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<b>Item No.</b>	<b>Classification:</b>	<b>Date:</b>	<b>Meeting Name:</b>
7.1	OPEN	22 February 2022	Main Planning Committee
<b>Report title:</b>	<b>Development Management planning application:</b> Application 19/AP/4455 for: Full Planning Application  <b>Address:</b> 19-25 ROTHERHITHE NEW ROAD, LONDON, SE16 2PS  <b>Proposal:</b> Demolition of existing buildings and construction of 12 storey building of commercial floorspace (Class E) at ground floor, and 48 residential units at upper floors, cycle parking, refuse and recycling storage, plant and external amenity space, and external landscaping and improvements to public realm.		
<b>Ward(s) or groups affected:</b>	Rotherhithe		
<b>From:</b>	DIRECTOR OF PLANNING AND GROWTH		
<b>Application Start Date</b>	19/09/2019	<b>PPA Expiry Date</b>	31/03/2022
<b>Earliest Decision Date</b>	31/03/2022		

## **RECOMMENDATION**

1. That planning permission be granted, subject to conditions and referral to the Mayor of London and the applicant entering into an appropriate legal agreement.
2. In the event that the requirements of (1) are not met by 1 December 2022 the Director of Planning be authorised to refuse planning permission, if appropriate, for the reasons set out at paragraph 166 of this report.

## **EXECUTIVE SUMMARY**

3. The scheme would deliver 48 residential dwellings, with 13 affordable homes and 171sqm of flexible Class E use at the ground floor. This will replace an existing single-storey retail unit and car washing facilities. This is through the construction of a twelve storey building with access both on St Helena Way and Rotherhithe New Road, maximising its triangular site (located at a junction).
4. The housing mix was amended during the course of this application, where the present scheme provides 12 social-rented homes and one shared ownership home in an appropriate mix of bedroom sizes (91.1% social rented and 8.9% shared ownership). This results in a breakdown of 35.4% based on habitable room calculations. Five wheelchair accessible dwellings are also provided on site, four of which are private and one social-rented wheelchair unit.
5. The overall design and height of the scheme is well considered in relation to the heights of the emerging Canada Water Action Area and Old Kent Road Opportunity Area. The junction at Rotherhithe New Road and St Helena Road is considered of local significance for a tall building to be supported. The building is of sufficiently high architectural quality and provides improvements to the public realm including landscaping and seating at the corner of the junction and active frontages along the ground floor.
6. There would be some impacts on neighbouring residents in terms of daylight and sunlight, particularly for the 1-33 Balman House and 32 Rotherhithe Old Road. These impacts are considered to be acceptable within the context of the BRE guidelines.
7. A total of 426 letters were sent out to residents and businesses in the area. One comment was received, noting objection to the loss of the existing local business. The details of the objections raised are discussed in paragraph 34 of the officer report.
8. The proposal would implement energy strategies to secure a 46.8% overall carbon emissions reduction over the Building Regulations 2013. This would be based on 18% saving in energy demand (be lean) and a 28.8% saving from renewable energy (be green).
9. The proposed breakdown of affordable, private and shared ownership units is acceptable. Additionally, five units will be wheelchair accessible.

10.	Hom es	Priva te Hom es	Private Habita ble Rooms (HR)	Aff.S R Hom es	Aff.SR HR	Aff.In t Hom es	Aff.Int HR	Home s Total and (% of total )	HR Total
	Studi o	0	0	0	0	0	0	0	
	1 bed	15	30	0	0	0	0	15 (31%)	30
	2 bed	15	49	6	21	0	0	21 (44%)	70
	3 bed	5	23	6	29	1	5	12 (25%)	57
	4 bed +	0	0	0	0	0	0	0	0
	Total and( % of total)	35	102 (65%)	12	50 (31.8%)	1	5 (3.2%)	48	157

11. Retail use class is not protected in this location. The proposed uplift in Class E flexible retail will maximise active frontages along St Helena Road and Rotherhithe New Road. The proposed breakdown of non-residential use class is policy compliant.

Use Class	Existing sqm	Proposed sqm	Change +/-
Use Class E	211	171	-40
Sui Generis	166	0	-166
Jobs	4-6	9-14	+5-10

12. Playspace for under 5's will be provided as 110sqm of playspace within the rooftop. The shortfall in playspace provided will require a payment in lieu following GLA requirements. No communal amenity space is provided on the site which will require a payment in lieu.

	Existing sqm	Proposed sqm	Change +/-
Play Space	0	110	+110

14. The savings on site meet the minimum energy requirements; however, a payment in lieu will be obtained following the shortfall from net zero. The proposed building receives an expected BREEAM rating of 'excellent'.

15.	CO <sub>2</sub> Savings beyond part L Bldg. Regs.	46.8%
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16. The development contains 90 long stay cycle parking spaces for residents, two cycle spaces for commercial use and four short stay cycle parking spaces. The transport assessment has identified the potential for two disabled car parking spaces are on street.

	Existing	Proposed	Change +/-
Urban Greening Factor	0	0.08	+0.08
Greenfield Run Off Rate	0.9 l/s	2 l/s	+1.1 l/s
Cycle parking spaces	0	96	+96

17. The planning obligations comprise a carbon-offset contribution, children's playspace contribution and an ecology contribution. The ecology contribution will support the construction of a wildlife garden and restoration of three ponds, which forms part of the Southwark Park habitat bank 2021 project.

18.	S106	<ul style="list-style-type: none"> <li>• Carbon offset £71,535</li> <li>• Children's playspace £21,140</li> <li>• Communal and private amenity space £14,145</li> <li>• Biodiversity and ecology £30,000</li> <li>• CPZ parking permit exclusion</li> </ul>
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## BACKGROUND INFORMATION

### Site location and description

19. The site is a triangular parcel of land totalling 0.06 hectare (ha) in size. It contains two single storey buildings, currently a barber shop in retail use Class E(a) and hand car wash (sui generis). To the front of the building is a small area of yard space and car parking spaces. To the east of the existing buildings is a small area of public realm with a raised central green space planted with a single mature tree.
20. The footprint of the buildings on site occupy just under half of the total area. The remaining part of the site includes an area of hard standing currently used for parking, and a small area of open space with a mature tree at the eastern corner. There is also a small single storey temporary building along the northern edge of the site. Part of the site is enclosed by a low brick wall with an open metal railing on top. The area of the site is 594 sqm (0.06ha) and the existing building is 211 sqm in use as a salon/barber shop. There is a pedestrian route running north to south across the site between the area of landscaping and the existing buildings, connecting Rotherhithe New Road with St Helena Road.

21. The site is bounded to the north by Rotherhithe New Road (A2208), to the east by Oldfield Grove and a railway line, to south by St Helena Road and the rear of residential properties at 1-20 Oldfield Grove (6-storey block of flats), and to the west by residential properties known as Balman House (7 storey block of flats).

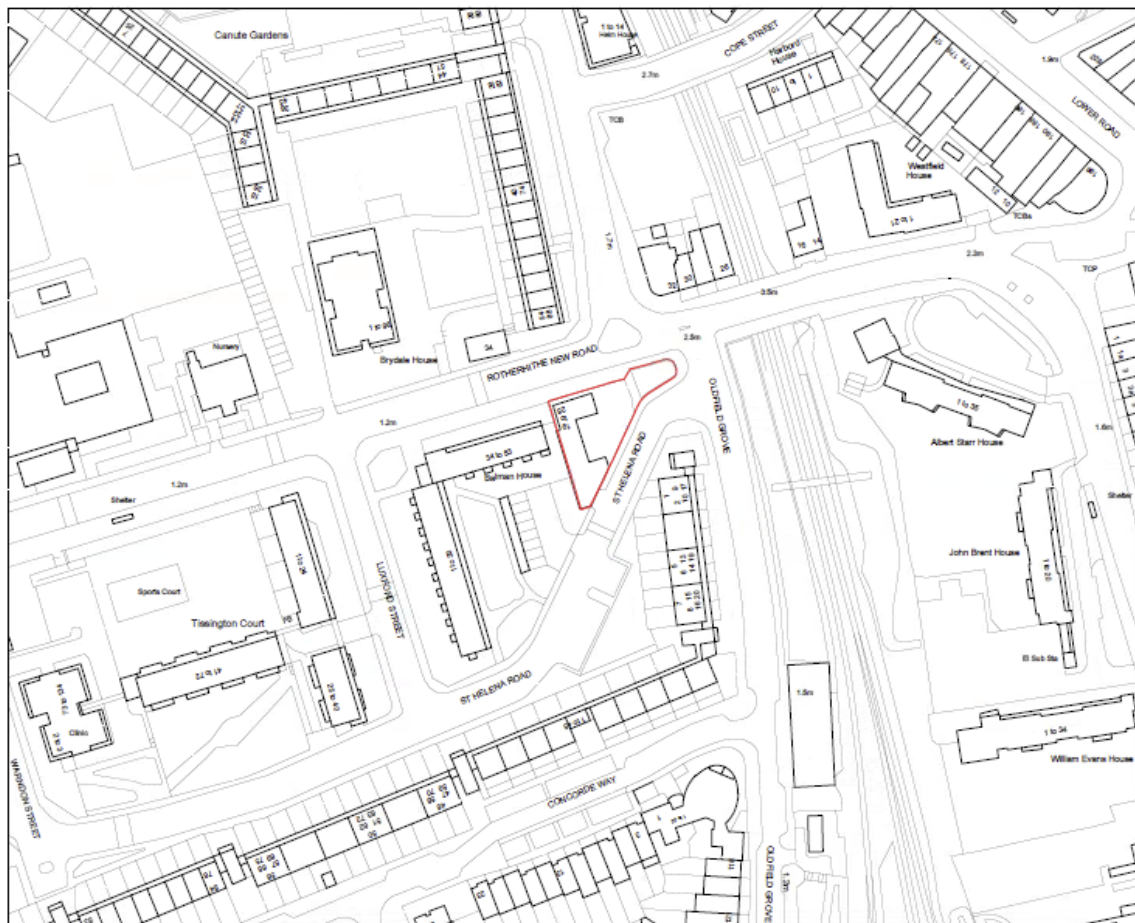


Image 1- Existing site plan

22. The site is not in a conservation area and there are no listed buildings within its vicinity.

### Surrounding Area

23. This area of Rotherhithe has a varied built form, with the majority of properties built post-war between the 1960s and 1980s. The surrounding area is predominantly residential in character, ranging in height from 2 to 17 storeys. Rotherhithe Primary School is 70m to the west of the site and comprises a series of single storey buildings. Retail uses lie 200m east of the site, along Lower Road, with Surrey Quay's Shopping Centre 500m to the northeast. Ssouthwark Athletics Centre, which forms part of Ssouthwark Park, is 280m northwest. A significant amount of residential-led mixed use development is underway around Canada Water Station which is 950m north of the site.
24. Rotherhithe New Road is part of the Strategic Road Network. There are seven bus services within 640m, with the closest stop (the Warndon Street bus stop Q) approximately 150m to the west. The site is about 300m from Surrey Quays London Overground Station. Ssouth Bermondsey National Rail Station is located

just under 1km. Due to the above mentioned public transport connections, the site has a Public Transport Access Level (PTAL) of 6a.

25. The site has the following designations:

- Urban Zone
- Air Quality Management Area (AQMA)

## **Details of proposal**

26. The application is for the demolition of the existing buildings and construction of a 12 storey building comprising 171sqm (GIA) of commercial floorspace at ground floor, and 48 flats on the upper floors. The proposal would provide:

- 48 new homes, including 5 allocated for wheelchair users, in a mix of 1, 2, and 3 bed flats – to provide a total of 4,281 residential GIA
- 171sqm of flexible Class E Use Class on the ground floor creating a new active frontage to Rotherhithe New Road and St Helena Road
- Improvements to the public realm

27. Amendments were made during the course of this application in the following ways:

- Location of affordable homes moved from 1<sup>st</sup> and 2<sup>nd</sup> floor to the 3<sup>rd</sup> and 6<sup>th</sup> floor
- Amended the location of 3-bed units from 1<sup>st</sup> and 2<sup>nd</sup> floor to 3<sup>rd</sup> to 8<sup>th</sup> and 11<sup>th</sup> floor
- Amended affordable housing provision to provide 35% affordable units (calculated by habitable rooms) with 91.1% as affordable rent and 8.9% as shared ownership (calculated by habitable rooms)
- Increase to the private amenity space across the units so all three-bedroom homes have 10sqm and the minimum private amenity space for other flats increased from 6.4sqm to 8.4sqm
- New Air Quality assessment following DEFRA's revision to the Emissions Factors Toolkit (August 2020), which shows that the pollution concentrations at the site would be within national standards.
- Provision of rooftop play space of 110sqm for under 5's
- Revision to the energy strategy replacing rooftop PVs with Air Source Heat Pumps resulting in a 46.8% reduction of CO<sub>2</sub>
- Potential conversion of two existing car parking bays on-street into two disabled car parking spaces on St Helena Road

## **KEY ISSUES FOR CONSIDERATION**

### **Summary of main issues**

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

- Principle of the proposed development in terms of land use;



- Environmental impact assessment
- Housing mix, density and residential quality
- Affordable housing and development viability
- Amenity space and children's play space
- Design, including layout, building heights, landscaping and ecology;
- 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

These matters are discussed in detail in the main body of the report below.

## Consultation responses from external consultees

29. Summarised below are the consultation responses raised by external consultees including (Environment Agency (EA), Greater London Authority (GLA), Transport for London (TFL), Metropolitan Police, and Thames Water.
30. The Environment Agency, Metropolitan Police and Thames Water have no objection to the proposed development given necessary conditions are attached to any grant of planning permission.

### GLA

31. Principle of development: The principle is supported on the underutilised site.

Affordable Housing: The provision of affordable housing and the proposed tenure split is appropriate.

Urban Design and Heritage: The design responds well to the context considering it can be demonstrated that no harm would result to the protected view.

**Officer response:** An assessment of views has been included in the design section of this report. The assessment confirms that no protected views are harmed as a result of the proposed development

Energy: Further detail on Air Source Heat Pumps (ASHP) and Photovoltaic (PV) provision should be provided. The shortfall in CO2 reductions should be met through an offset contribution.

**Officer response:** "GLA planning report: Stage 1 Applicant response" by XCO2 dated 14<sup>th</sup> of January 2020 outlines that maximum PV and ASHP provision has been provided on site, given site constraints. A 10% Be Lean target has been

exceeded. A financial contribution will be required to meet the carbon offset contribution. Since the GLA Stage 1, the New London Plan has been adopted which requires a “Be Seen” monitoring target. This has been secured through condition. A subsequent energy addendum was submitted (by XCO2 dated 10 January 2022) which provides only ASHPs on the rooftop space accounting for 46.8% CO2 savings.

Flood and Drainage: Additional information on the ground floor substation from flooding. Further information is sought in regards to the drainage strategy, water efficiency and urban greening.

**Officer response:** Additional information on wet-proofing and dry-proofing have been included in the document by XCO2 titled “GLA planning report: Stage 1 Applicant response” dated 14<sup>th</sup> of January 2020. This includes plant equipment raised to 2.0m AOD amongst other strategies. Secondly, the proposed drainage hierarchy testing has been included which identifies the preference for water on site to be handled through attenuation and gradual release of surface water via a hydrobrake system.

The UGF included in this report is 0.08, which is below the London Plan target of 0.4 for residential developments. This is a result of site constraints, which includes small site footprint, ASHPs and rooftop play space. The applicant has agreed to a planning contribution in light of this underprovision of UGF, of £30,000, which will support Southwark’s Council-own project of Southwark Park Habitat bank 2021. This will support the restoration of three ponds within a wildlife garden in Southwark Park.

A flood and drainage specialist has also provided a response to GLA Stage 1 comments in the report titled “Water and Green Infrastructure Memo: Stage 1” dated 19<sup>th</sup> February 2020 by XCO2. They outline that site constraints require the attenuation tank to be positioned within the building footprint, accessed for maintenance via an expectation chamber.

Transport: Healthy streets, cycle parking, trip generation and on-street servicing must be addressed. Highway improvement works, a delivery and servicing plan and a construction logistics plan should be secured by condition and obligation as appropriate.

**Officer Response:** A “Transport Assessment Addendum” ref: GVAA/2019/4659/TAA04 was submitted by RGP in December 2019 in response to GLA’s stage 1 comments. The planned improvements would improve the Healthy Street check score by 23%. Where the existing layout achieves 49%, the proposed layout provides 72% against the healthy streets metric.

The trip generation assessment in the original Transport Assessment has been re-assigned to include all other modes to provide a new forecast of the person trips using only sustainable travel modes, in line with TFL comments.

The waste and refuse stores have been amended (with plan ref: 6703 D3100 Rev 09 Proposed Ground Floor Plan) to provide two separate waste and refuse collection areas.

A delivery and servicing plan and a construction logistics plan has been secured by condition. Highway improvements will be addressed through a S278.

Other: A fire statement is required to be submitted by condition

**Officer Response:** A fire statement will be required as a pre-commencement condition. It should be noted that since the GLA Stage 1 comments, the New London Plan has been adopted which outlines the details to be included within the Fire statement

## TFL

- 32.
- Provide Healthy Streets Assessment:
  - Clarify connection to Cycle infrastructure:
  - Clarification on the number of short-stay cycle parking spaces
  - 5% of cycle parking should accommodate larger or adapted cycles.
  - Multi-modal trip generation assessment is flawed, assigning trips to a private vehicle for a car-free scheme, which will result in an underestimation on the impact of this development on sustainable modes of transport

**Officer response:** The Healthy Streets assessment has been provided in the "Transport Assessment Addendum" ref: GVAA/2019/4659/TAA04 submitted by RGP in December 2019. The planned improvements would improve the Healthy Street check score by 23%. Where the existing layout achieves 49%, the proposed layout provides 72% against the healthy streets metric.

Following the implementation of the 'Rotherhithe Movement Plan' the junction of Oldfield Grove and Rotherhithe New Road would be closed to traffic and Cycle parking can be accessed from either St Helena Road or Rotherhithe New Road depending on the location of the resident's accommodation.

Four short stay cycle parking are provided for residential use off St Helena Road.

Four of the long-term cycle parking spaces are provided for larger cycles, where the remaining 86 are provided in double-tiered racks.

The trip generation assessment in the original Transport Assessment has been re-assigned to include all other modes to provide a new forecast of the person trips using only sustainable travel modes, in line with TFL comments. Compared to the previous assessment there would be a seven further person trips on the underground and light rail system daily (44 changed to 51), 3 further bus trips (25 changed to 28) and 8 further walking trips (50 changed to 58). The AM PM peak periods would not change materially. The majority of person trips will still be walking, followed by rail and bus trips as a result of this assessment.

The Delivery and Servicing Plan, Construction Logistics Plan and Travel Plan will be secured by condition.

## **Comments from neighbours and other members of the public**

33. 426 letters were sent to neighbours and one response was received which was an objection. Summarised below are the issues raised:
- The development would result in a harmful loss of daylight and sunlight to nearby residents
  - Loss of privacy / view and overlooking from the proposal.
  - Out of keeping with the character of the area
  - Development is too high
  - Loss of local businesses
  - Close to adjoining properties

**Officer Response:** These matters have been addressed in the assessment part of this report regarding amenity impact, design and land use principle.

### **Principle of in terms of land use**

34. Due to changes in the Use Class Order, Class E was introduced from 1 September 2020 to replace classes A1/A2/A3, B1, D1(a-b) and indoor sport from D2(e). The flexible land use requested for the commercial component of this application which is referred to as flexible (A1/A2/A3/B1a/D1) in the submission documents, will therefore be treated and referred to as Class E in this report. No mitigation is necessary to restrict within the Class E use, as a result of the changes to the Use Class Order and all Class E uses will be considered for the flexible ground floor use of the site.

### Introduction

35. The application site is comprised of a single storey building which currently contains a 211sqm barber shop (former Class A1 retail, current Class E(a)) and hand car wash (sui generis). To the front of the building is a small area of yard space and car parking spaces.
36. The site is located within a Public Transport Accessibility Level (PTAL) of 6a on a scale where 6b is the highest. This demonstrates that the site has good accessibility to public transport. The site falls outside of protected shopping frontage and major town centre thus the quantum retail floorspace is not protected. As such, the loss of the existing uses does not raise any issues in principle.
37. The proposed development comprises of a mixed use, residential-led development with 171sqm flexible retail, office or community uses on the ground floor and 4,281sqm residential floorspace above. The increased residential floorspace is appropriate in this location.

### Introduction of Flexible E Use class

38. The existing use of the Site is currently occupied by a hand car wash (Sui Generis) and barbers and salon (Class E(a) retail use (replacing class A1) and the existing uses on site are not protected.

Use Class	Existing floor space (GIA) sqm	Proposed floor space (GIA) sqm	Change (+/-)
Residential (C3)	0	4,281	+4,281
Non-residential (Class E)	211	171	-40
Sui Generis	166	0	-166

40. The ground floor would provide a mix of retail space with flexible use class. This will be arranged within one unit with frontages onto Rotherhithe New Road and St Helena Road.

41. The continuation of Class E use class is appropriate on this site, providing a broader potential for occupation of the ground floor unit and increased potential for active frontage.

### Introduction of (C3) residential floorspace

42. The proposed development comprises 48 residential units (C3 use class). The affordable housing provision is 35% of which 91.1% is affordable rent and 8.9% shared ownership (by habitable room). The introduction of new residential floorspace is supported by Council policy, and the affordable housing mix is in line with the NPPF, New London Plan and emerging New Southwark Plan.

43. The principle of residential development on the site is acceptable and in keeping with the nature of the surrounding area. The proposed development will allow for the delivery of additional homes, on a sustainable site with very good access to public transport opportunities.

### Conclusion on Land Use

44. The provision of additional housing is supported at national, regional and local levels and would represent a positive contribution towards housing need within the borough. Retail use and sui generis use is not protected in this location and therefore the proposed land use is considered acceptable.

## **Environmental Impact Assessment**

45. The scale and nature of development does not warrant an Environmental Impact Assessment, as determined with regard to the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended).

## **Dwelling mix, affordable housing and density**

### Dwelling Mix

46. Saved Policy 4.3 of the Southwark Plan requires a mix of dwellings sizes and types to be provided within major new developments in order to cater for a range of housing needs. There is a particular need for family units in the borough and

therefore policy requires that the majority of units should have two or more bedrooms and at least 20% three or more bedrooms with direct access to private outdoor amenity space. At least 10% of the units should be suitable for wheelchair users.

47. Strategic Policy 7 of the Core Strategy and P2 of the emerging New Southwark Plan increases the proportion of two bed plus accommodation to be provided and expects 60% of developments to have more than two bedrooms, and in this area at least 25% 3, 4, or 5 bedrooms and a maximum of 5% as studios.

Table 2: Residential unit breakdown.

	Total Units	Percentage
Studios	0	0
1 Bed	15	31
2 Bed	21	44
3 Bed	12	25
4 Bed	0	0
Total	48	100

48. 69% of the homes would have two or three bedrooms exceeding the 60% target set out in planning policy. 25% of units would have three or more bedrooms and this is fully compliant with current policy which sets a target of 25% in the urban zone. The proposed dwelling mix is therefore in accordance with policy.

### Viability Appraisal

49. An initial viability assessment produced by Turner Morum LLP was produced August 2019 following the initial planning application submission. This report was reviewed by BNP Paribas on behalf of Southwark Council in a report dated April 2020. The original viability appraisal was deemed unacceptable with the proposed breakdown of ten London Affordable Rent and five shared ownership units in providing a surplus against the viability benchmark. Furthermore London Affordable Rent is not social rent required by policy.
50. A revised viability assessment was produced in May 2020 by the applicant with the proposed breakdown of eleven London affordable rent and six shared ownership. BNP responded on behalf of the Council in a letter dated June 2020 that eleven social rent units and four shared ownership units would be recommended.
51. In April 2021 the applicant provided a final appraisal from Turner Morum with the proposed total of twelve social rented units and one shared ownership units on site. This is in excess of one social rented unit as requested by BNP Paribas in the June 2020 correspondence. Whilst the latest correspondence did not provide a full financial appraisal, the statement demonstrates that the necessary funding is in place to deliver the affordable housing breakdown proposed.

## Affordable Housing

52. The Soutwark Plan requires developments such as this to deliver 35% on an affordable basis as calculated by proposed habitable rooms. Saved Policy 4.4 states that the tenure mix should be 70% social rented and 30% intermediate on the basis of habitable rooms. While the 35% social rented units have been met, only one out of the thirteen affordable units overall will be shared ownership or intermediate rent. This is not compliant with the 70% social rented and 30% shared ownership required by Saved Policy 4.4.
53. In line with the 35% affordable housing requirement, 35% of affordable housing has been secured on-site. The affordable housing breakdown has changed during the course of this application where a total of 13 affordable homes are proposed in the final iteration produced by Turner Morum on 5<sup>th</sup> May 2021. A clarification was sought regarding building costs which was addressed in a final correspondence from Turner Morum dated 12<sup>th</sup> May 2021. The table below shows the proposed dwelling mixes and habitable rooms across social rented and intermediate units.
54. Table 3: This table shows the breakdown of tenure mix on the basis of rooms and habitable rooms as organised by dwelling mix. This data is taken from Turner Morum report dated May 5<sup>th</sup> 2021 (Appendix 1) and has been checked against the amended floor plans and amended accommodation schedule received 25<sup>th</sup> January 2021.

Unit Type	Social Rent habitable rooms (units)	Intermediate Rent habitable rooms (units)	Private habitable rooms (units)	Total habitable rooms (units)
1 Bed	0	0	30 (15)	30 (15)
2 Bed	21 (6)	0	49 (15)	70 (21)
3 Bed	29 (6)	5 (1)	23 (5)	57 (12)

Total habitable rooms (units)	50 (12)	5 (1)	102 (35)	157 (48)
Percentage of total habitable rooms (units)	31.8% (25%)	3.2% (2.1%)	65.0% (72.9%)	100% (100%)

55. To note, one 3-bed wheelchair unit is provided at social rent. Policy 4.4 of the saved Southwark Plan states that for every wheelchair compliant affordable housing unit, one less affordable habitable room will be required.
56. The affordable housing provision is 35% of the total number of habitable rooms, and of that 91.1% of units would be social rent and 8.9% of units intermediate (measured by habitable rooms). The ratio of social rent units to intermediate units is greater than the 70:30 ratio requested in the saved Southwark Plan 4.4. The quantity of social rent units provided on-site with this application is a benefit of this scheme and will be secured through the s106 agreement.

### Density

57. Policy D3 Optimising site capacity through the design-led approach of the New London Plan 2021 requires local context, the design principles and public transport capacity to be taken into account when addressing density levels. Strategic Policy of the Core Strategy sets out the density ranges that residential and mixed use developments would be expected to meet. As the site is located within the urban zone, a density range of 200 to 700 habitable rooms per hectare would be sought.
58. The development as a whole would have a density of 2,655 habitable rooms per hectare. While the maximum upper limit of 700hrh would be exceeded, the density matrix is not included in the 2021 London Plan or the New Southwark Plan. Site capacities are instead informed by a design-led approach to in well-connected locations.
59. The proposed development falls outside of a major town centre or urban density zone, however still has a strategic importance in the wider network of emerging major town centres in the borough. The site is located at a junction of increasing importance, connecting the Canada Water Action Area and Old Kent Road Opportunity Area. The massing falls appropriately within the gradual increase in height along the key corners of Oldfield Grove, ranging from five storeys on the southern end and gradually stepping up to 30 and 35 stories to the north within the Canada Water Action Area. A full justification for a tall building in this location has been provided in the design section of this report. The well-connected nature of this location has also been provided in the transport section of this report. Overall given the design quality and transport accessibility the proposed density in excess of policy requirements is considered to be acceptable.

### Wheelchair accessible units



60. The New London Plan 2021 Policy D7 Accessible housing requires 10% of new housing to be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users. Saved Policy 4.3 of the Southwark Plan support this, requiring 10% of new dwellings to be suitable for wheelchair users, except where this is not possible due to the physical constraints of the site.
61. The five (10%) wheelchair units will be built in accordance with Part M4(3) of the Building Regulations and the remainder will be built to M4(2), in accordance with the New London Plan.
62. The proposed development would provide five units as wheelchair accommodation which equates to a 10% provision thereby meeting the minimum policy requirement. The wheelchair flats are provided across a range of unit sizes, with 60% as one beds and 40% as three beds. One of the three-bed unit is social rent flat (20%) and the remaining four units are private market flats (80%).

Table 4: This table shows the breakdown of wheelchair habitable rooms (units) across social, intermediate and private tenure, with respect to dwelling mix.

Wheelchair Unit Type	Social Rent wheelchair habitable rooms (units)	Intermediate Rent wheelchair habitable rooms (units)	Private wheelchair habitable rooms (units)	Total wheelchair habitable rooms (units)
1 Bed	0	0	6 (3)	6 (3)
2 Bed	0	0	0	
3 Bed	4 (1)	0	4 (1)	8 (2)
Total wheelchair habitable rooms (units)	4 (1)	0	10 (4)	14 (5)
Percentage of total habitable rooms (units)	28.6% (20%)	0	71.4% (80%)	100% (100%)

## Quality of residential accommodation

63. Saved Policy 4.2 of the Southwark Plan advises that planning permission will be granted provided the proposal achieves good quality living conditions. The adopted standards in relation to internal layout are set out in the adopted Residential Design Standards SPD 2011 (including 2015 Technical Update).
64. The following table sets out the minimum flat size requirements as set out in the Residential Design Standards 2011, and also the flat sizes that would be achieved:

<b>Unit Type</b>	<b>SPD (sqm)</b>	<b>Size Range (sqm)</b>
1 Bed (flat)	50	51-62
2 Bed (flat)	61-66	62-79
3 Bed (flat)	74-85	79-99

65. All of the proposed dwellings comfortably meet or exceed the minimum space standards and 96% of units would be dual aspect. The two units that are not dual aspect are one-bed units with an east facing aspect.
66. The minimum separation distances set out in the SPD would be met, with exception of the relationship with Balman House. The proposed development is located 3.8m from Balman House, which is not in compliance with Residential Design Standards SPD. However, there are no habitable room windows present to the east of the existing block of flats, facing Balman House, therefore causing no loss of privacy for these existing neighbouring residents. The proposed development lies in excess of 12m from all other neighbouring properties.
67. The proposed development provides accommodation that is considered to be of a good standard, particularly in relation to the dwelling mix, home size and dual aspect.

## Private and communal amenity space

68. All new residential development must provide an adequate amount of useable outdoor amenity space. The Residential Design Standards SPD sets out the required amenity space standards, which can take the form of private gardens and balconies, shared terraces and roof gardens. The New London Plan requires new developments to make provision for play areas based on the expected child population of the development.
69. In terms of the overall amount of amenity space required, the following would need to be provided:
- For units containing 3 or more bedrooms, 10sqm of private amenity space as required by the SPD;
  - For units containing 2 bedrooms or less, ideally 10sqm of private amenity space, if this cannot be achieved the balance is added to the communal gardens;
  - 50sqm communal amenity space per block as required by the SPD; and

- 10sqm of children’s play space for every child in the development as required by the New London Plan S4 Play and Informal Recreation
70. All of the proposed homes have private amenity space of between 8.4sqm and a maximum of 58sqm for the 11<sup>th</sup> floor wrap around terrace.
  71. Following the amendments to the scheme, 36 (75%) of the proposed 48 dwellings meet or exceed 10sqm private amenity space. The remaining 12 (25%) units fall below amenity space standards suggested in the 2015 Residential Design Standards (RDS) SPD. The smallest balcony space is 8.4sqm, which is 1.6sqm below Southwark Residential Design Standards (RDS) SPD.
  72. In accordance with RDS all three-bed units should meet or exceed the minimum 10sqm of private amenity space which is complied with in the amended plans.
  73. Overall, this would result in a shortfall of 19sqm private amenity space due to the underprovision in the twelve residential units. This will be covered by a financial contribution of £3,895.
  74. According to Southwark’s RDS SPD (2015) flatted development should also provide 50sqm of communal amenity space. Due to site constraints and provision of the rooftop playspace, no communal amenity space is proposed. This shortfall will require a financial contribution of £10,250 thus a total contribution of £14,145 is required to be secured within the s106.

### Children’s play space

75. Play space for under 5’s will form part of the rooftop amenity space, with a total of 110sqm confirmed within the rooftop. The details of playspace design detail and quality will be secured through a planning condition.
76. New London Plan S4 Play and informal recreation requires new residential development with an estimated occupancy of 10 or more children to make provision for play and informal recreation based on the expected child population generated by the scheme. This need is reinforced in the council’s S106 Planning Obligations and CIL SPD. Any shortfall in child play space will be charged at £151 per square metre.
77. The total children’s play space requirement for the development is 250 square metres, calculated using the Mayor of London’s play space calculator. The estimates for the calculator produced the following results for the proportion of age groups this development will bring:

Table 5: This table shows the breakdown of playspace required by the Mayor of London’s play space calculator as applied to the proposed dwelling mix (rounded to the nearest whole number).

	Number (percentage) of children	Area of play space required

Under 5	11 (44%)	110 square metres
5 to 11	8 (32%)	80 square metres
Over 11	6 (24%)	60 square metres
<b>Total</b>	<b>25 (100%)</b>	<b>250 square metres</b>

78. For the purpose of this report, in light of further information detailing the quantity of under 5's playspace to be provided on the rooftop amenity space, the maximum planning obligation for playspace has been calculated. The playspace requirement calculated using the GLA calculator is 140 sqm shortfall in place space for over 5's, requiring a financial contribution of £21,140.
79. The site benefits from close proximity to two significant areas of open green space, namely Southwark Park to the north west, less than 5 minute walk from the Site and Deptford Park to the south east, which is around 10 minute walk.
80. Southwark Park has the following facilities available to the public (café, children's play room for ages 0 to 5 and 0 to 8 during the school holidays, bandstand, park trails, Southwark Athletics centre, Bowling Green, Football and Tennis Courts). The facilities provided at Southwark Park and Deptford Park are of sufficiently high quality to cater for all of the playspace needs accounted for in this development. Similarly, both parks are of sufficient accessibility, including wheelchair accessibility, so that all users should have access to these outdoor amenity options. Nonetheless there is an opportunity to provide "doorstep" play space for the under 5's within the rooftop amenity space. The details of this will be secured by condition. As a minimum this will require sand and wet play as well as growing space and seating for parents/carers.

### **Design, layout and impact on townscape views and heritage assets**

81. The proposal is for the construction of a 12-storey tall building situated to the east of an existing 7-storey block (Balman House). The proposal has been designed to complete the junction of Rotherhithe New Road and St Helena Road and to act as a visual marker along Rotherhithe New Road. The footprint of the block is designed to respond to the alignment of the streets and neighbouring buildings and the layout includes a high proportion of commercial active frontage onto Rotherhithe New Road and St Helena Road. The building would be classed as a tall building by virtue of being in excess of 30 metres in height.

82. In terms of the locational requirements for tall buildings, the site is situated within a highly accessible location, due to its close proximity to Surrey Quays station and Bermondsey stations, has excellent public transport connections. It is however not located within a the Central Activities Zone (CAZ), opportunity area or a town centre, and remains outside of Canada Water Opportunity Area Core where a tall building typically would be expected in Figure 4 of the emerging NSP Tall Building map. It is necessary to test the current application against all the requirements of saved policy 3.20 of the Southwark Plan, which requires that all tall buildings should:

- i. Make a positive contribution to the landscape; and
- ii. Be located at a point of landmark significance; and
- iii. Be of the highest architectural standards; and
- iv. Relate well to its surroundings, particularly at street level
- v. Contribute positively to the London skyline as a whole consolidating a cluster within that skyline or providing key focus within views.

i. Make a positive contribution to the landscape; and

83. Landscape and the public realm is an important part of any proposal for tall buildings. The public realm not only creates a setting for the tall buildings, allowing them to 'land' appropriately but also offers an opportunity for such a development to demonstrate the benefits that can flow from reaching vertically to free up more space at grade in a congested part of the city such as this.

84. This part of Southwark is characterised by busy arterial routes, and in particular the A-classified Rotherhithe New Road. The site is also in a strategically significant part of the borough, with high transport accessibility, and located opposite the Canada Water AAP and nearby the Old Kent Road AAP.

85. Image 2: Proposed landscaping



Illustrative Sketch Plan

Legend

- 1. Existing trees retained
- 2. Proposed raised concrete planter
- 3. Proposed planter at entrance
- 4. 2no. Sheffield cycle stands
- 5. Proposed lawn / shrubs
- 6. Proposed pre-cast concrete paving

86. The landscape proposals seek to improve the existing hard landscaping surrounding the site, single mature tree at the junction of Rotherhithe New Road and Oldfield Grove and existing planter and seven mature trees outside of the application site on St Helena Road. In developing the public realm the designers have addressed the following points:

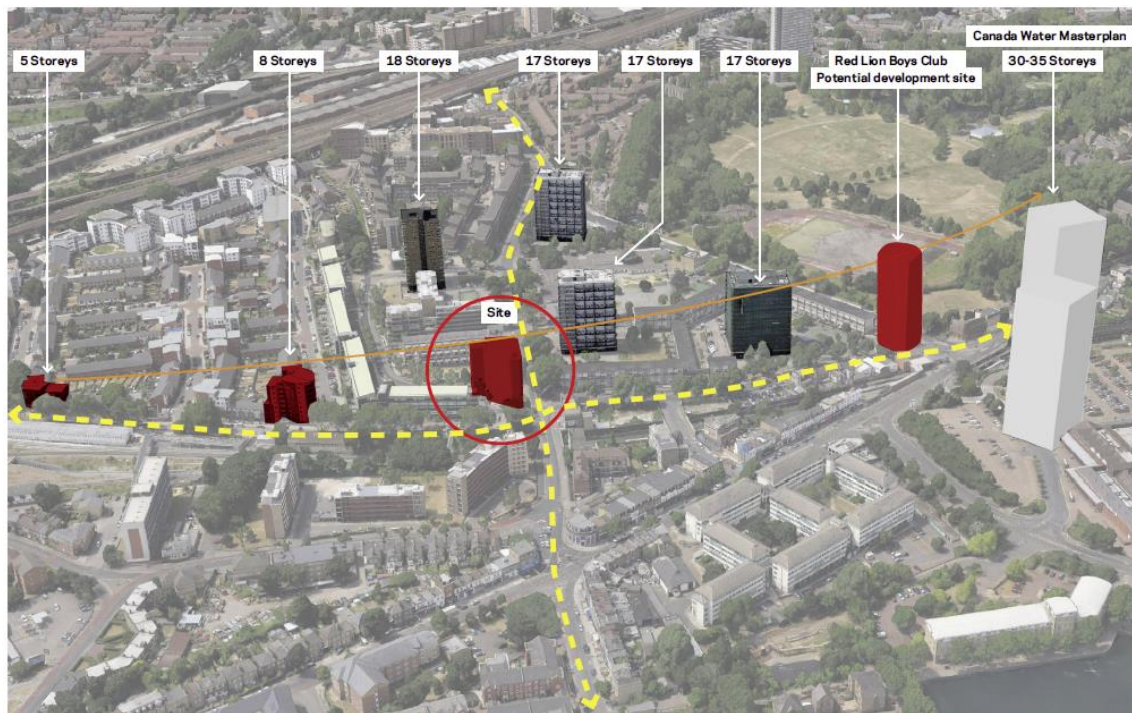
- The proposed layout offers landscaping on both the triangular points facing Oldfield Grove
- The existing levels will be retained within the existing planter to not interfere with existing root structure, the materials of the planters will change and the form of the planter will be reshaped to be slightly smaller to create wider pedestrian access route
- A secondary planter to the south of the building will be added to create a setting for the entrance to the apartments
- Permeable paving within the application boundary
- Green/ Biodiverse roofs
- Low level soft landscaping in both planters

87. These landscape proposals will enhance the site and are supported and secured through condition. Details of the landscaping will be secured through the S278 so that it does not obstruct pedestrian movement on the public highways

ii. Be located at a point of landmark significance; and

88. The Site is bound to the north by Rotherhithe New Road (A2208), to the east by Oldfield Grove and a railway line, to south by St Helena Road and the rear of residential properties known as 1-20 Oldfield Grove (6-storey block of flats), and to the west by residential properties known as Balman House (7 storey block of flats).
89. It is a landmark in the sense of its strategic location at a corner junction near the Canada Water AAP directly to the north and the Old Kent Road AAP to the South. St Helena Road will be a likely connection point for travel between these areas, particularly due to the nearby proximity of Bermondsey Street tube station. The area surrounding the application site features a range of storey heights. Generally, the buildings range from 1 to 17 storeys, the taller of which are all residential tower blocks.
90. The gradual increase in height along the key corners of Oldfield Grove, which collects the tertiary residential routes south of the site and creates to taller buildings within the Canada Water AAP. The four corners outlined connect north to south and the site itself is at the key central east-west junction. It is felt that the twelve storey proposed building is appropriate within this arrangement.
91. The intention of this scheme is to create a small landmark building at this prominent junction as a point of local significance. The design of the scheme successfully achieves this through its dramatic geometry of the site and building with floor slabs expressed as horizontal stone bands and recessed or contained balconies within the building geometry.

Image 3: This image shows the neighbouring building heights along the Oldfield Grove South-west access where the lower scale buildings are in the south and the higher buildings to the north fall within the Canada Water AAP.



iii. Be of the highest architectural standards; and

92. Buildings of this stature should demonstrate their contribution to the appearance of the wider area. The highest architectural standard is called for and requires an elegance of proportion, innovation in design and a demonstrable exceptional quality of accommodation.
93. The proposal fills the majority of the site to form a triangular building which addresses its two main streets. It is tall enough at 12 storeys (the 12<sup>th</sup> storey being setback) to form an effective bookend to the 8-storey Balman House and to mark the road junction. The drawings show a predominantly brick building with floor slabs expressed as horizontal stone bands to emphasise the dramatic geometry of the site and building. Balconies are recessed or contained within horizontal banding to again emphasise the building geometries. The result is a landmark of some drama, which responds well to its landmark position and to the surrounding estate buildings.
94. The residential entrance is placed within a recess on the north façade. From an architectural point of view it is however desirable to retain a recess to mark the entrance.
95. It is inevitable that a fair proportion of the ground floor façades of small foot print buildings like this are given over to plant, bin and bike stores. In this case the 'inactive' sections are arranged along the rear (third) wall of the building with the glazed shopfront predominating along the two main streets that bound the site. The building thus addresses these streets with a predominantly active façade.
96. The building is divided into three by a base which consist of the glazed shopfront which has slightly higher floor to ceiling heights, the middle with its horizontal banding, and a slightly setback top floor in metal cladding. This division of base, middle and top is a well-known compositional device which works well.



97. In conclusion, the proposed development is of an exceptional quality of architectural design. The denotation of a landmark tower at the junction and distinctive in its design and has a well-designed base middle and top.

#### iv. Relate well to its surroundings, particularly at street level

98. In terms of its contribution to the streetscene every building should seek to activate all its edges. This is a highly accessible site located on an important junction location. Maintaining existing pedestrian route through the site, connecting St Helena Road with Rotherhithe New Road, and new landscaping proposals through implementation of the two raised landscaping beds on both corners of the site's eastern edge will improve the setting and enhance the public realm. The existing trees have shaped the footprint of the building, and the commercial component of the building is maximised as it can be accessed from both Rotherhithe New Road and St Helena Road.

#### v. Contributes positively to the London skyline as a whole consolidating a cluster within that skyline or providing key focus within views

99. The site is not over sailed by any strategic viewing corridors. The proposal, although a tall building, would be most visually prominent in the immediate area, for example the western view along Rotherhithe New Road and looking north east along St Helena Road. The building is also prominent from Surrey Quay station. None of the views considered below have an unacceptable impact on the surrounding area.
100. The views considered include:
- View 1: from Southwark Park
  - View 2: from Deptford Park
  - View 3: Looking west along Rotherhithe New Road
  - View 4: Looking east along Rotherhithe New Road
  - View 5: Looking north-east along St Helena Road
  - View 6: Looking south from Surrey Quays station
  - View 7: Looking east from Lower Road junction

#### Heritage assets

101. The site is not located in, or adjacent to a conservation area, or in the close proximity of any listed buildings.

#### Landscaping and Trees

102. There is a tree within the Site and a further eight within the immediate vicinity, none of which are subject to a Tree Protection Order (TPO). The scheme has been designed to ensure all existing trees are retained and appropriate landscaping measures are put in place to improve the public realm. Particular focus has been made on the permeability, legibility and natural surveillance at

the junction with proposed seating as part of the landscaping plans, which will be secured by condition.

103. In relation to tree protection, an Arboricultural Method Statement (ref: AMS/MF/061/19) and an Arboriculture Survey and Impact Assessment (ref: AIA/MF/0102/18) has been prepared which details pruning measures to take place on existing T2 on the junction of Rotherhithe New Road and St Helena Road. It also outlines the fencing to be used, restrictions within root protection areas and monitoring of the development. The methods used are acceptable and a condition is recommended to ensure adequate tree protection takes place during construction.

**Conclusion on Design Issues**

104. The building, in terms of its location, its architectural design, and its response to the local streetscape, is considered to meet the requirements for a tall building set out in saved policy 3.20. Given its setting within a group of existing tall buildings, its height would have no impact on the London skyline. The landscaping provides improvements to the public realm, maintaining the pedestrian pathway from St Helena Road to Rotherhithe New Road and providing two entrances to the ground floor commercial unit, which is supported. Overall, the building is considered to make a positive contribution to the character of the surrounding area.

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

**Daylight and sunlight**

**Daylight**

105. A full daylight and sunlight assessment has been submitted with the application. The report assesses the scheme based on the Building Research Establishment (BRE) guidelines on daylight and sunlight. The conclusions of this state that the reductions in daylight and retained daylight levels are commensurate with this urban locality. Officers have reviewed the daylight and sunlight assessment and note that while there are some impacts on the buildings surrounding the site, these are not unusual within built up town centre locations where buildings of scale are considered appropriate.
106. The Daylight and Sunlight assessment considers the impact on daylight for the following buildings:

**Table 6: Vertical sky component (VSC) Calculations**

Residential Assessed	Buildings	Windows Tested	Non-BRE Compliant	Compliant

		(VSC)	
Brydale House	9	0	9
32 Rotherhithe Old Road	17	3 (17.6%)	14 (82.4%)
30 Rotherhithe New Road	8	0	8
1-33 Balman House	81	46 (56.8%)	35 (43.2%)
34-53 Balman House	50	5 (10%)	45 (90%)
1-20 Oldfield Grove	71	29 (40.8%)	42 (59.1%)
1-45 St Helena Road	45	7 (15.6%)	38 (84.4%)
<b>Total</b>	281 (100%)	90 (32%)	191 (68.2%)

Table 7: No Sky Line (NSL) Calculations

107.

Residential Buildings Assessed	Rooms Tested	Non-BRE Compliant (NSL)	Compliant
Brydale House	0	0	0
32 Rotherhithe Old Road	3	2 (66.7%)	1 (33.3%)
30 Rotherhithe New Road	0	0	0
1-33 Balman House	46	19 (38.8%)	27 (58.7%)
34-53 Balman House	5	0	5
1-20 Oldfield Grove	29	0	29
1-45 St Helena Road	7	0	7
<b>Total</b>	90	21 (23.3%)	69 (76.7%)

108. The results indicate that 30 Rotherhithe New Road and Brydale House would be fully compliant with the BRE Guidelines across both the VSC and NSL tests, therefore discussion in regard to these buildings have been omitted.

109. 1-33 Balman House and 32 Rotherhithe Old Road would experience the greatest change in both VSC and NSL. These two buildings will be addressed in further detail below.
110. 34-53 Balman House, 1-20 Oldfield Grove and 1-45 St Helena Road experience transgressions in terms of VSC, however are BRE compliant for NSL. This suggests that for these three properties the experienced impact of daylight and sunlight would be negligible.

### 1-33 Balman House

111. 1-33 Balman House is located to the south-west of the proposed development.
112. The results show that out of the 81 windows assessed, 18 windows achieved VSCs greater than 27%, 17 windows achieved relative VSCs over 0.8 of their former values, 27 windows belong to a room that meets the NSL test and the remaining 19 windows belong to kitchens and bathrooms which are not considered habitable. The flats are dual aspect with the main living rooms not facing the development, which are unaffected by the proposed development.
113. The VSC transgressions within 1-33 Balman House include the ground floor which have existing VSC levels of between 3.4% maximum and 1.4% minimum. These levels will be further reduced because of the proposed development to between 0 and 2.2% leading to the non-compliant VSC transgressions.
114. There are no non-BRE compliant windows on the first and third floors which largely comprises of bedrooms, however the second floor have a significant number of VSC transgressions ranging from existing VSC values between 6.7% and 1.5% to proposed values of between 2.1% and 5.2%. The VSC transgressions on this floor include seven non-compliant windows, which belong to kitchens. Six windows on the fourth floor are non-compliant in BRE terms also comprising to kitchens.
115. Due to the pre-existing low VSC levels for many of the windows tested, it is considered that the resultant reduction in VSC levels will have a minimal perceived impact. Furthermore, the windows with low levels VSC are to kitchens on the ground, second and fourth floors. These type of rooms have lower requirements for BRE levels. Windows for the bedrooms and living rooms, with non-BRE compliant VSC levels have compliant NSL levels, thereby suggesting acceptable levels of daylight and sunlight into these rooms overall even if light to certain windows will be significantly impacted.
116. Overall, impacts to the daylighting of these units would be affected, however the assessment provides justification for these changes. All windows that are currently compliant with BRE guidance will either remain compliant or be reduced to non-compliant windows however maintain compliant levels of NSL in the room, mitigating the perceived changes to daylight and sunlight.

### 32 Rotherhithe Old Road

117. This building is to the north-east of the proposed development, where the ground floor contains a non-domestic space and daylight expectations are deemed to be lower.
118. The results show out of the 17 worst-case windows assessed, 11 windows achieved VSCs greater than 27%, 3 windows achieved relative VSCs over 0.8 of their former values. Of the remaining four rooms with non-compliant VSC levels, one window belongs to a room that meets the NSL test and the remaining two windows serve non-domestic spaces on ground floor where daylight expectations are deemed lower.
119. For these reasons, it is felt that impact of the proposed development is limited.

### Conclusions on NSL and VSC

120. All non-compliant windows that are also not compliant with NSL, comprise of kitchens, which are too small to be considered habitable in 1-33 Balman House and have well-lit living and bedroom. In 32 Rotherhithe Old Road the two windows impacted by both NSL and VSC serve non-domestic spaces where daylight expectations are deemed lower. These conclusions identify that the development is not anticipated to have any notable impact on the daylight received by neighbouring properties.

### Annual Probable Sunlight Hours (APSH)

121. The analysis indicated that out of the 138 windows tested 135 windows within 90° due south satisfy the BRE criteria for sunlight. Two of the remaining three windows belong to a room with a south facing window with at least APSH greater than 25% and WPSH greater than 5%. The final window is seen to have less than a 4% reduction in annual sunlight. Therefore the proposed development is not considered to have any notable impact on sunlight access to windows of surrounding development.

### Conclusion on daylight and sunlight

122. The site is in a dense central London area, identified as an Opportunity Area where substantial change is anticipated. The neighbouring daylight and sunlight assessments demonstrate a 68.2% compliance with the vertical sky component, which is acceptable for the reasons set out in the report, including that 87.8% of the non-compliant windows have compliant NSL levels in the rooms as a result of the proposed development. The remaining 21 non-compliant rooms serve non-habitable rooms including small bathrooms and kitchens in the instance of 1-33 Balman House and non-domestic ground floor unit in the instance of 32 Rotherhithe Old Road. The impact of the proposed development also results in a 97.8% compliance in terms of APSH levels, with transgressions limited to a ground floor unit on Oldfield Grove with high levels of VSC and NSL levels.

### Overshadowing Assessment

123. Potential overshadowing opportunities is limited to a single amenity space located to the south and east of Balman House. This amenity space is 490sqm

in size, where the lit area at existing is 94% and the lit area as proposed is 94%. Therefore there will be no significant impacts of overshadowing of this amenity space as a result of the proposed development.

## **Overlooking and privacy of neighbouring properties**

124. In order to prevent harmful overlooking, the Residential Design Standards SPD 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. These distances are all met in terms of the impact of the proposal on adjacent buildings except for Balman House which is located 3.8m from the proposed building, however with no windows facing each other, therefore not at risk of overlooking or loss of privacy.

## **Noise and vibration (construction / operational impacts)**

125. A noise and vibration impact assessment by XCO2 was submitted with ref 9.319 on the 25/06/2019 with the key elements considered including:
- Effects from construction works;
  - Effects from construction traffic;
  - Effects from the completed development in terms of vehicle movements and plant noise; and
  - Site suitability for the proposed use.
126. The Environmental Noise Impact Assessment is comprehensive. Desirable internal noise levels can be achieved through the introduction of double glazing to habitable rooms, which will be secured by condition. Vibration levels are low and not likely to lead to adverse effects on the proposed building or on its occupants. Sound transmission between commercial unit and dwellings have been identified as mitigated through sound insulation between the two areas, which will also be secured through condition.

## **Energy and Sustainability**

127. The New London Plan Policy SI 2 policy sets out that development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the energy hierarchy Be lean: use less energy; Be clean: supply energy efficiently; Be green: use renewable energy. This policy requires development to have a carbon dioxide improvement of 35% beyond Building Regulations Part L 2013 as specified in Mayor's Sustainable Design and Construction SPG. The New Southwark Plan (P69) requires 100% on 2013 Building Regulations Part L standards for residential development and a minimum of 40% on non-residential development.

### Be Lean

128. An Energy Statement was submitted by XCO2 dated July 2019, which was updated as part of the transport addendum provided by XCO2 dated 10 January 2022. This provide a Part L 2013 baseline carbon saving for Be Lean of 17.9% for the whole development, comprising of 18.1% saving against baseline for the

domestic component and 14.6% for the non-domestic component. This exceeds the 10% ambition of the New London Plan for the Be Lean stage, suggesting the fabric has been sufficiently optimised.

### Be Clean

129. As discussed in detail in the Energy Statement, there currently are not any existing heat networks within close proximity of the site. As the development sits within a heat network opportunity area, provisions will be made to ensure the development can connect to a network in the future, should one become available. This has been secured by condition. No carbon savings are achieved for this step of the Energy Hierarchy. A communal plant room with heat pumps and gas boilers are proposed to provide heat to the dwellings.

### Be Green

130. The measures proposed include incorporation of renewable technologies in the form of ASHP. This step of the Energy Hierarchy would achieve a total carbon reduction of 28.8% over the 2013 building regulations across the whole site. This is further broken down to a 28.9% reduction for the residential part of the development and a 27% reduction for the non-residential part of the scheme.

### Be Seen

131. Since the original application, the New London Plan has introduced the 'Be Seen' criteria for monitoring energy. This has been required through a planning condition.

### Conclusions on Energy

132. Cumulative CO<sub>2</sub> savings on site are estimated at 46.8% site wide. This includes savings of 47.1% for the domestic part and 41.4% for the non-domestic part of the development, against a Part L 2013 compliant scheme. This provides a total on-site regulated carbon emissions by 46.8% under the current Part L carbon factors, which is beyond the 40% target set by the emerging New Southwark Plan.
133. New London Plan policy requires the residential aspect of major developments to achieve carbon zero. It is not considered that there are further options available to making additional CO<sub>2</sub> savings for the residential aspect of the scheme. This is due to the physical constraints to the site which limit the ability for any additional energy saving technology. Officers are satisfied that all efforts have been made to maximise carbon efficiency on site.
134. It is appropriate to off-set this shortfall with a financial contribution to the Carbon Off-set fund. This would include a payment covering an offset to zero carbon for the domestic element of the scheme of 753 tonnes over 30 years. The current carbon offset payment requires £95/tonne for a period of 30 years. In the case of this scheme the carbon offset payment would be £71,535.

## Sustainability

135. The sustainability strategy is in the submitted Sustainability Statement produced by XC02 dated 25<sup>th</sup> of June 2019. BREEAM 'Excellent' rating is not required for this development due to the domestic component relating to a new build and the non-domestic component falling under 500sqm. The results from the submitted pre-assessment result suggests that a total point scored of 74% could be achieved exceeding the BREEAM 'Excellent' target of 70%

## **Ecology and biodiversity**

136. Ecology has been scoped out in the Biodiversity Survey Report dated April 2019 by Richard Graves Associates, which identified no significant impacts upon ecological receptors. The Council's Ecologist who considers that the proposed development offers an opportunity to enhance biodiversity and ecology on the site through the introduction of biodiverse roof and six swift bricks to be set into the building. These have been included as conditions in the draft decision notice.
137. During the course of this application, the London Plan 2021 was adopted. Policy G5 of the London Plan 2021 states that urban greening should be a fundamental element of site and building design. It requires major developments, which are predominantly residential, such as the proposed scheme, to seek to achieve an Urban Greening Factor (UGF) score of 0.4 where possible.
138. The UGF has been calculated within the GLA Stage 1 response note (XC02 dated 14<sup>th</sup> January 2020) identifying the development UGF uplift of 0.08. This UGF uplift is below London Plan Policy G5. This calculation is due to a small site footprint, which has been maximised for housing delivery. The ground floor amenity planting, lawn and retained tree contribute to this UGF figure on the ground floor public realm. The roof area provides play space however some growing space and greenery could be incorporated onto the roof and will be secured through the landscaping condition.
139. In order to mitigate the policy non-compliance in terms of UGF, the Council has sought an additional planning obligation for £30,000. This funding will support the Southwark Park habitat bank, a Council own project. In particular, it will fund a wildlife garden, which includes the restoration of three ponds within Southwark Park.

## **Air quality**

140. The assessment provided when the application was submitted was written in June 2019. It modelled expected concentrations of NO<sub>2</sub> on the ground floor of 60mg/m<sup>3</sup> at the building facade- national objective is 40mg/m<sup>3</sup>. The consultants conducted another assessment in September and the model now shows an expected concentration of 38mg/m<sup>3</sup> at the building façade.
141. Defra publish and regularly update their Emission Factor Toolkit which is used by councils and environmental consultants to calculate road vehicle pollutant emission rates for a number of pollutants taking into account the road type,



vehicle speed and vehicle fleet composition. Between 2000 and 2015, the evidence from measurements of air quality showed that the toolkit was over predicting reductions because the expected reduction from diesel vehicles were not realised. As a result, models were adjusted to provide a more pessimistic projection of future pollution levels. The 2019 assessment was undertaken using this more pessimistic approach.

142. Reductions started to be seen in measurements from 2016 onwards, including from the diffusion tube monitoring site on Rotherhithe Old Road. More recent measurements have shown that vehicle controls are working and that air the Emissions Factor Toolkit was actually over predicting pollution concentrations in London. Measures such as the ULEZ and the change to cleaner busses and taxis have helped improve air quality. Defra updated their Emissions Factor toolkit in August 2020 and the updated air quality report for this site used that toolkit.

### **Ground conditions and contamination**

143. No Phase 1 or site investigation has been submitted. The site previously held Victorian terraces and then was used as a vehicle repair garage from around 1964 and more recently a car wash. The landscaping plan shows the entire site will be covered with block paving (excepting the exiting tree and area surrounding it) or the building footprint, with residential uses only from 1st floor and above. The proposed development will break the pathway with any residual contamination from the historic use and prevent risks to human health so it is proportionate not to require further assessment however the developer should maintain a watching brief for contamination during construction works. It is possible that hydrocarbons, asbestos or other contaminants could be found during construction which would have health and safety implications for workers and the developer will need to be mindful of the health and safety and waste testing responsibilities. A contamination watching brief has been recommended through condition

### **Water resources and flood risk**

144. A revised Flood Risk Assessment and Sustainable Drainage Strategy (ref: 9.319; Feb 2020 REVISION 2) were submitted with this application. The site is located within Flood Zone 3 which is considered to be an area of high risk of flooding due to the proximity of the tidal River Thames. However the site is protected by the Thames Barrier and related defences. The Environment Agency were consulted on the application and had no objections. Furthermore, the Council's Flood Risk Management Team were consulted and had no objections.

### **Archaeology**

145. The site lies outside of an archaeological priority area and in an area where little evidence of archaeological significance survives. No archaeological assessment, evaluation or conditions are required for this application.

### **Wind Microclimate**

146. The proposed scheme is not of a scale that could potentially have any significant impact on wind conditions around the site or any adverse effects on pedestrian and residents' comfort.

## **Transport**

### Site context

147. The site has a PTAL score of 6a, which denotes a very high level of accessibility by public transport. There are a number of local facilities and amenities within the vicinity of the site.
148. The site is located about 200 meters from Surrey Quays Station and bus stops. The public realm around the site could change as part of the Lower Road gyratory removal project which consultation ended on 4th October 2019 and would improve the pedestrian route to the station. Changes on the footways along Rotherhithe New Road should be designed in coordination with this project.

### Site layout

149. The current vehicular accesses will be removed and therefore the crossover on St Helena Road needs to be removed and the pavement reinstated through a section 278 agreement. Access to the commercial unit will be both from St Helena Road and Rotherhithe New Road, similarly access to cycle parking in the ground floor can be accessed from both St Helena Road and Rotherhithe New Road. The short-stay parking bay for servicing purposes is located at the northern extent of St Helena Road.

### Car parking

150. Saved Policy 5.6 (Car Parking) of the Southwark Plan and Core Strategy Policy 2 (Sustainable Transport) state that residential developments should be car free. The development is proposed to be car free, in line with policy, and is acceptable in this location. The site is located in the South Rotherhithe Controlled Parking Zone and the future occupants will not be eligible to apply for an on street parking permit.
151. The presence of the short-stay parking spaces and the width of the carriageway would enable short periods of drop-off and pick-up in the immediate vicinity of the site. It is also noted that residents who have blue badge parking would also be the only prospective residents eligible to apply for resident parking permits.

### Parking for Wheelchair accessible units

152. A revised transport assessment by RGP (ref: RLAD/2019/4659 dated 10 January 2022). This provides additional detail to existing disabled parking spaces within the vicinity of the site. It also provides a parking stress survey. No disabled parking is provided on site, although five of the units would be designated as wheelchair accessible. The applicant proposes that two on-street parking bays

could be converted to disabled parking bays, however this falls outside of the applicant's red line boundary.

153. The information provided shows that there are nine existing disabled parking spaces within the following distance from the site:

- North-west side of St Helena Road (23m);
- West side of Oldfield Grove (43m);
- South side of St Helena Road (64m);
- East side of Luxford Street (122m);
- South side of St Helena Road (180m);
- West side of Warndon Street (200m);
- East side of Rotherhithe Old Road (110m);
- East side of Rotherhithe Old Road (130m);
- East side of Rotherhithe Old Road (170m);

154. The parking stress survey provided shows the current parking stress of 86% to 67% on St Helena Road and Oldfield Grove which are closest to the site.

155. The applicant proposes two parking bays on street to be converted to disabled bays. The conversion of the two spaces would reduce the capacity available for general vehicles however, the parking stress would not exceed 85% except during a period on Saturday evening. The on-street parking bay falls outside of the applicant's red line boundary and consultation with Highways and Parking team is required to identify the feasibility of this proposal to ensure its accordance with P55 of the Southwark Plan 2022.

### Cycle parking

156. The development has incorporated 92 long-stay (90 allocated for residential use and two allocated for commercial use) and 4 short stay spaces (shared with commercial off St Helena Road) are proposed for the whole development. Access to the Cycle storage on the ground floor would be from either St Helena Road or Rotherhithe New Road, and a door is available between the larger cycle store and the residential lobby. The separate long-stay cycle storage for the commercial unit is provided to the north of the sub-station.

157. The residential cycle parking has been shown on the updated plans as 86 double-tiered spaces and four spaces for larger cycles. The larger cycles represents a proportion of 4% of all cycle spaces which is accord with the London Cycle Design Standards to provide spaces for all users.

158. The revised ground floor plan (ref: 6703 D3100 REV 09 Proposed Ground floor Plan) addresses comments made by the Council's transport team in regard to Cycle parking. This includes providing accessible cycle storage (four), separating commercial and residential long stay cycle parking and indicating short stay spaces. While Sheffield stands are the Council's preferred cycle storage type, double-tiered rack have been provided due to site constraints addressed in the applicants Transport Assessment Addendum (dated December 2019)

### Delivery and Servicing

159. The commercial unit would be serviced via St Helena Road with a dedicated refuse store provided adjacent to the sub-station. To accommodate this, it is proposed that the short-stay parking bay, located at the northern extent of St Helena Road, is utilised for loading purposes in addition to short-stay parking. If necessary, the existing parking restrictions can be amended to formally include loading, however the 1hour parking restriction is more than sufficient for any loading to be undertaken and ensures the space is turned over frequently meaning that it would generally be available.
160. Following the implementation of the 'Rotherhithe Movement Plan' in the area the junction of Oldfield Grove and Rotherhithe New Road would be closed to traffic and as such there would be an increased availability of kerb space for parking, waiting / loading if changes to the restrictions are required.
161. The delivery and servicing plan states that deliveries to the commercial unit would be planned to ensure that they take place outside of the traditional AM (08:00-09:00) and PM (17:00-18:00) peak hours and a delivery schedule will be prepared in order to ensure deliveries do not overlap and hence ensure that only one main delivery vehicle is expected at the site at any given time. This arrangement will be required to avoid road safety issues and impact on the local highway network.

### Refuse

162. The waste and refuse stores have been amended to provide two separate waste and refuse collection areas in the revised ground floor plan (ref: 6703 D3100 REV 09 Proposed Ground floor Plan). The commercial unit would be serviced via St Helena Road with a dedicated refuse store provided adjacent to the sub-station. To accommodate this, it is proposed that the short-stay parking bay, located at the northern extent of St Helena Road, is utilised for loading purposes in addition to short-stay parking. If necessary, the existing parking restrictions can be amended to formally include loading, however the 1hour parking restriction is more than sufficient for any loading to be undertaken and ensures the space is turned over frequently meaning that it would generally be available.

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

163. The following obligations are required for this scheme and would be included in the legal agreement:

Planning Obligation	Mitigation	Applicant Position
Carbon offset	£71,535	Agreed
Parking Permit Exemption	CPZ exclusion	Agreed
Children's playspace	£21,140	Agreed
Communal and private amenity space	£14,145	Agreed
Biodiversity and ecology (Southwark Park habitat	£30,000	Agreed

plan 2021)		
Secure location of affordable housing		Agreed

164. The agreement will also secure an admin charge of 2% of the total contributions
165. In the event that an agreement has not been completed by 1<sup>st</sup> December 2022, the Committee is asked to authorise the Director of Planning to refuse permission, if appropriate, for the following reason:
166. In the absence of a signed S106 legal agreement there is no mechanism in place to mitigation against the adverse impacts of the development through contributions and it would therefore be contrary to Saved Policy 2.5 Planning Obligations of the Southwark Plan 2007, Strategic Policy 14 Delivery and Implementation of the Core Strategy (2011) Policy T9 Funding transport infrastructure through planning of the New London Plan (2021) and the Southwark Section 106 Planning Obligations and Community Infrastructure Levy SPD (2015).

### **Community involvement and engagement**

167. A statement of community involvement dated July 2019 was submitted with this application.
168. Public engagement in relation to this application includes a public exhibition dated 30 April 2019, where 16 members of the community attended.
169. Ward Councillors were updated following amendments to the scheme in August 2021, September 2021 and December 2021.
170. Surrounding TRAs were also notified in regard to the scheme, with a concern in regard to the new residents creating pressure on existing car parking spaces. The applicant confirmed the car-free nature of the proposal and the restriction on residents to get parking permits for the CPZ.

### **Community impact and equalities assessment**

171. The Council must not act in a way which is incompatible with rights contained within the European Convention of Human Rights
172. The Council has given due regard to the above needs and rights where relevant or engaged throughout the course of determining this application.
173. 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.

174. The protected characteristics are: race, age, gender reassignment, pregnancy and maternity, disability, sexual orientation, religion or belief, sex, marriage and civil partnership.

175. The loss of the car wash and the hair salon are not considered to harm any groups with protected characteristics. Lack of access to affordable housing disproportionately affects those from BAME backgrounds, the provision of social rented housing in this scheme would positively impact access to affordable housing provision.

### **Human rights implications**

176. 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.

177. This application has the legitimate aim of providing new offices and retail opportunities. 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**

178. 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.

179. 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**

180.	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**

181. The principle of replacing the existing single-storey retail unit and car wash with a tall building comprising of flexible Class E use on the ground floor and residential units on the floors above is supported in this location. It will provide 48 new residential units to the borough in highly accessible location in line with the Council’s objective to provide new housing.

182. The development is in an appropriate location for a tall building, being located on a highly accessible transport route and within the close proximity of other emerging tall buildings forming part of the Canada Water Action Area and Old Kent Road Opportunity Area. The development is appropriate in scale as it is in a substantially landmark position linking the two strategic growth areas and relates well to the public realm by improving landscaping and active frontages suitable for its triangular, corner location. Officers are satisfied that the proposal is of the highest architectural standard, furthermore, the proposal provides an appropriate response to context. Careful consideration has been given to the impact of the proposal on townscape views, and the impact of the increased height is not considered to cause harm to nearby listed buildings or surrounding conservation areas.

183. Other policies have also been considered but, as set out in the report, no impacts and/or conflicts with planning policy have been identified that could not adequately be dealt with by planning obligation or condition. Having regard to all the policies considered and any other material planning considerations it is recommended that planning permission is granted subject to conditions and the completion of a legal agreement.

## Background Information

### 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: 020 7525 7976 Council website: <a href="http://www.southwark.gov.uk">www.southwark.gov.uk</a>

### 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

<b>Lead Officer</b>	Stephen Platts, Director of Planning and Growth
<b>Report Author</b>	Vendela Gambill, Planning Officer
<b>Version</b>	Final
<b>Dated</b>	04 February 2022



<b>Key Decision</b>	No	
<b>Consultation with Other Officers / Directorates / Cabinet Member</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Strategic Director of 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
<b>Date final report sent to Constitutional Team</b>		09 February 2022

## Appendix 1: Recommendation Draft Decision Notice

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.

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<b>Applicant</b>	Regent Land & Development	<b>Reg. Number</b>	19/AP/4455
<b>Application Type</b>	Major application		
<b>Recommendation</b>	GRANT permission	<b>Case Number</b>	320-19

### Draft of Decision Notice

**planning permission is GRANTED for the following development:**

Demolition of existing buildings and construction of 12 storey building comprising 166 sqm (gia) of commercial floorsapce (Classes A1, A2, A3, B1a and D1) at ground floor, and 48 residential units at upper floors, cycle parking, refuse and recycling storage, plant and external amenity space, and external landscaping and improvements to public realm

19-25 Rotherhithe New Road London Southwark SE16 2AE

**In accordance with application received on 30 August 2019 and Applicant's Drawing Nos.:**

Proposed Plans

Plans - Proposed 6703-D3000 REV 04 received 18/11/2021

Plans - Proposed 6703-D3103 REV 02 received 18/11/2021

Plans - Proposed 6703-D3100 REV 10 received 18/11/2021

Plans - Proposed 6703-D3101 REV 11 received 18/11/2021

Plans - Proposed 6703-D3102 REV 07 received 18/11/2021

Plans - Proposed 6703-D3104 REV 03 received 18/11/2021  
Plans - Proposed 6703-D3105 REV 11 received 18/11/2021  
Plans - Proposed 6703-D3106 REV 02 received 18/11/2021  
Plans - Proposed 6703-D3107 REV 06 received 18/11/2021  
Plans - Proposed 6703-D3109 REV 02 received 18/11/2021  
Plans - Proposed 6703-D3111 REV 10 received 18/11/2021  
Plans - Proposed 6703-D3112 REV 06 received 15/01/2022  
Plans - Proposed 6703-D3150 REV 05 received 18/11/2021  
Plans - Proposed 6703-D3500 REV 04 received 18/11/2021  
Plans - Proposed 6703-D3501 REV 02 received 18/11/2021  
Plans - Proposed 6703-D3700 REV 05 received 18/11/2021  
Plans - Proposed 6703-D3701 REV 06 received 18/11/2021  
Plans - Proposed 6703-D3702 REV 03 received 18/11/2021  
Plans - Proposed 6703-D3703 REV 05 received 18/11/2021  
Plans - Proposed 6703-D3900 REV 11 received 18/11/2021  
Plans - Proposed 6703-SK3112 REV 1 received 18/11/2021

#### Other Documents

Daylight/Sunlight assessment 9.319 REV 3 received 30/08/2019  
Flood risk assessment 9.319 Rev 2 received 30/08/2019  
Transport assessment/statement GVAA/2019/4659/TAA01 received 30/08/2019  
Air quality assessment 9.319 Rev 2 received 30/08/2019  
Energy statement 9.319 received 30/08/2019  
Sustainability statement 9.319 received 30/08/2019  
Ecology assessment/Nature conservation RGA142 received 30/08/2019  
Noise impact assessment 9.319 received 30/08/2019  
Arboricultural statement AIA/MF/0102/18 received 30/08/2019  
Arboricultural statement AMS/MF/061/19 received 30/08/2019  
Drainage Plan/Strategy 9.319 REV 2 received 30/08/2019

Transport assessment/statement GVAA/2019/4659/TAA04 received 30/08/2019

Transport assessment/statement GVAA/2019/4659/TAA05 received 30/08/2019

**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. **SAMPLE MATERIALS/PANELS/BOARDS**

Prior to above grade works commencing, material samples of all external facing materials to be used in the carrying out of this permission shall be submitted to and approved in writing by the Local Planning Authority; the development shall not be carried out otherwise than in accordance with any such approval given.

Reason:

In order to ensure that 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 The National Planning Policy Framework 2019, Strategic Policy 12 - Design and Conservation of The Core Strategy 2011 and Saved Policies: 3.12 Quality in Design and 3.13 Urban Design of The Southwark Plan 2007.

4. **SERVICE MANAGEMENT PLAN**

Before the first occupation of the building hereby permitted, a Service Management Plan detailing how all elements of the site are to be serviced 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:

To ensure compliance with: the National Planning Policy Framework 2019; Strategic Policy 2 (Sustainable Transport) of the Core Strategy 2011, and; Saved Policy 5.2 (Transport Impacts) of the Southwark Plan 2007.

5. Construction Environmental Management Plan (CEMP)

No development shall take place, including any works of demolition, until a written CEMP has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall oblige the applicant, developer and contractors to commit to current best practice with regard to construction site management and to use all best endeavours to minimise off-site impacts, and will include the following information:

- o A detailed specification of demolition and construction works at each phase of development including consideration of all environmental impacts and the identified remedial measures;
- o Site perimeter continuous automated noise, dust and vibration monitoring;
- o Engineering measures to eliminate or mitigate identified environmental impacts e.g. hoarding height and density, acoustic screening, sound insulation, dust control measures, emission reduction measures, location of specific activities on site, etc.;
- o Arrangements for a direct and responsive site management contact for nearby occupiers during demolition and/or construction (signage on hoardings, newsletters, residents liaison meetings, etc.)
- o A commitment to adopt and implement of the ICE Demolition Protocol and Considerate Contractor Scheme; Site traffic - Routing of in-bound and outbound site traffic, one-way site traffic arrangements on site, location of lay off areas, etc.;
- o Site waste Management - Accurate waste stream identification, separation, storage, registered waste carriers for transportation and disposal at appropriate destinations.
- o A commitment that all NRMM equipment (37 kW and 560 kW) shall be registered on the NRMM register and meets the standard as stipulated by the Mayor of London

To follow current best construction practice, including the following:-

- o Southwark Council's Technical Guide for Demolition & Construction at <http://www.southwark.gov.uk/construction>
- o Section 61 of Control of Pollution Act 1974,
- o The London Mayors Supplementary Planning Guidance 'The Control of Dust and Emissions During Construction and Demolition',
- o The Institute of Air Quality Management's 'Guidance on the Assessment of Dust from Demolition and Construction' and 'Guidance on Air Quality Monitoring in the Vicinity of Demolition and Construction Sites',
- o BS 5228-1:2009+A1:2014 'Code of practice for noise and vibration control on construction and open sites. Noise',
- o BS 5228-2:2009+A1:2014 'Code of practice for noise and vibration control on construction and open sites. Vibration'
- o BS 7385-2:1993 Evaluation and measurement for vibration in buildings. Guide to damage levels from ground-borne vibration,
- o BS 6472-1:2008 'Guide to evaluation of human exposure to vibration in buildings - vibration sources other than blasting,
- o Relevant Stage emission standards to comply with Non-Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999 as amended & NRMM London emission standards <http://nrmm.london/>

All demolition and construction work shall be undertaken in strict accordance with the approved CEMP and other relevant codes of practice, unless otherwise agreed 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 Strategic Policy 13 'High environmental standards' of the Core Strategy (2011), Saved Policy 3.2 'Protection of amenity' of the Southwark Plan (2007), and the National Planning Policy Framework (2019).

6. No development shall take place until a Fire Statement prepared by a suitably qualified third party assessor has been submitted to and approved in writing by the Local Planning Authority. The Statement shall detail how the development proposal will function in terms of:
  - The building's construction: methods, products and materials used;

- The means of escape for all building users: stair cores, escape for building users who are disabled or require level access (including a fire evacuation lift within each building core), and the associated management plan approach;
- Passive and active fire safety measures;
- Access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting and fire evacuation lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these; and
- How provision will be made within the site to enable fire appliances to gain access to the building; and
- The future development of the asset and the 'Golden Thread' of information.

The development shall be carried out in accordance with the approved details and retained as such for the lifetime of the development.

Reason: In order to protect the safety and security of the occupants from fire in accordance with the Intend to Publish London Plan Policy D12.

7. No demolition or construction works shall begin until a Construction Logistics Plan to manage all freight vehicle movements to and from the site has been submitted to and approved by the Local Planning Authority. The Construction Logistics Plan shall identify all efficiency and sustainability measures that will be taken during construction of this development. The development shall not be carried out otherwise than in accordance Construction Logistics Plan or any amendments thereto.

Further information and guidance is available at <http://content.tfl.gov.uk/construction-logistics-plan-guidance-for-developers.pdf>

Reason:

To ensure that construction works do not have an adverse impact on the transport network in accordance with London Plan Policy 6.14 and to minimise the impact of construction activities on local air quality in accordance with London Plan Policy 7.14.

8. a) Prior to the commencement of any development, 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.

b) 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.

c) 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.

d) 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 a-c 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 off-site receptors in accordance with saved policy 3.2 Protection of amenity of the Southwark Plan (2007), strategic policy 13 High environmental standards of the Core Strategy (2011) and the National Planning Policy Framework 2019.



9. Prior to commencement of any development, two disabled parking spaces shall be submitted to and approved in writing by the Local Planning Authority. The Statement shall detail how the disabled parking bays will provide wheelchair compliant parking standards and minimise impact on the existing highway network. Subsequently the disabled parking spaces should be made available and retained for the purposes of car parking for the disabled for as long as the development is occupied.

Reason:

To ensure that the parking spaces for disabled people are provided and retained in accordance with: The National Planning Policy Framework 2021; P55 (Parking Standards for Disabled People and the physically impaired) of the Southwark Plan 2021.

**Permission is subject to the following Grade Condition(s)**

10. **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, 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 same size 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 2019; Strategic Policies 11 (Open Spaces and Wildlife), 12 (Design and conservation) and 13 (High Environmental Standards) of The Core Strategy 2011, and; Saved Policies 3.2 (Protection of Amenity), 3.12 (Quality in Design) 3.13 (Urban Design) and 3.28 (Biodiversity) of the Southwark Plan 2007.

## 11. GREEN ROOFS FOR BIODIVERSITY

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: Policies 2.18 (Green Infrastructure: the Multifunctional Network of Green and Open Spaces), 5.3 (Sustainable Design and Construction), 5.10 (Urban Greening) and 5.11 (Green Roofs and Development Site Environs) of the

London Plan 2016; Strategic Policy 11 (Design and Conservation) of the Core Strategy 2011, and; Saved Policy 3.28 (Biodiversity) of the Southwark Plan 2007.

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

12. a.) Prior to occupation of the ground floor commercial use, an assessment and scheme of sound insulation shall be submitted to and approved by the Local Planning Authority to demonstrate that noise limits in Table 19 of the submitted acoustic report (XCO2 Environmental Noise and Impact Assessment reference 9.319 of the 25/6/2019) shall not be exceeded as a result of the commercial operation.
- b.) Following installation of the approved scheme, pre-occupation testing of the separating partition shall be undertaken for airborne sound insulation in accordance with the methodology of ISO 16283-1:2014. Results of the sound transmission testing shall be submitted to the Local Planning Authority for written approval prior to the use commencing and once approved the partition shall be permanently maintained thereafter.

**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 strategic policy 13 'High environmental standards' of the Core Strategy (2011), saved Policy 3.2 Protection of Amenity of the Southwark Plan (2007) and the National Planning Policy Framework 2019.

13. The use hereby permitted shall not commence until full particulars and details of a scheme for the internal ventilation of the development which shall include; appropriately located plant, inlets and outlets; filtration and treatment of incoming air to ensure it meets the national standards for external air quality; plant noise output levels; and a management and maintenance plan have been submitted to and approved by the LPA. The development shall be carried out in accordance with the approval given.

**Reason**

In order that the Local Planning Authority may be satisfied that the ventilation, ducting, filtration/treatment and ancillary equipment is incorporated as an integral part of the development in the interests of residential amenity in accordance with Strategic Policy 13 - High Environmental Standards of the Core Strategy 2011 and saved policy 3.2 Protection of Amenity of the Southwark Plan 2007.

14. The Rated sound level from any plant, together with any associated ducting, shall not exceed the Background sound level (LA90 15min) at the nearest noise sensitive premises. Furthermore, the Specific plant sound level shall be 10dB(A) or more below the background sound level in this location. For the purposes of this condition the Background, Rating and Specific Sound levels shall be calculated fully in accordance with the methodology of BS4142:2014+A1:2019.

A validation test shall be carried out and the results submitted to the Local Planning Authority for approval in writing to demonstrate compliance with the above standard. Once approved the plant and any acoustic treatments shall be permanently maintained thereafter.

#### Reason

To ensure that occupiers of neighbouring premises do not suffer a loss of amenity by reason of noise nuisance or the local environment from noise creep due to plant and machinery in accordance with the National Planning Policy Framework 2019, Strategic Policy 13 High Environmental Standards of the Core Strategy 2011 and Saved Policy 3.2 Protection of Amenity of the Southwark Plan (2007).

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

Bedrooms - 35dB LAeq T†, 30 dB L Aeq T\*, 45dB LAFmax T \*

Living and Dining rooms- 35dB LAeq T †

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

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

Sound insulation shall be provided in accordance with the detail in the submitted acoustic report (XCO2 Environmental Noise and Impact Assessment reference 9.319 of the 25/6/2019). Following completion of the development and prior to occupation, a validation test shall be carried out on a relevant sample of premises. The results shall be submitted to the LPA for approval in writing. The approved scheme shall be implemented and permanently maintained thereafter.

#### Reason

To ensure that the occupiers and users of the development do not suffer a loss of amenity by reason of excess noise from environmental and transportation sources in accordance with strategic policy 13 'High environmental standards' of the Core Strategy (2011) saved policies 3.2 'Protection of amenity' and 4.2

'Quality of residential accommodation' of the Southwark Plan (2007), and the National Planning Policy Framework 2019.

16. Prior to the commencement of any use involving commercial cooking of food, full particulars and details of a scheme for the extraction and ventilation of the commercial kitchen shall be submitted to and approved by the Local Planning Authority. The scheme shall include:
- Details of extraction rate and efflux velocity of extracted air
  - Full details of grease, particle and odour abatement plant
  - The location and orientation of the extraction ductwork and discharge terminal
  - A management servicing plan for maintenance of the extraction system

to ensure that fumes and odours from the kitchen do not affect public health or residential amenity. Once approved the scheme shall be implemented in full and permanently maintained thereafter.

Reason

In order to ensure that any installed ventilation, ducting and ancillary equipment in the interests of amenity will not cause amenity impacts such as odour, fume or noise nuisance and will not detract from the appearance of the building in accordance with The National Planning Policy Framework 2021, Strategic Policy 13 - High Environmental Standards of The Core Strategy 2011 and Saved Policy 3.2 Protection of Amenity of The Southwark Plan 2007.

17. Details of Swift nesting 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 six nesting bricks shall be provided and the details shall include the exact location, specification and design of the habitats. The 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 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 policies: 5.10 and 7.19 of the London Plan 2011, Policy 3.28 of the Southwark Plan and Strategic Policy 11 of the Southwark Core strategy.

18. TRAVEL PLAN AND DETAILED TRANSPORT METHODS SURVEY

a) Before the first occupation of the building hereby permitted commences, the applicant shall submit in writing and obtain the written approval of the Local Planning Authority to a Travel Plan setting out the proposed measures to be taken to encourage the use of modes of transport other than the car by all users of the building, including staff and visitors.

b) At the start of the second year of operation of the approved Travel Plan, a detailed survey showing the methods of transport used by all those users of the building to and from the site and how this compares with the proposed measures and any additional measures to be taken to encourage the use of public transport, walking and cycling to the site shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise in accordance with any such approval given.

Reason:

In order that the use of non-car based travel is encouraged in accordance with: the National Planning Policy Framework 2019, Strategic Policy 2 (Sustainable Transport) of The Core Strategy 2011, and; Saved Policies 5.2 (Transport Impacts), 5.3 (Walking and Cycling) and 5.6 (Car Parking) of the Southwark Plan 2007.

**Permission is subject to the following Compliance Condition(s)**

19. 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 (including facilitative pruning specifications and supervision schedule) contained in the Arboricultural Method Statement (ref: AMS/MF/061/19). 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 2019 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.

## 20. PROVISION OF CYCLE STORAGE

Before the first occupation of the building/extension, the cycle storage facilities as shown on the drawings hereby approved (ref: 6703 D3100 REV 09 Proposed ground floor plan) shall be provided and made available to the users of the development.

Thereafter, such facilities 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: the National Planning Policy Framework 2021; Strategic Policy 2 (Sustainable Transport) of the Core Strategy, and; Saved Policy 5.3 (Walking and Cycling) of the Southwark Plan 2007.

## 21. 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: the National Planning Policy Framework 2021; Strategic Policy 12 (Design and Conservation) of the Core Strategy 2011, and; Saved Policy 3.14 (Designing out crime) of the Southwark Plan 2007.

## **Informatives**

- 1 The proposed development is located within 15 metres of Thames Waters underground assets and as such, the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk) Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB



## **Appendix 2: Relevant planning policy**

### National Planning Policy Framework (NPPF)

The revised National Planning Policy Framework ('NPPF'), published on 20 July 2021, sets out the national planning policy and how this should be applied. The NPPF focuses on sustainable development with three key objectives: economic, social and environmental. At its heart is a presumption in favour of sustainable development.

Paragraph 2 states that the policies in the Framework are material considerations which should be taken into account in dealing with applications.

The relevant chapters of the NPPF are:

- Chapter 2 - Achieving sustainable development
- Chapter 5 Delivering a sufficient supply of homes
- 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 15 - Conserving and enhancing the natural environment

### The 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:

Policy D1 London's form, character and capacity for growth

Policy D3 Optimising site capacity through the design-led approach

Policy D4 Delivering good design

Policy D5 Inclusive design

Policy D6 Housing quality and standards

Policy D7 Accessible housing

Policy D8 Public realm

Policy D9 Tall buildings

Policy D11 Safety, security and resilience to emergency

Policy D12 Fire safety

Policy D14 Noise

Policy H1 Increasing housing supply

Policy H2 Small sites

Policy H4 Delivering affordable housing

Policy H5 Threshold approach to applications

Policy H6 Affordable housing tenure

Policy H7 Monitoring of affordable housing

Policy H10 Housing size mix

Policy E9 Retail, markets and hot food takeaways

Policy HC3 Strategic and Local Views

Policy HC4 London View Management Framework

Policy S4 Play and informal recreation

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 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 T7 Deliveries, servicing and construction

### Core Strategy 2011

The Core Strategy was adopted in 2011 providing the spatial planning strategy for the borough. The strategic policies in the Core Strategy are relevant alongside the saved Southwark Plan (2007) policies. The relevant policies of the Core Strategy 2011 are:

Strategic Policy 1 Sustainable development

Strategic Policy 2 Sustainable transport

Strategic Policy 3 Shopping, leisure and entertainment

Strategic Policy 4 Places for learning, enjoyment and healthy lifestyles

Strategic Policy 5 Providing new homes

Strategic Policy 6 Homes for people on different incomes

Strategic Policy 7 Family homes

Strategic Policy 10 Jobs and businesses

Strategic Policy 11 Open spaces and wildlife

Strategic Policy 12 Design and conservation

Strategic Policy 13 High environmental standards

### Southwark Plan 2007 (saved policies)

In 2013, the council resolved to 'save' all of the policies in the Southwark Plan 2007 unless they had been updated by the Core Strategy with the exception of Policy 1.8 (location of retail outside town centres). Paragraph 213 of the NPPF states that existing policies should not be considered out of date simply because they were adopted or made prior to publication of the Framework. Due weight should be given to them,

according to their degree of consistency with the Framework. The relevant policies of the Southwark Plan 2007 are:

Policy 1.1 - Access to employment opportunities

Policy 1.4 – Employment sites outside of preferred office locations and preferred industrial locations.

Policy 1.7 – Development within town and local centres

Policy 2.5 - Planning obligations

Policy 3.1 - Environmental effects

Policy 3.2 - Protection of amenity

Policy 3.3 - Sustainability assessment

Policy 3.4 - Energy efficiency

Policy 3.6 - Air quality

Policy 3.7 - Waste reduction

Policy 3.9 - Water

Policy 3.11 - Efficient use of land

Policy 3.12 - Quality in design

Policy 3.13 - Urban design

Policy 3.14 - Designing out crime

Policy 3.18 - Setting of listed buildings, conservation areas and world heritage sites

Policy 3.20 - Tall buildings

Policy 3.28 – Biodiversity

Policy 3.29 – Development within the Thames Policy Area

Policy 4.2 – Quality of Residential Accommodation

Policy 4.3 – Mix of Dwellings

Policy 4.4 – Affordable Housing

Policy 4.5 – Wheelchair Affordable Housing

Policy 5.1 - Locating developments

Policy 5.2 - Transport impacts

Policy 5.3 - Walking and cycling

Policy 5.6 - Car parking

Policy 5.7 - Parking standards for disabled people and the mobility impaired

### New Southwark Plan

The New Southwark Plan (NSP) was submitted to the Secretary of State in January 2020. The Examination in Public (EiP) for the NSP is taking place between February to April 2021 and the amendments within the Proposed Changes to the Submitted New Southwark Plan will be considered along with the consultation responses received at each stage of public consultation. It is anticipated that the plan will be adopted later in 2021 following the EiP which will replace the saved policies of the 2007 Southwark Plan and the 2011 Core Strategy.

Paragraph 48 of the NPPF states that decision makers may give weight to relevant policies in emerging plans according to the stage of preparation of the emerging plan, the extent to which there are unresolved objections to the policy and the degree of consistency with the Framework.

Policy P1 - Social rented and intermediate housing

Policy P2 - New family homes

Policy P3 - Protection of existing homes

Policy P8 - Wheelchair accessible and adaptable housing

Policy P13 - Design of places

Policy P13 – Design quality

Policy P15 - Residential design

Policy P16 – Designing out crime

Policy P17 – Tall buildings

Policy P18 – Efficient use of land

Policy P22- Borough views

Policy P23 - Archaeology

Policy P30 – Office and business development

Policy P35 – Town and local centres.

Policy P45 – Healthy developments

Policy P50 – Highways impacts

Policy P51 – Walking

Policy P52 - Cycling

Policy P53 – Car parking

Policy P54 – Parking standards for disabled people and the mobility impaired

Policy P55 – Protection of amenity

Policy P60 - Biodiversity

Policy P61 - Trees

Policy P62 - Reducing waste

Policy P64 - Contaminated land and hazardous substances

Policy P65 - Improving air quality

Policy P66 - Reducing noise pollution and enhancing soundscapes

Policy P67 - Reducing water use

Policy P68 - Reducing flood risk

Policy P69 - Sustainability standards

Policy P70 - Energy

### Supplementary Planning Documents

#### Southwark

- Affordable Housing SPD 2008 and draft 2011
- Design and Access Statements SPD 2007
- Development Viability SPD 2016
- Residential Design Standards SPD October 2011 with 2015 technical update
- Section 106 Planning Obligations and CIL SPD 2015 and 2017 addendum
- Sustainability Assessment 2007
- Sustainable Design and Construction SPD 2009

- Sustainable Transport Planning SPD 2009
- Greater London Authority Supplementary Guidance

### London Plan

- Affordable Housing and Viability SPG 2017
- Central Activities Zone SPG 2016
- Housing SPG 2016
- London View Management Framework 2012
- Providing for Children and Young People's Play and Informal Recreation 2008
- Sustainable Design and Construction SPG 2014

### Appendix 3: Relevant planning history

<b>Reference</b>	<b>Status</b>	<b>Proposal</b>
03/AP/0926	Granted	Change of use from repair workshop to hand car wash
04/AP/1253	Refused	Demolition of existing building and erection of a seven storey building comprising of 30 one bedroom flats.
05/AP/2400	Withdrawn	Demolition of existing building and construction of a 7 storey building comprising 20 flats (2 x three-bedroom, 12 x two-bedroom and 6 x one-bedroom flats) with associated landscaping and bike and bin store.
06/AP/0486	Granted	Change of use of part of property to barbers & hairdressers (Class A1).



## **Appendix 4: Consultation undertaken**

**Site notice date:** 27/09/2019

**Press notice date:** n/a.

**Case officer site visit date:** n/a

**Neighbour consultation letters sent:** 20/07/2021

### **Internal services consulted**

Transport Policy

Archaeology

Design and Conservation Team [Formal]

Local Economy

Ecology

Highways Development and Management

Highways Licensing

Flood Risk Management & Urban Drainage

Urban Forester

Waste Management

Community Infrastructure Levy Team

Environmental Protection

### **Statutory and non-statutory organisations**

Environment Agency

Great London Authority

Historic England

London Fire & Emergency Planning Authority

Metropolitan Police Service (Designing Out Crime Unit)

Transport for London

Thames Water

**Neighbour and local groups consulted:**

Flat 6 Helm House 25 Rotherhithe Old Road	Tenants Hall Tissington Court Rotherhithe New Road
Flat 13 Helm House 25 Rotherhithe Old Road	First Floor Flat 14-16 Rotherhithe New Road London
Flat 4 Helm House 25 Rotherhithe Old Road	First Floor And Second Floor Flat 28 Rotherhithe New Road London
Flat 14 Helm House 25 Rotherhithe Old Road	Flat 2 Tissington Court Rotherhithe New Road
Flat 17 Balman House Rotherhithe New Road	Flat 16 Tissington Court Rotherhithe New Road
Flat 8 Balman House Rotherhithe New Road	40 Rotherhithe Old Road London Southwark
Flat 26 Balman House Rotherhithe New Road	60 St Helena Road London Southwark
Flat 37 Brydale House Rotherhithe New Road	Flat 53 Balman House Rotherhithe New Road
Flat 17 Brydale House Rotherhithe New Road	18 St Helena Road London Southwark
Flat 61 Brydale House Rotherhithe New Road	Flat 34 Tissington Court Rotherhithe New Road
Flat 39 Brydale House Rotherhithe New Road	9 St Helena Road London Southwark
Flat 69 Brydale House Rotherhithe New Road	33 St Helena Road London Southwark
Flat 51 Brydale House Rotherhithe New Road	10 Oldfield Grove London Southwark
Flat 21 Brydale House Rotherhithe New Road	Flat 60 Brydale House Rotherhithe New Road
	31 St Helena Road London Southwark
	34 Rotherhithe Old Road London Southwark
	Flat 2 30 Rotherhithe New Road London

Flat 15 Balman House Rotherhithe New Road	Flat 3 Tissington Court Rotherhithe New Road
Flat 4 Westfield House Rotherhithe New Road	Flat 23 Tissington Court Rotherhithe New Road
47 St Helena Road London Southwark	Flat 52 Balman House Rotherhithe New Road
26 St Helena Road London Southwark	Flat 45 Balman House Rotherhithe New Road
25 St Helena Road London Southwark	Flat 36 Balman House Rotherhithe New Road
22 St Helena Road London Southwark	Flat 3 Balman House Rotherhithe New Road
72 Rotherhithe Old Road London Southwark	Flat 20 Balman House Rotherhithe New Road
54 Rotherhithe Old Road London Southwark	Flat 19 Westfield House Rotherhithe New Road
48 Rotherhithe Old Road London Southwark	70 St Helena Road London Southwark
Flat 29 Brydale House Rotherhithe New Road	59 St Helena Road London Southwark
61 St Helena Road London Southwark	23 St Helena Road London Southwark
37 St Helena Road London Southwark	17 St Helena Road London Southwark
Flat 4 Balman House Rotherhithe New Road	7 Oldfield Grove London Southwark
Flat 3 Westfield House Rotherhithe New Road	15 Oldfield Grove London Southwark
Flat 15 Westfield House Rotherhithe New Road	12 Oldfield Grove London Southwark
Flat 7 Albert Starr House Haddonfield Estate Bush Road	74 Rotherhithe Old Road London Southwark
Flat 30 Albert Starr House Haddonfield Estate Bush Road	44 Rotherhithe Old Road London Southwark
Flat 22 Albert Starr House Haddonfield Estate Bush Road	38 Rotherhithe Old Road London Southwark
Flat 6 Tissington Court Rotherhithe New Road	Flat 92 Brydale House Rotherhithe New Road
Flat 33 Tissington Court Rotherhithe New Road	Flat 87 Brydale House Rotherhithe New Road

Flat 52 Brydale House Rotherhithe New Road	Flat 27 Tissington Court Rotherhithe New Road
Flat 50 Brydale House Rotherhithe New Road	Flat 22 Tissington Court Rotherhithe New Road
Flat 35 Brydale House Rotherhithe New Road	Flat 37 Balman House Rotherhithe New Road
Flat 30 Brydale House Rotherhithe New Road	7 St Helena Road London Southwark
Flat 13 Brydale House Rotherhithe New Road	44 St Helena Road London Southwark
Flat 9 Albert Starr House Haddonfield Estate Bush Road	38 St Helena Road London Southwark
Flat 73 Brydale House Rotherhithe New Road	35 St Helena Road London Southwark
Flat 68 Brydale House Rotherhithe New Road	32 St Helena Road London Southwark
42 Rotherhithe Old Road London Southwark	20 St Helena Road London Southwark
Flat 38 Tissington Court Rotherhithe New Road	5 Oldfield Grove London Southwark
Flat 40 Brydale House Rotherhithe New Road	82 Rotherhithe Old Road London Southwark
Flat 9 Tissington Court Rotherhithe New Road	Flat 85 Brydale House Rotherhithe New Road
Flat 86 Brydale House Rotherhithe New Road	Flat 44 Brydale House Rotherhithe New Road
6 Oldfield Grove London Southwark	Flat 34 Brydale House Rotherhithe New Road
Flat 8 Westfield House Rotherhithe New Road	Flat 3 Brydale House Rotherhithe New Road
Flat 7 Helm House 25 Rotherhithe Old Road	Flat 34 Albert Starr House Haddonfield Estate Bush Road
Flat 20 Albert Starr House Haddonfield Estate Bush Road	Flat 27 Albert Starr House Haddonfield Estate Bush Road
Flat 16 Albert Starr House Haddonfield Estate Bush Road	Flat 15 Albert Starr House Haddonfield Estate Bush Road
	Flat 11 Westfield House Rotherhithe New Road
	Flat 63 Brydale House Rotherhithe New Road

Flat 58 Brydale House Rotherhithe New Road	Flat 7 Balman House Rotherhithe New Road
Flat 53 Brydale House Rotherhithe New Road	Flat 28 Balman House Rotherhithe New Road
Flat 9 Brydale House Rotherhithe New Road	Flat 16 Balman House Rotherhithe New Road
Flat 7 Brydale House Rotherhithe New Road	Flat 7 Westfield House Rotherhithe New Road
Flat 38 Brydale House Rotherhithe New Road	49 St Helena Road London Southwark
Flat 27 Brydale House Rotherhithe New Road	29 St Helena Road London Southwark
Flat 18 Brydale House Rotherhithe New Road	21 St Helena Road London Southwark
Flat 7 Tissington Court Rotherhithe New Road	Flat 1 Westfield House Rotherhithe New Road
Flat 26 Tissington Court Rotherhithe New Road	80 Rotherhithe Old Road London Southwark
Flat 89 Brydale House Rotherhithe New Road	70 Rotherhithe Old Road London Southwark
58 St Helena Road London Southwark	36 Rotherhithe Old Road London Southwark
4 St Helena Road London Southwark	Flat 93 Brydale House Rotherhithe New Road
Flat 30 Balman House Rotherhithe New Road	Flat 74 Brydale House Rotherhithe New Road
Flat 5 Albert Starr House Haddonfield Estate Bush Road	Flat 66 Brydale House Rotherhithe New Road
Flat 24 Albert Starr House Haddonfield Estate Bush Road	Flat 48 Brydale House Rotherhithe New Road
Flat 14 Albert Starr House Haddonfield Estate Bush Road	Flat 16 Brydale House Rotherhithe New Road
Flat 11 Albert Starr House Haddonfield Estate Bush Road	Flat 31 Albert Starr House Haddonfield Estate Bush Road
Flat 9 Harbord House Cope Street	Flat 17 Albert Starr House Haddonfield Estate Bush Road
Flat 2 Harbord House Cope Street	2 St Helena Road London Southwark

84 Rotherhithe Old Road London Southwark	Flat 59 Brydale House Rotherhithe New Road
Flat 33 Brydale House Rotherhithe New Road	Flat 23 Brydale House Rotherhithe New Road
Flat 31 Brydale House Rotherhithe New Road	Flat 11 Brydale House Rotherhithe New Road
Flat 22 Brydale House Rotherhithe New Road	Flat 1 Brydale House Rotherhithe New Road
Flat 2 Brydale House Rotherhithe New Road	Flat 6 Albert Starr House Haddonfield Estate Bush Road
Flat 13 Tissington Court Rotherhithe New Road	Flat 4 Albert Starr House Haddonfield Estate Bush Road
11 Oldfield Grove London Southwark	Flat 40 Balman House Rotherhithe New Road
Flat 38 Balman House Rotherhithe New Road	4 Oldfield Grove London Southwark
Flat 6 Harbord House Cope Street	66 Rotherhithe Old Road London Southwark
Flat 1 Tissington Court Rotherhithe New Road	Flat 78 Brydale House Rotherhithe New Road
Flat 5 Balman House Rotherhithe New Road	Flat 47 Brydale House Rotherhithe New Road
30 St Helena Road London Southwark	Flat 45 Brydale House Rotherhithe New Road
2 Oldfield Grove London Southwark	Flat 42 Brydale House Rotherhithe New Road
Flat 16 Westfield House Rotherhithe New Road	Flat 10 Brydale House Rotherhithe New Road
Flat 14 Westfield House Rotherhithe New Road	Flat 21 Tissington Court Rotherhithe New Road
10 St Helena Road London Southwark	71 St Helena Road London Southwark
68 Rotherhithe Old Road London Southwark	Flat 94 Brydale House Rotherhithe New Road
46 Rotherhithe Old Road London Southwark	34 St Helena Road London Southwark
Flat 90 Brydale House Rotherhithe New Road	Flat 14 Balman House Rotherhithe New Road
Flat 80 Brydale House Rotherhithe New Road	

Flat 12 Balman House Rotherhithe New Road	Flat 67 Brydale House Rotherhithe New Road
Flat 1 Balman House Rotherhithe New Road	Flat 8 Brydale House Rotherhithe New Road
Flat 32 Albert Starr House Haddonfield Estate Bush Road	Flat 6 Brydale House Rotherhithe New Road
Flat 18 Albert Starr House Haddonfield Estate Bush Road	Flat 43 Brydale House Rotherhithe New Road
Flat 4 Harbord House Cope Street	Flat 4 Brydale House Rotherhithe New Road
Flat 37 Tissington Court Rotherhithe New Road	Flat 32 Brydale House Rotherhithe New Road
Flat 5 Tissington Court Rotherhithe New Road	Flat 25 Brydale House Rotherhithe New Road
Flat 25 Tissington Court Rotherhithe New Road	Flat 33 Albert Starr House Haddonfield Estate Bush Road
Flat 18 Tissington Court Rotherhithe New Road	Flat 28 Albert Starr House Haddonfield Estate Bush Road
Flat 48 Balman House Rotherhithe New Road	Flat 19 Albert Starr House Haddonfield Estate Bush Road
Flat 21 Westfield House Rotherhithe New Road	16 St Helena Road London Southwark
Flat 17 Westfield House Rotherhithe New Road	12 St Helena Road London Southwark
45 St Helena Road London Southwark	Flat 65 Brydale House Rotherhithe New Road
42 St Helena Road London Southwark	Flat 5 Brydale House Rotherhithe New Road
19 St Helena Road London Southwark	Flat 12 Brydale House Rotherhithe New Road
19 Oldfield Grove London Southwark	Flat 91 Brydale House Rotherhithe New Road
17 Oldfield Grove London Southwark	5 St Helena Road London Southwark
86 Rotherhithe Old Road London Southwark	Flat 33 Balman House Rotherhithe New Road
52 Rotherhithe Old Road London Southwark	18 Oldfield Grove London Southwark
Flat 79 Brydale House Rotherhithe New Road	

Flat 5 Westfield House Rotherhithe New Road	Flat 14 Brydale House Rotherhithe New Road
Flat 18 Westfield House Rotherhithe New Road	Flat 22 Balman House Rotherhithe New Road
Flat 8 Harbord House Cope Street	13 St Helena Road London Southwark
Flat 7 Harbord House Cope Street	32 Rotherhithe Old Road London Southwark
Flat 20 Tissington Court Rotherhithe New Road	1 St Helena Road London Southwark
Flat 50 Balman House Rotherhithe New Road	Flat 75 Brydale House Rotherhithe New Road
Flat 32 Balman House Rotherhithe New Road	Flat 70 Brydale House Rotherhithe New Road
Flat 23 Balman House Rotherhithe New Road	39 St Helena Road London Southwark
Flat 11 Balman House Rotherhithe New Road	Flat 28 Tissington Court Rotherhithe New Road
Flat 20 Westfield House Rotherhithe New Road	Flat 24 Tissington Court Rotherhithe New Road
46 St Helena Road London Southwark	Flat 17 Tissington Court Rotherhithe New Road
36 St Helena Road London Southwark	Flat 81 Brydale House Rotherhithe New Road
24 St Helena Road London Southwark	Flat 44 Balman House Rotherhithe New Road
Flat 13 Westfield House Rotherhithe New Road	Flat 42 Balman House Rotherhithe New Road
14 St Helena Road London Southwark	Flat 35 Balman House Rotherhithe New Road
62 Rotherhithe Old Road London Southwark	Flat 29 Balman House Rotherhithe New Road
30 Rotherhithe Old Road London Southwark	14 Oldfield Grove London Southwark
Flat 72 Brydale House Rotherhithe New Road	Flat 19 Balman House Rotherhithe New Road
Flat 71 Brydale House Rotherhithe New Road	Flat 12 Westfield House Rotherhithe New Road
Flat 46 Brydale House Rotherhithe New Road	Flat 1 Harbord House Cope Street



Flat 12 Helm House 25 Rotherhithe Old Road	8 Oldfield Grove London Southwark
Flat 10 Helm House 25 Rotherhithe Old Road	32 Rotherhithe New Road London Southwark
Flat 5 Helm House 25 Rotherhithe Old Road	15 St Helena Road London Southwark
Flat 26 Albert Starr House Haddonfield Estate Bush Road	34 Rotherhithe New Road London Southwark
Flat 1 Albert Starr House Haddonfield Estate Bush Road	Flat 83 Brydale House Rotherhithe New Road
Flat 35 Tissington Court Rotherhithe New Road	Flat 77 Brydale House Rotherhithe New Road
Flat 8 Tissington Court Rotherhithe New Road	Flat 62 Brydale House Rotherhithe New Road
Flat 19 Tissington Court Rotherhithe New Road	Flat 49 Brydale House Rotherhithe New Road
Flat 43 Balman House Rotherhithe New Road	Flat 26 Brydale House Rotherhithe New Road
Flat 39 Balman House Rotherhithe New Road	16 Oldfield Grove London Southwark
Flat 31 Balman House Rotherhithe New Road	27-35 Rotherhithe Old Road London Southwark
Flat 25 Balman House Rotherhithe New Road	Flat 25 Albert Starr House Haddonfield Estate Bush Road
Flat 18 Balman House Rotherhithe New Road	Flat 21 Albert Starr House Haddonfield Estate Bush Road
Flat 10 Balman House Rotherhithe New Road	Flat 12 Albert Starr House Haddonfield Estate Bush Road
Flat 6 Westfield House Rotherhithe New Road	Flat 68 Tissington Court Rotherhithe New Road
Flat 2 Balman House Rotherhithe New Road	Flat 48 Tissington Court Rotherhithe New Road
41 St Helena Road London Southwark	Flat 69 Tissington Court Rotherhithe New Road
40 St Helena Road London Southwark	Flat 45 Tissington Court Rotherhithe New Road
27 St Helena Road London Southwark	Flat 59 Tissington Court Rotherhithe New Road

Flat 70 Tissington Court Rotherhithe New Road	Flat 54 Tissington Court Rotherhithe New Road
Flat 65 Tissington Court Rotherhithe New Road	Flat 52 Tissington Court Rotherhithe New Road
Flat 63 Tissington Court Rotherhithe New Road	Flat 50 Tissington Court Rotherhithe New Road
Flat 61 Tissington Court Rotherhithe New Road	Flat 49 Tissington Court Rotherhithe New Road
Flat 58 Tissington Court Rotherhithe New Road	Flat 47 Tissington Court Rotherhithe New Road
Flat 56 Tissington Court Rotherhithe New Road	Flat 46 Tissington Court Rotherhithe New Road
Flat 53 Tissington Court Rotherhithe New Road	Flat 44 Tissington Court Rotherhithe New Road
Flat 51 Tissington Court Rotherhithe New Road	Flat 42 Tissington Court Rotherhithe New Road
Flat 43 Tissington Court Rotherhithe New Road	Flat 41 Tissington Court Rotherhithe New Road
Flat 72 Tissington Court Rotherhithe New Road	Flat 55 Brydale House Rotherhithe New Road
Flat 71 Tissington Court Rotherhithe New Road	Flat 36 Brydale House Rotherhithe New Road
Flat 67 Tissington Court Rotherhithe New Road	Basement And Ground Floor Flat 28 Rotherhithe New Road London
Flat 66 Tissington Court Rotherhithe New Road	Flat 10 Albert Starr House Haddonfield Estate Bush Road
Flat 64 Tissington Court Rotherhithe New Road	Flat Above 10-12 Rotherhithe New Road London
Flat 62 Tissington Court Rotherhithe New Road	Flat 3 Albert Starr House Haddonfield Estate Bush Road
Flat 60 Tissington Court Rotherhithe New Road	28 St Helena Road London Southwark
Flat 57 Tissington Court Rotherhithe New Road	9 Oldfield Grove London Southwark
Flat 55 Tissington Court Rotherhithe New Road	76 Rotherhithe Old Road London Southwark

Flat 82 Brydale House Rotherhithe New Road	Flat 35 Albert Starr House Haddonfield Estate Bush Road
Flat 9 Balman House Rotherhithe New Road	Flat 29 Albert Starr House Haddonfield Estate Bush Road
13 Oldfield Grove London Southwark	Flat 10 Harbord House Cope Street
64 Rotherhithe Old Road London Southwark	Flat 36 Tissington Court Rotherhithe New Road
Flat 88 Brydale House Rotherhithe New Road	Flat 31 Tissington Court Rotherhithe New Road
78 Rotherhithe Old Road London Southwark	Flat 14 Tissington Court Rotherhithe New Road
28 Rotherhithe Old Road London Southwark	Flat 11 Tissington Court Rotherhithe New Road
Flat 40 Tissington Court Rotherhithe New Road	26 Rotherhithe New Road London Southwark
Flat 15 Brydale House Rotherhithe New Road	Flat 46 Balman House Rotherhithe New Road
Flat 32 Tissington Court Rotherhithe New Road	Flat 41 Balman House Rotherhithe New Road
Flat 30 Tissington Court Rotherhithe New Road	Flat 27 Balman House Rotherhithe New Road
Flat 15 Tissington Court Rotherhithe New Road	Flat 13 Balman House Rotherhithe New Road
10-12 Rotherhithe New Road London Southwark	Flat 9 Westfield House Rotherhithe New Road
Flat 96 Brydale House Rotherhithe New Road	6 St Helena Road London Southwark
48 St Helena Road London Southwark	3 St Helena Road London Southwark
8 St Helena Road London Southwark	3 Oldfield Grove London Southwark
20 Oldfield Grove London Southwark	1 Oldfield Grove London Southwark
Flat 2 Westfield House Rotherhithe New Road	11 St Helena Road London Southwark
Flat 3 Harbord House Cope Street	88 Rotherhithe Old Road London Southwark
Flat 2 Helm House 25 Rotherhithe Old Road	50 Rotherhithe Old Road London Southwark

Flat 95 Brydale House Rotherhithe New Road	Ground Floor Flat 14-16 Rotherhithe New Road London
Flat 76 Brydale House Rotherhithe New Road	8 Rotherhithe New Road London Southwark
Flat 64 Brydale House Rotherhithe New Road	Basement Flat 14-16 Rotherhithe New Road London
Flat 57 Brydale House Rotherhithe New Road	Second Floor Flat 14-16 Rotherhithe New Road London
Flat 56 Brydale House Rotherhithe New Road	Flat 1 30 Rotherhithe New Road London
Flat 54 Brydale House Rotherhithe New Road	Flat 4 Tissington Court Rotherhithe New Road
Flat 41 Brydale House Rotherhithe New Road	Flat 24 Balman House Rotherhithe New Road
Flat 28 Brydale House Rotherhithe New Road	Flat 10 Tissington Court Rotherhithe New Road
Flat 20 Brydale House Rotherhithe New Road	Flat 84 Brydale House Rotherhithe New Road
Flat 19 Brydale House Rotherhithe New Road	Flat 21 Balman House Rotherhithe New Road
Flat 8 Helm House 25 Rotherhithe Old Road	Flat 51 Balman House Rotherhithe New Road
Flat 3 Helm House 25 Rotherhithe Old Road	Flat 49 Balman House Rotherhithe New Road
Flat 1 Helm House 25 Rotherhithe Old Road	Flat 47 Balman House Rotherhithe New Road
Flat 8 Albert Starr House Haddonfield Estate Bush Road	Flat 6 Balman House Rotherhithe New Road
Flat 2 Albert Starr House Haddonfield Estate Bush Road	Flat 10 Westfield House Rotherhithe New Road
Flat 13 Albert Starr House Haddonfield Estate Bush Road	Flat 24 Brydale House Rotherhithe New Road
Flat 34 Balman House Rotherhithe New Road	43 St Helena Road London Southwark
Flat 11 Helm House 25 Rotherhithe Old Road	30 Rotherhithe New Road London Southwark

Flat 23 Albert Starr House Haddonfield  
Estate Bush Road

Third Floor Flat 26 Rotherhithe New Road  
London

Flat 29 Tissington Court Rotherhithe New  
Road

Second Floor Flat 26 Rotherhithe New  
Road London

Flat 12 Tissington Court Rotherhithe New  
Road

Ground Floor Flat 26 Rotherhithe New  
Road London

Flat 39 Tissington Court Rotherhithe New  
Road

Basement Flat 26 Rotherhithe New Road  
London

Flat 5 Harbord House Cope Street

Flat 9 Helm House 25 Rotherhithe Old  
Road

First Floor Flat 26 Rotherhithe New Road  
London

**Re-consultation:**

None.

## **Appendix 5: Consultation responses received**

### **Internal services**

Transport Policy

Archaeology

Design and Conservation Team [Formal]

Ecology

Highways Development and Management

Flood Risk Management & Urban Drainage

Urban Forester

Community Infrastructure Levy Team

Environmental Protection

### **Statutory and non-statutory organisations**

Environment Agency

Great London Authority

Metropolitan Police Service (Designing Out crime)

Thames Water

### **Neighbour and local groups consulted:**

Objector responses have been summarised in the main body of the report.