * planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works (focused on wildflower planting, and no more than a maximum of 25% sedum coverage).

The biodiversity (green/brown) roof shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency.

The biodiversity roof(s) shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

Discharge of this condition will be granted on receiving the details of the green/brown roof(s) and Southwark Council agreeing the submitted plans, and once the green/brown roof(s) are completed in full in accordance to the agreed plans. A post completion assessment will be required to confirm the roof has been constructed to the agreed specification.

Reason:

To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in accordance with: To ensure compliance with the National Planning Policy Framework (2021); Policy G1 (Green Infrastructure) of the London Plan (2021), and Policy P59 (Green Infrastructure) of the Southwark Plan 2022.

15. Ecology Management Plan

Before any above grade work hereby authorised begins, a landscape management plan, including long- term design objectives, management responsibilities and maintenance schedules for all landscaped areas (except privately owned domestic gardens), shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority.

Reason:

This condition is necessary to ensure the protection of wildlife and supporting habitat and secure opportunities for the enhancement of the nature conservation value of the site. This is an mandatory criteria of BREEAM (LE5) to monitor long term impact on biodiversity a requirement is to produce a Landscape and Habitat Management Plan

16. Cycle storage

Before any above grade work hereby authorised begins, details (1:50 scale drawings) of the facilities to be provided for the secure and covered storage of cycles 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:

To ensure that satisfactory safe and secure bicycle parking is provided and retained for the benefit of the users and occupiers of the building in order to encourage the use of alternative means of transport and to reduce reliance on the use of the private car in accordance with: Chapter 9 (Promoting Sustainable Transport) of the National Planning Policy Framework (2021); Policy T5 (Cycling) of the London Plan (2021), and policy P53 'Cycling' of the Southwark Plan 2022.

17. Materials

Details of all external facing materials to be used in the carrying out of this permission shall be presented on site and approved by the Local Planning Authority before any above grade work in connection with this permission is carried out and the development shall not be carried out otherwise than in accordance with any such approval given.

Reason:

In order 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 Chapter 12 (Achieving well-designed places) of the National Planning Policy Framework (2021); Policy D4 (Delivering good design) of the London Plan (2021) and policies P13 'Design of places' and P14 'Design quality' of the Southwark Plan 2022.

18. Design mock ups

Full-scale mock-ups of the cladding to be used in the carrying out of this permission shall be presented on site and approved in writing by the Local Planning Authority before any work above grade for the relevant building in connection with this permission is carried out; the development shall not be carried out otherwise than in accordance with any such approval given. These samples must demonstrate how the proposal makes a contextual response in terms of materials to be used.

Reason:

In order that the Local Planning Authority may be satisfied as to the design and details in accordance with the National Planning Policy Framework 2021; Policy D4 - Delivering Good Design of the London Plan 2021; and Policy P14 - Design Quality of the Southwark Plan 2022.

19. Design section details

1:5/10 section detail-drawings through all buildings facades; parapets; balconies; heads, cills and jambs of all openings; entrance lobbies; viaduct shop frontages; the new public lifts; and roof edges to be used in the carrying out of this permission shall be submitted to and approved in writing by the Local Planning Authority before any work above grade in connection with this permission is carried out.

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 design and details in accordance with the National Planning Policy Framework 2021; Policy D4 - Delivering Good Design of the London Plan 2021; and Policy P14 - Design Quality of the Southwark Plan 2022.

20. Designing out crime

Before any above grade work hereby authorised begins, details of security measures shall be submitted and approved in writing by the Local Planning Authority. Any such security measures shall be implemented prior to occupation in accordance with the approved details which shall seek to achieve the 'Secured by Design' accreditation award from the Metropolitan Police.

Reason:

In pursuance of the Local Planning Authority's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in

exercising its planning functions and to improve community safety and crime prevention, in accordance with Chapter 8 (Promoting healthy and safe communities) of the National Planning Policy Framework (2021); Policy D11 (Safety, security and resilience to emergency) of the London Plan (2021) and P16 'Designing out crime' of the Southwark Plan (2022).

Permission is subject to the following Pre-Occupation Condition(s)

21. Signage strategy

The commercial unit hereby permitted shall not be occupied until a site wide signage strategy detailing alignment with the wider Bankside Yards design code shall be submitted to and approved in writing by the Local Planning Authority and thereafter implemented in accordance with the approved details.

Reason

In order to ensure that the quality of the design and details are in accordance with Chapter 12 (Achieving well-designed places) of the National Planning Policy Framework (2021); Policy D4 (Delivering good design) of the London Plan (2021) and policies P13 'Design of places' and P14 'Design quality' of the Southwark Plan 2022.

22. VENTILATION DETAILS

Prior to the occupation of the retail unit hereby approved, full particulars and details of a scheme for the ventilation of the premises to an appropriate outlet level, including details of sound attenuation for any necessary plant and the standard of dilution expected, has been submitted to and approved by the Local Planning Authority and the development shall not be carried out otherwise than in accordance with any approval given.

Reason

In order to ensure that the ventilation ducting and ancillary equipment will not result in an odour, fume or noise nuisance and will not detract from the appearance of the building in the interests of amenity in accordance with The National Planning Policy Framework 2021 and Policy P56 - Protection of Amenity of the Southwark Plan 2022.

23. DETAILS OF THE REFUSE STORAGE FACILITIES

Before the first occupation of the development hereby permitted begins, details of the arrangements for the storing of commercial refuse (whichever is applicable) shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter, the approved refuse storage facilities shall be provided and made available for use by the occupiers of the development and the facilities 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: the National Planning Policy Framework 2021 and Policy P56 - Protection of Amenity of the Southwark Plan 2022.

24. DETAILS OF THE SHOWERING FACILITIES

Before the first occupation of the development, details of showering facilities to be provided for commercial space shall be submitted to and approved in writing by the Local Planning Authority and thereafter the shower facilities shall be retained and the space used for no other purpose.

Reason:

In order to ensure that satisfactory facilities are provided and retained in order to encourage the use of non-car based travel, in accordance with: Chapter 9 (Promoting sustainable transport) of the National Planning Policy Framework (2021); Policy T2 (Healthy streets) of the London Plan (2021) and policy P53 'Cycling' of the Southwark Plan 2022.

Permission is subject to the following Compliance Condition(s)

25. Noise

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

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: Chapter 8 (Promoting healthy and safe communities) of the National Planning Policy Framework (2021); Policies D13 (Agent of change) and D14 (Noise) of the London Plan (2021) and policy P56 'Protection of amenity' of the Southwark Plan 2022.

26. Hours of use

The Class E uses hereby permitted for shall not be carried on outside of the hours 7am and 11pm Mondays to Sundays.

Reason:

To safeguard the amenities of neighbouring residential properties in accordance with The National Planning Policy Framework 2021 and Policy P56 - Protection of Amenity of The Southwark Plan 2022.

27. No roof plant

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 buildings as shown on elevational drawings or shall be permitted to extend outside of the roof plant enclosures of any buildings hereby permitted.

Reason

In order to ensure that no 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 Chapter 12 (Achieving well-designed places) of the National Planning Policy Framework (2021); Policy D4 (Delivering good design) of the London Plan (2021) and policies P13 'Design of places' and P14 'Design quality' of the Southwark Plan 2022.

28. Replacement planting

Any tree or shrub required to be retained or to be planted as part of a landscaping scheme approved, either as part of this decision or arising from a condition imposed as part of this decision, that is found to be dead, dying, severely damaged or seriously diseased within two years of the completion of the building works OR two years of the carrying out of the landscaping scheme (whichever is later), shall be replaced by specimens of similar or appropriate size and species in the first suitable planting season.

Reason:

To ensure that the details of the scheme are in accordance with National Planning Policy Framework 2021; Policy G5 - Urban Greening and G7 -Trees and Woodlands of the London Plan 2021; and Policies P13 - Design of Places and P61 - Trees of the Southwark Plan 2022.

Permission is subject to the following Special Condition(s)

29. Arboricultural Site Supervision Part 1: All Arboricultural Supervisory elements to be undertaken in accordance with the approved Arboricultural Method Statement for this site, as evidenced through signed sheets and photographs. Part 2: The completed schedule of site supervision and monitoring of the arboricultural protection measures as approved in tree protection condition shall be submitted for approval in writing by the Local Planning Authority within 28 days of completion of the development hereby permitted. This condition may only be fully discharged on completion of the development, subject to satisfactory written evidence of compliance through contemporaneous supervision and monitoring of the tree protection throughout construction by the retained or pre-appointed tree specialist.

Reason: To avoid damage to the existing trees which represent an important visual amenity in the area, in accordance with The National Planning Policy Framework 2021 Parts, 8, 11, 12, 15 and 16; Policies G1 (Green Infrastructure, G5 (Urban Greening) and G7 (Trees and Woodlands) of the London Plan 2021); Policies G5 (Urban greening) and G7 (Trees and woodland) of the London Plan (2021); Policy P13 (Design of Places), Policy P56 (Protection of Amenity), Policy P57 (Open Space) and Policy P60 (Biodiversity) of the Southwark Plan (2022).

30. BREEAM

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) shall be submitted to and approved in writing by the Local Planning Authority demonstrating that it would be capable of achieving

of a minimum excellent rating and the development shall not be carried out otherwise than in accordance with any such approval given;

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 The National Planning Policy Framework 2021; Policy SI2 - Minimising Greenhouse Gas Emissions and Policy SI3 Energy Infrastructure of the London Plan 2021; and Policy P69 - Sustainability Standards and Policy P70 - Energy of the Southwark Plan 2022.

31. 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 interest of the site is secured with regard to the details of the post-excavation works, publication and archiving to ensure the preservation of archaeological remains by record in accordance with the NPPF 2021; Policy HC1 - Heritage Conservation and Growth of the London Plan 2021; and Policy P23 - Archaeology of the Southwark Plan 2022.

Informatives

Appendix 2: Relevant Policies

National Planning Policy Framework

The revised National Planning Policy Framework ('NPPF') was published on 20 July 2021 which sets out the national planning policy and how this needs to be applied. The NPPF focuses on sustainable development with three key objectives: economic, social and environmental. Paragraph 218 states that the policies in the Framework are material considerations, which should be taken into account in dealing with applications. The following chapters are relevant:

Chapter 2 Achieving sustainable development
 Chapter 6 Building a strong, competitive economy
 Chapter 7 Ensuring the vitality of town centres
 Chapter 8 Promoting healthy and safe communities
 Chapter 9 Promoting sustainable transport
 Chapter 11 Making effective use of land
 Chapter 12 Achieving well-designed places
 Chapter 14 Meeting the challenge of climate change, flooding and coastal change
 Chapter 16 Conserving and enhancing the historic environment

New London Plan 2021

On 2 March 2021, the Mayor of London published the London Plan 2021. The spatial development strategy sets a strategic framework for planning in Greater London and forms part of the statutory Development Plan for Greater London. The relevant policies are:

GG1 Building strong and inclusive communities
 GG2 Making the best use of land
 GG3 Creating a healthy city
 GG5 Growing a good economy
 GG6 Increasing efficiency and resilience
 Policy SD1 Opportunity Areas
 Policy SD6 Town centres and high streets
 Policy SD7 Town centres: development principles and Development Plan Documents
 Policy SD8 Town centre network
 Policy SD9 Town centres: Local partnerships and implementation
 Policy SD10 Strategic and local regeneration
 Policy D1 London's form, character and capacity for growth
 Policy D2 Infrastructure requirements for sustainable densities
 Policy D3 Optimising site capacity through the design-led approach
 Policy D4 Delivering good design
 Policy D5 Inclusive design
 Policy D8 Public realm
 Policy D9 Tall buildings
 Policy D10 Basement development
 Policy D11 Safety, security and resilience to emergency
 Policy D12 Fire safety
 Policy D13 Agent of Change
 Policy D14 Noise Policy S1 Developing London's social infrastructure
 Policy S2 Health and social care facilities
 Policy S6 Public toilets

Policy E1 Offices
 Policy E2 Providing suitable business space
 Policy E3 Affordable workspace
 Policy E8 Sector growth opportunities and clusters
 Policy E9 Retail, markets and hot food takeaways
 Policy E10 Visitor infrastructure
 Policy E11 Skills and opportunities for all
 Policy HC1 Heritage conservation and growth
 Policy HC2 World Heritage Sites
 Policy HC3 Strategic and Local Views
 Policy HC4 London View Management Framework
 Policy HC5 Supporting London's culture and creative industries
 Policy HC6 Supporting the night-time economy
 Policy G1 Green infrastructure
 Policy G5 Urban greening
 Policy G6 Biodiversity and access to nature
 Policy G7 Trees and woodlands
 Policy SI 1 Improving air quality
 Policy SI 2 Minimising greenhouse gas emissions
 Policy SI 3 Energy infrastructure
 Policy SI 4 Managing heat risk
 Policy SI 5 Water infrastructure
 Policy SI 6 Digital connectivity infrastructure
 Policy SI 7 Reducing waste and supporting the circular economy
 Policy SI 8 Waste capacity and net waste self-sufficiency
 Policy SI 12 Flood risk management
 Policy SI 13 Sustainable drainage
 Policy T1 Strategic approach to transport
 Policy T2 Healthy Streets
 Policy T3 Transport capacity, connectivity and safeguarding
 Policy T4 Assessing and mitigating transport impacts
 Policy T5 Cycling
 Policy T6 Car parking
 Policy T6.2 Office parking
 Policy T6.3 Retail parking
 Policy T6.5 Non-residential disabled persons parking
 Policy T7 Deliveries, servicing and construction
 Policy T9 Funding transport infrastructure through planning

Southwark Plan 2022

ST1 Southwark's Development targets
 ST2 Southwark's Places
 SP2 Southwark Together
 SP3 Great start in life
 SP4 Green and inclusive economy
 SP5 Thriving neighbourhoods and tackling health inequalities
 SP6 Climate Change
 P13 Design of places
 P14 Design quality
 P16 Designing out crime
 P17 Tall buildings

P18 Efficient use of land
 P20 Conservation areas
 P21 Conservation of the historic environment and natural heritage
 P22 Borough views
 P23 Archaeology
 P28 Access to employment and training
 P30 Office and business development
 P31 Affordable workspace
 P35 Town and local centres
 P44 Broadband and digital infrastructure
 P45 Healthy developments
 P47 Community uses
 P49 Public transport
 P50 Highways impacts
 P51 Walking
 P53 Cycling
 P54 Car Parking
 P55 Parking standards for disabled people and the mobility impaired
 P56 Protection of amenity
 P57 Open space
 P59 Green infrastructure
 P60 Biodiversity
 P61 Trees
 P62 Reducing waste
 P64 Contaminated land and hazardous substances
 P65 Improving air quality
 P66 Reducing noise pollution and enhancing soundscapes
 P67 Reducing water use
 P68 Reducing flood risk
 P69 Sustainability standards
 P70 Energy
 NSP19

Mayors SPD/SPGs

Accessible London: Achieving an Inclusive Environment (October 2014)
 The control of dust and emissions during construction and demolition (July 2014)
 Town Centres (July 2014)
 Character and Context (June 2014)
 Sustainable Design and Construction (April 2014)
 Use of planning obligations in the funding of Crossrail, and the Mayoral Community Infrastructure Levy (April 2013)
 London View Management Framework (March 2012)
 Planning for Equality and Diversity in London (October 2007)

Southwark SPDs/SPGs

Design and Access Statements (2007)
 S106 and CIL (2015) S106 and CIL Addendum (2017)
 Sustainability Assessments (2007)
 Sustainable Design and Construction (2009)
 Sustainable Transport (2009)

Appendix 3: Planning History

Relevant Planning History

12/AP/3940 (the Bankside Yards Masterplan): Demolition of existing buildings and the construction of a mixed-use development totalling 144,622 sq. metres GEA comprising 489 flats (Class C3), 45,378 sqm (including basement) of offices (Class B1), 2,627sqm of retail (Classes A1-A5), 1,969sqm of community uses (Class D1) and 1,014sqm of gym (Class D2). New open space including formation of two new east-west routes, new public square, reconfigured vehicular and pedestrian access and works to the public highway with associated works including landscaping and basement car park for 200 cars (including 54 disabled car parking spaces) plus servicing and plant areas. Change of use of the railway arches from a nightclub to retail, gym and community uses. Configuration of the toilet block for retail uses and toilets.

The development contains of 9 new buildings:

Ludgate A: 13 storeys (62.08m AOD), Ludgate B: 49 storeys (169.60m AOD), Ludgate C: 15 storeys (73m AOD), Sampson A: 17 storeys (62.85m AOD), Sampson B: 31 storeys, (112.10m AOD), Sampson C: 27 storeys (98.30m AOD), Sampson D: 14 storeys (60.80m AOD), Sampson E: 5 storeys (24.6m AOD), Sampson F: 6 storeys (28.9m AOD). The application was approved on 28 March 2014.

16/AP/0088: Non-material changes to conditions 3-6 and 8-12 of 12/AP/390 to exclude demolition. Application was approved on 19 February 2016.

16/AP/2806: Non-material amendment to 12/AP/3940 for the reorganisation of the residential layouts to create 29 additional units within the buildings on the Ludgate site, and a related reduction of 29 units from the Sampson House site (no increase to total no.of units) and alterations to the fenestration of the west and north elevations of block LHB to incorporate winter gardens. Application was approved on 17th August 2016.

16/AP/5060: Non-material amendment to 12/AP/3940 for alterations to the layout and extent of the basement area. Approved 19 January 2017.

17/AP/0383: Certificate of Lawful Existing Development to confirm that planning permission 12/AP/3940 was lawfully implemented. Approved 29 March 2017.

17/AP/2286: Minor-material amendment for the variation of condition 2 of 12/AP/3940 to allow for amendments to two consented office buildings which comprise an additional 3 storeys to Ludgate C with design changes and a reduction of 7 storeys to Sampson D, with design changes. Application was approved on 23 November 2017.

18/AP/2851: Non-material amendment to planning permission 17/AP/2286 for variation of Condition 2, approved plans of planning permission 12/AP/3940. Application was approved on 12 December 2018.

20/AP/3361: Non-material amendment to change the wording of condition 12, to allow the condition to be discharged per building. Approved 16 December 2020. This permission relates to planning application 19/AP/1950 (for a variation of 18/AP/1702, which was a minor material amendment to 17/AP/2286).

21/AP/3723: Variation of Condition 1 (Approved Plans) pursuant to planning permission

18/AP/1603 for 'Redevelopment to create two levels of basement and the erection of five buildings ranging from seven to 34 storeys plus plant (heights ranging from 28.9m AOD 123.9m AOD) to provide: 341 dwellings (Class C3); 8,054sqm (GIA) of office space (Class B1); 1,436sqm (GIA) of retail floorspace (Class A1-A4); 904sqm (GIA) of cultural floorspace (Class D1/D2); 16,254sqm (GIA) hotel with up to 126 rooms (Class C1); new open space; reconfigured vehicular and pedestrian access; highway works; landscaping; basement car park for 107 cars (including 29 disabled car parking spaces), plus servicing and plant areas; and works associated and ancillary to the proposed development'. The proposed amendments include: increase in height to 15 (equivalent) storeys; increase in Class E floorspace; amendments to detailed design, scale and massing; enabling works; servicing; public realm and other associated changes ancillary to the development. Under Consideration.

22/AP/0332: Non material amendment to planning permission ref. 18/AP/1603 dated 22nd December 2020 for 'Redevelopment to create two levels of basement and the erection of five buildings ranging from seven to 34 storeys plus plant (heights ranging from 28.9m AOD 123.9m AOD) to provide: 341 dwellings (Class C3); 8,054sqm (GIA) of office space (Class B1); 1,436sqm (GIA) of retail floorspace (Class A1-A4); 904sqm (GIA) of cultural floorspace (Class D1/D2); 16,254sqm (GIA) hotel with up to 126 rooms (Class C1); new open space; reconfigured vehicular and pedestrian access; highway works; landscaping; basement car park for 107 cars (including 29 disabled car parking spaces), plus servicing and plant areas; and works associated and ancillary to the proposed development'. The amendment seeks the following: to amend the description of development and add three new conditions to the planning permission to reference the number of residential units, non-residential floor space and car parking spaces (including disabled) capable of being provided within the approved development. Approved 8th March 2022.

Appendix 4: Consultation undertaken

Site notice date: n/a.

Press notice date: 28/07/2022

Case officer site visit date: n/a

Neighbour consultation letters sent: 03/08/2022

Internal services consulted

Archaeology
 Community Infrastructure Levy Team
 Design and Conservation Team [Formal]
 Local Economy
 Ecology
 Environmental Protection
 Highways Development and Management
 Urban Forester
 Transport Policy
 Section 106 Team

Statutory and non-statutory organisations

Environment Agency
 Historic England
 London Fire & Emergency Planning Authority
 London Underground
 Natural England - London & South East Region
 Network Rail
 Metropolitan Police Service (Designing Out Crime)
 Thames Water
 Transport for London

Neighbour and local groups consulted:

Flat 40 River Court Upper Ground	1 Stamford Street London Southwark
Flat 78 River Court Upper Ground	17 Falcon Point Hopton Street London
Flat 70 River Court Upper Ground	16 Falcon Point Hopton Street London
Flat 75 Rennie Court 11 Upper Ground	82 Falcon Point Hopton Street London
Flat 69 Rennie Court 11 Upper Ground	70 Falcon Point Hopton Street London
Flat 56 Rennie Court 11 Upper Ground	58 Hopton Street London Southwark
Flat 40 Rennie Court 11 Upper Ground	Flat 60 Gallery Lofts 69 Hopton Street
Flat 62 69 Hopton Street London	8 Blackfriars Road London Southwark
Flat 56 69 Hopton Street London	7 Blackfriars Road London Southwark
Flat 52 69 Hopton Street London	6 Blackfriars Road London Southwark
Flat 11 69 Hopton Street London	5 Blackfriars Road London Southwark
43 Falcon Point Hopton Street London	Shop 1 Blackfriars Station Hopton Street
42 Falcon Point Hopton Street London	53 Falcon Point Hopton Street London
31 Falcon Point Hopton Street London	Falcon Point Hopton Street London
27 Falcon Point Hopton Street London	Advertising Right Bus Shelter 01280264

Adjacent To Blackfriars Road Southwark
 Street London
 Picocell 9689 52 Hopton Street London
 Picocell 5915 3-7 Stamford Street
 London
 Flat 54 69 Hopton Street London
 Flat 24 69 Hopton Street London
 65 Hopton Street London Southwark
 69 Hopton Street London Southwark
 50 Hopton Street London Southwark
 Third Floor 71 Hopton Street London
 31 Rennie Street London Southwark
 Managers Flat Founders Arms 52
 Hopton Street
 Fourth Floor 71 Hopton Street London
 Flat 92 Rennie Court 11 Upper Ground
 Unit 2 65 Hopton Street London
 Flat 47 Gallery Lofts 69 Hopton Street
 108 Bankside Lofts 65 Hopton Street
 London
 104 Bankside Lofts 65 Hopton Street
 London
 37 Falcon Point Hopton Street London
 Second Floor 71 Hopton Street London
 Flat 3 Rennie Court 11 Upper Ground
 81 Falcon Point Hopton Street London
 Flat 27 Rennie Court 11 Upper Ground
 Flat 57 Rennie Court 11 Upper Ground
 504 Bankside Lofts 65 Hopton Street
 London
 304 Bankside Lofts 65 Hopton Street
 London
 315 Bankside Lofts 65 Hopton Street
 London
 209 Bankside Lofts 65 Hopton Street
 London
 606-607 Bankside Lofts 65 Hopton
 Street London
 Public Convenience Hopton Street
 London
 Flat 48 River Court Upper Ground
 Flat 16 River Court Upper Ground
 Flat 51 River Court Upper Ground
 Flat 99 Rennie Court 11 Upper Ground
 Flat 66 Rennie Court 11 Upper Ground
 Flat 50 Rennie Court 11 Upper Ground
 Flat 33 Rennie Court 11 Upper Ground
 410 Bankside Lofts 65 Hopton Street
 London
 Flat 59 Rennie Court 11 Upper Ground
 1 Falcon Point Hopton Street London
 Flat 72 69 Hopton Street London
 Flat 33 69 Hopton Street London
 Flat 95 Rennie Court 11 Upper Ground
 Flat 76 Rennie Court 11 Upper Ground
 Flat 71 Rennie Court 11 Upper Ground
 Flat 68 Rennie Court 11 Upper Ground
 39 Falcon Point Hopton Street London
 Flat 8 River Court Upper Ground
 Flat 2 Rennie Court 11 Upper Ground
 Flat 1 Rennie Court 11 Upper Ground
 Flat 80 River Court Upper Ground
 Flat 74 River Court Upper Ground
 Living Accommodation The Doggetts
 Blackfriars Road
 110 Bankside Lofts 65 Hopton Street
 London
 106 Bankside Lofts 65 Hopton Street
 London
 105 Bankside Lofts 65 Hopton Street
 London
 505 Bankside Lofts 65 Hopton Street
 London
 503 Bankside Lofts 65 Hopton Street
 London
 414 Bankside Lofts 65 Hopton Street
 London
 406 Bankside Lofts 65 Hopton Street
 London
 312 Bankside Lofts 65 Hopton Street
 London
 308 Bankside Lofts 65 Hopton Street
 London
 Flat 55 River Court Upper Ground
 Flat 27 River Court Upper Ground
 Flat 26 River Court Upper Ground
 Flat 24 River Court Upper Ground
 Flat 2 River Court Upper Ground
 Flat 86 River Court Upper Ground
 Flat 64 River Court Upper Ground
 Flat 62 River Court Upper Ground
 Flat 97 Rennie Court 11 Upper Ground
 Flat 88 Rennie Court 11 Upper Ground
 Flat 36 Rennie Court 11 Upper Ground
 Flat 34 Rennie Court 11 Upper Ground
 Flat 30 Rennie Court 11 Upper Ground
 Flat 23 Rennie Court 11 Upper Ground
 Flat 19 Rennie Court 11 Upper Ground

Flat 71 69 Hopton Street London
 Flat 22 69 Hopton Street London
 7 Falcon Point Hopton Street London
 50 Falcon Point Hopton Street London
 4 Falcon Point Hopton Street London
 29 Falcon Point Hopton Street London
 11 Falcon Point Hopton Street London
 61 Falcon Point Hopton Street London
 Street Record Rennie Street London
 First Floor 71 Hopton Street London
 4 Blackfriars Road London Southwark
 109 Bankside Lofts 65 Hopton Street
 London
 107 Bankside Lofts 65 Hopton Street
 London
 201 Bankside Lofts 65 Hopton Street
 London
 Flat 91 Rennie Court 11 Upper Ground
 Flat 24 Rennie Court 11 Upper Ground
 Bankside Hotel 2 Blackfriars Road
 London
 9 Falcon Point Hopton Street London
 Flat 44 Rennie Court 11 Upper Ground
 Flat 4 Rennie Court 11 Upper Ground
 30 Falcon Point Hopton Street London
 28 Falcon Point Hopton Street London
 Flat 23 69 Hopton Street London
 69 Falcon Point Hopton Street London
 63 Falcon Point Hopton Street London
 Flat 98 Rennie Court 11 Upper Ground
 Flat 64 Rennie Court 11 Upper Ground
 49 Falcon Point Hopton Street London
 36 Falcon Point Hopton Street London
 33 Falcon Point Hopton Street London
 Flat 39 River Court Upper Ground
 Flat 36 River Court Upper Ground
 Flat 22 Rennie Court 11 Upper Ground
 Flat 12 Rennie Court 11 Upper Ground
 60-62 Hopton Street London Southwark
 Flat 18 River Court Upper Ground
 Flat 1 River Court Upper Ground
 412 Bankside Lofts 65 Hopton Street
 London
 309 Bankside Lofts 65 Hopton Street
 London
 215 Bankside Lofts 65 Hopton Street
 London
 Flat 50 Gallery Lofts 69 Hopton Street
 413 Bankside Lofts 65 Hopton Street
 London
 301 Bankside Lofts 65 Hopton Street
 London
 Flat 43 River Court Upper Ground
 Flat 29 River Court Upper Ground
 Flat 23 River Court Upper Ground
 Flat 87 River Court Upper Ground
 Flat 81 River Court Upper Ground
 Flat 76 River Court Upper Ground
 Flat 67 River Court Upper Ground
 Flat 85 Rennie Court 11 Upper Ground
 Flat 31 Rennie Court 11 Upper Ground
 Flat 29 Rennie Court 11 Upper Ground
 Flat 13 Rennie Court 11 Upper Ground
 Flat 35 69 Hopton Street London
 Flat 14 69 Hopton Street London
 55 Falcon Point Hopton Street London
 47 Falcon Point Hopton Street London
 40 Falcon Point Hopton Street London
 34 Falcon Point Hopton Street London
 3 Falcon Point Hopton Street London
 25 Falcon Point Hopton Street London
 22 Falcon Point Hopton Street London
 21 Falcon Point Hopton Street London
 13 Falcon Point Hopton Street London
 76 Falcon Point Hopton Street London
 65 Falcon Point Hopton Street London
 62 Falcon Point Hopton Street London
 58 Falcon Point Hopton Street London
 56 Hopton Street London Southwark
 Apartment 222 1 Blackfriars Road
 London
 Part Ground Floor Sampson House 64
 Hopton Street
 Flat 69 Gallery Lofts 69 Hopton Street
 Flat 48 Gallery Lofts 69 Hopton Street
 Total Fit Gym 1 Blackfriars Road London
 24 Falcon Point Hopton Street London
 Flat 65 River Court Upper Ground
 Flat 74 Rennie Court 11 Upper Ground
 Flat 63 69 Hopton Street London
 80 Falcon Point Hopton Street London
 Flat 90 Rennie Court 11 Upper Ground
 26 Falcon Point Hopton Street London
 51 Falcon Point Hopton Street London
 Flat 32 Rennie Court 11 Upper Ground
 Flat 6 River Court Upper Ground
 306 Bankside Lofts 65 Hopton Street
 London

310 Bankside Lofts 65 Hopton Street
 London
 307 Bankside Lofts 65 Hopton Street
 London
 302 Bankside Lofts 65 Hopton Street
 London
 214 Bankside Lofts 65 Hopton Street
 London
 211 Bankside Lofts 65 Hopton Street
 London
 208 Bankside Lofts 65 Hopton Street
 London
 Flat 52 River Court Upper Ground
 Flat 47 River Court Upper Ground
 Flat 84 River Court Upper Ground
 Flat 73 River Court Upper Ground
 Flat 58 River Court Upper Ground
 Flat 93 Rennie Court 11 Upper Ground
 Flat 82 Rennie Court 11 Upper Ground
 Flat 38 Rennie Court 11 Upper Ground
 Flat 26 Rennie Court 11 Upper Ground
 Flat 41 69 Hopton Street London
 56 Falcon Point Hopton Street London
 Blackfriars Railway Bridge Bankside
 London
 Shop 2 Blackfriars Station Hopton Street
 Flat 62 Rennie Court 11 Upper Ground
 Flat 5 Rennie Court 11 Upper Ground
 Flat 42 Rennie Court 11 Upper Ground
 12 Falcon Point Hopton Street London
 Flat 53 69 Hopton Street London
 Flat 13 69 Hopton Street London
 60 Falcon Point Hopton Street London
 Flat 87 Rennie Court 11 Upper Ground
 Flat 79 Rennie Court 11 Upper Ground
 Flat 34 River Court Upper Ground
 Flat 18 Rennie Court 11 Upper Ground
 407 Bankside Lofts 65 Hopton Street
 London
 303 Bankside Lofts 65 Hopton Street
 London
 Sampson House 64 Hopton Street
 London
 603 Bankside Lofts 65 Hopton Street
 London
 409 Bankside Lofts 65 Hopton Street
 London
 203 Bankside Lofts 65 Hopton Street
 London
 Doggetts Coat And Badge Blackfriars
 Bridge Blackfriars Road
 Flat 38 River Court Upper Ground
 Flat 21 River Court Upper Ground
 Flat 69 River Court Upper Ground
 Flat 59 River Court Upper Ground
 Flat 96 Rennie Court 11 Upper Ground
 Flat 94 Rennie Court 11 Upper Ground
 Flat 89 Rennie Court 11 Upper Ground
 Flat 70 Rennie Court 11 Upper Ground
 Flat 63 Rennie Court 11 Upper Ground
 Flat 53 Rennie Court 11 Upper Ground
 Flat 39 Rennie Court 11 Upper Ground
 Flat 28 Rennie Court 11 Upper Ground
 Flat 21 Rennie Court 11 Upper Ground
 Flat 73 69 Hopton Street London
 Flat 34 Gallery Lofts 69 Hopton Street
 43 Holland Street London Southwark
 45 Falcon Point Hopton Street London
 38 Falcon Point Hopton Street London
 2 Falcon Point Hopton Street London
 84 Falcon Point Hopton Street London
 72 Falcon Point Hopton Street London
 Flat 51 And 55 69 Hopton Street London
 Blackfriars Station Hopton Street London
 Flat 31 River Court Upper Ground
 Flat 58 Rennie Court 11 Upper Ground
 14 Falcon Point Hopton Street London
 Flat 53 River Court Upper Ground
 Flat 17 River Court Upper Ground
 Flat 78 Rennie Court 11 Upper Ground
 Flat 61 69 Hopton Street London
 111 Bankside Lofts 65 Hopton Street
 London
 Flat 8 Rennie Court 11 Upper Ground
 Flat 54 Rennie Court 11 Upper Ground
 Flat 43 69 Hopton Street London
 Flat 36 Gallery Lofts 69 Hopton Street
 Flat 16 69 Hopton Street London
 74 Falcon Point Hopton Street London
 Apartment 223 1 Blackfriars Road
 London
 Flat 28 River Court Upper Ground
 Flat 25 Rennie Court 11 Upper Ground
 Flat 15 Rennie Court 11 Upper Ground
 Flat 82 River Court Upper Ground
 Flat 77 River Court Upper Ground
 605 Bankside Lofts 65 Hopton Street
 London

601-602 Bankside Lofts 65 Hopton Street London
512 Bankside Lofts 65 Hopton Street London
404 Bankside Lofts 65 Hopton Street London
Atm Outside Doggetts Ph Blackfriars Road London
Flat 40 Gallery Lofts 69 Hopton Street Street Record Invicta Plaza London
213 Bankside Lofts 65 Hopton Street London
Advertising Right Corner Of Blackfriars Road Stamford Street London
702-703 Bankside Lofts 65 Hopton Street London
103 Bankside Lofts 65 Hopton Street London
513 Bankside Lofts 65 Hopton Street London
403 Bankside Lofts 65 Hopton Street London
204 Bankside Lofts 65 Hopton Street London
Flat 50 River Court Upper Ground
Flat 3 River Court Upper Ground
Flat 14 River Court Upper Ground
Flat 79 River Court Upper Ground
Flat 72 River Court Upper Ground
Flat 86 Rennie Court 11 Upper Ground
Flat 77 Rennie Court 11 Upper Ground
Flat 67 Rennie Court 11 Upper Ground
Flat 9 Rennie Court 11 Upper Ground
Flat 7 Rennie Court 11 Upper Ground
Flat 55 Rennie Court 11 Upper Ground
Flat 52 Rennie Court 11 Upper Ground
Flat 49 Rennie Court 11 Upper Ground
Flat 46 Rennie Court 11 Upper Ground
Flat 43 Rennie Court 11 Upper Ground
Flat 20 Rennie Court 11 Upper Ground
Flat 11 Rennie Court 11 Upper Ground
Flat 31 69 Hopton Street London
Flat 21 69 Hopton Street London
The Mad Hatter 3-7 Stamford Street London
75 Falcon Point Hopton Street London
Viewing Lounge 3 Blackfriars Road London
Unit 1 65 Hopton Street London

Blackfriars Bridge South Garden
Blackfriars Road London
32 Falcon Point Hopton Street London
408 Bankside Lofts 65 Hopton Street London
Street Record Blackfriars Road London
23 Falcon Point Hopton Street London
Flat 49 River Court Upper Ground
Flat 60 Rennie Court 11 Upper Ground
15 Falcon Point Hopton Street London
Flat 46 69 Hopton Street London
Flat 84 Rennie Court 11 Upper Ground
44 Falcon Point Hopton Street London
Flat 44 River Court Upper Ground
Flat 41 River Court Upper Ground
Flat 30 River Court Upper Ground
Flat 25 River Court Upper Ground
Flat 20 River Court Upper Ground
Flat 68 River Court Upper Ground
Flat 66 River Court Upper Ground
804 Bankside Lofts 65 Hopton Street London
704 Bankside Lofts 65 Hopton Street London
508 Bankside Lofts 65 Hopton Street London
402 Bankside Lofts 65 Hopton Street London
314 Bankside Lofts 65 Hopton Street London
902 Bankside Lofts 65 Hopton Street London
802-803 Bankside Lofts 65 Hopton Street London
604 Bankside Lofts 65 Hopton Street London
506-507 Bankside Lofts 65 Hopton Street London
502 Bankside Lofts 65 Hopton Street London
411 Bankside Lofts 65 Hopton Street London
202 Bankside Lofts 65 Hopton Street London
Flat 42 River Court Upper Ground
Flat 4 River Court Upper Ground
Flat 32 River Court Upper Ground
Flat 19 River Court Upper Ground
Flat 13 River Court Upper Ground

Flat 83 Rennie Court 11 Upper Ground
 Flat 80 Rennie Court 11 Upper Ground
 Flat 72 Rennie Court 11 Upper Ground
 Flat 6 Rennie Court 11 Upper Ground
 Flat 16 Rennie Court 11 Upper Ground
 Flat 42 69 Hopton Street London
 Flat 32 69 Hopton Street London
 8 Falcon Point Hopton Street London
 48 Falcon Point Hopton Street London
 35 Falcon Point Hopton Street London
 10 Falcon Point Hopton Street London
 79 Falcon Point Hopton Street London
 78 Falcon Point Hopton Street London
 32 56 Hopton Street London
 Picocell 35438 Sampson House 64
 Hopton Street
 Cycle Hire Docking Station Hopton
 Street London
 9 Blackfriars Road London Southwark
 Arbor House 255 Blackfriars Road
 London
 5 Falcon Point Hopton Street London
 18 Falcon Point Hopton Street London
 Flat 37 River Court Upper Ground
 Flat 12 River Court Upper Ground
 Flat 75 River Court Upper Ground
 1001 Bankside Lofts 65 Hopton Street
 London
 Flat 85 River Court Upper Ground
 205 Bankside Lofts 65 Hopton Street
 London
 Flat 47 Rennie Court 11 Upper Ground
 Bon Voyage Blackfriars Station Hopton
 Street
 57 Falcon Point Hopton Street London
 Flat 60 River Court Upper Ground
 Flat 57 River Court Upper Ground
 Flat 73 Rennie Court 11 Upper Ground
 46 Falcon Point Hopton Street London
 41 Falcon Point Hopton Street London
 Flat 35 Rennie Court 11 Upper Ground
 Flat 54 River Court Upper Ground
 Flat 71 River Court Upper Ground
 501 Bankside Lofts 65 Hopton Street
 London
 210 Bankside Lofts 65 Hopton Street
 London
 Bt Kiosk Outside The Doggett Coat And
 Badge Blackfriars Road London
 Railway Bridge Southwark Street London
 Mad Hatter Hotel 3-7 Stamford Street
 London
 River Court Upper Ground London
 Rennie Court 11 Upper Ground London
 112 Bankside Lofts 65 Hopton Street
 London
 901 Bankside Lofts 65 Hopton Street
 London
 701-801 Bankside Lofts 65 Hopton
 Street London
 509-510 Bankside Lofts 65 Hopton
 Street London
 415 Bankside Lofts 65 Hopton Street
 London
 405 Bankside Lofts 65 Hopton Street
 London
 401 Bankside Lofts 65 Hopton Street
 London
 313 Bankside Lofts 65 Hopton Street
 London
 Flat 7 River Court Upper Ground
 Flat 35 River Court Upper Ground
 Flat 11 River Court Upper Ground
 Flat 10 River Court Upper Ground
 Flat 61 River Court Upper Ground
 Flat 65 Rennie Court 11 Upper Ground
 Flat 61 Rennie Court 11 Upper Ground
 Flat 48 Rennie Court 11 Upper Ground
 Flat 45 Rennie Court 11 Upper Ground
 71 Hopton Street London Southwark
 Flat 64 69 Hopton Street London
 Flat 45 69 Hopton Street London
 Flat 44 69 Hopton Street London
 Flat 12 69 Hopton Street London
 54 Hopton Street London Southwark
 52 Falcon Point Hopton Street London
 19 Falcon Point Hopton Street London
 73 Falcon Point Hopton Street London
 68 Falcon Point Hopton Street London
 59 Falcon Point Hopton Street London
 67 Hopton Street London Southwark
 Flat 38 Gallery Lofts 69 Hopton Street
 102 Bankside Lofts 65 Hopton Street
 London
 511 Bankside Lofts 65 Hopton Street
 London
 64 Falcon Point Hopton Street London
 Flat 83 River Court Upper Ground

Flat 41 Rennie Court 11 Upper Ground
 67 Falcon Point Hopton Street London
 Flat 14 Rennie Court 11 Upper Ground
 54 Falcon Point Hopton Street London
 Picocell Gln8238 3-7 Stamford Street
 London
 Flat 51 Rennie Court 11 Upper Ground
 Flat 37 Rennie Court 11 Upper Ground
 20 Falcon Point Hopton Street London
 83 Falcon Point Hopton Street London
 77 Falcon Point Hopton Street London
 71 Falcon Point Hopton Street London
 66 Falcon Point Hopton Street London
 Flat 81 Rennie Court 11 Upper Ground
 6 Falcon Point Hopton Street London
 Flat 46 River Court Upper Ground
 Flat 10 Rennie Court 11 Upper Ground
 Flat 22 River Court Upper Ground
 Flat 15 River Court Upper Ground
 Flat 63 River Court Upper Ground
 115 Bankside Lofts 65 Hopton Street
 London
 113 Bankside Lofts 65 Hopton Street
 London
 311 Bankside Lofts 65 Hopton Street
 London
 207 Bankside Lofts 65 Hopton Street

London
 Ground Floor 71 Hopton Street London
 Blackfriars Bridge Blackfriars Road
 London
 Flat 65 Gallery Lofts 69 Hopton Street
 Founders Arms 52 Hopton Street
 London
 101 Bankside Lofts 65 Hopton Street
 London
 1101 Bankside Lofts 65 Hopton Street
 London
 705 Bankside Lofts 65 Hopton Street
 London
 305 Bankside Lofts 65 Hopton Street
 London
 212 Bankside Lofts 65 Hopton Street
 London
 Railway Arch 1 Invicta Plaza London
 206 Bankside Lofts 65 Hopton Street
 London
 114 Bankside Lofts 65 Hopton Street
 London
 Flat 9 River Court Upper Ground
 Flat 56 River Court Upper Ground
 Flat 5 River Court Upper Ground
 Flat 45 River Court Upper Ground

Re-consultation:

Appendix 5: Consultation responses received

Internal services

Archaeology
Design and Conservation Team [Formal]
Ecology
Highways Development and Management
Urban Forester
Transport Policy

Statutory and non-statutory organisations

Environment Agency
London Underground
Network Rail
Metropolitan Police Service (Designing O
Thames Water

Neighbour and local groups consulted:

London River House Royal Pier Road Gravesend, Kent

OPEN

MUNICIPAL YEAR 2022-23

COMMITTEE:

PLANNING COMMITTEE

NOTE:

Original held in Constitutional Team; all amendments/queries to Gregory Weaver, Constitutional Team, Tel: 020 7525 3667

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Councillor Nick Johnson	1		
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List Updated: 9 January 2023