

Item No. 7.3	Classification: OPEN	Date: 3 October 2017	Meeting Name: Planning Sub-Committee A
Report title:	Development Management planning application: Application 17/AP/0296 for: Full Planning Application Address: 4-10 BOMBAY STREET, LONDON SE16 3UX Proposal: Demolition of existing buildings and erection of a part 6 part 7 storey mixed-use building with 416sqm of flexible commercial and employment floorspace at ground and first floor level (Use Classes A1, A2 and B1), 18 flats (6 x 1Bed, 8 x 2Bed & 4 x 3Bed) comprising 2 wheelchair accessible units in the upper floors and associated private amenity areas, landscaping, pedestrian access points, cycle parking and refuse storage.		
Ward(s) or groups affected:	South Bermondsey		
From:	Director of Planning		
Application Start Date 10/02/2017		Application Expiry Date 12/05/2017	
Earliest Decision Date 17/03/2017			

RECOMMENDATION

1. a. That planning permission is granted subject to conditions and the completion of a legal agreement.
- b. In the event that the legal agreement is not completed by 22 December 2017, that the Director of Planning be authorised to refuse planning permission for the reasons set out in paragraph 128 of this report.

BACKGROUND INFORMATION

Site location and description

2. The irregular-shaped site has an area of approximately 0.085 hectares and is located on the eastern side of Bombay Street, within the administrative boundary of the London Borough of Southwark.
3. The site comprises a group of one and two storeys non-descript commercial properties with rear extensions and internal courtyards.
4. The site is bounded by a railway line to the north east with industrial units in the railway arches, a single storey structure and dense trees coverage to the east and a four storey residential building to the south with retail units on the Southwark Park Road frontage. On the western side of Bombay Street are other two storey commercial and industrial properties.
5. The immediate area is characterised by predominantly residential and mixed use urban development, with retail and commercial units to the ground floor of properties on Southwark Park Road. Neighbouring buildings range from two to seven storeys in

height.

6. The application site is located on the fringes of The Blue Local Town Centre and within the Urban Density Zone, Flood Risk Zone 2 and the Air Quality Management Area. The site is not located within a Conservation Area, nor is the application site within the setting of any Statutory Listed Buildings.
7. The site has a Public Transport Accessibility Level rating of 4 'Good' and is well served by public transport.

Details of proposal

8. This application seeks planning permission for the demolition of existing buildings and erection of a part 6 part 7 storey mixed-use building with 416sqm of flexible commercial and employment floorspace at ground and first floor level (Use Classes A1, A2 and B1), 18 flats (6 x 1Bed, 8 x 2Bed & 4 x 3Bed) comprising 2 wheelchair accessible units in the upper floors and associated private amenity areas, landscaping, pedestrian access points, cycle parking and refuse storage.
9. Schedule of accommodation:

Ground and first floors providing 416m² of flexible commercial floorspace within Use Classes A1, A2 and B1.

Flat No.	Floor	Type	Size	Tenure	Living / Kitchen / Dining	Bed 1	Bed 2	Bed 3	WC	Storage	Amenity
1	2nd	2B4P	107 (70)	Private	39 (27)	18 (12)	14 (7)		5.94 & 3.5 (3.5)	4.4 (2)	19 (10)
2	2nd	2B3P	82 (61)	Private	31 (27)	17 (12)	10 (7)		6.3 (3.5)	2.6 (2)	6 (10)
3	2nd	3B5P	87 (86)	Private	31 (30)	12 (12)	12 (7)	9 (7)	5.2 (3.5)	2.9 & 1.1 (2)	10 (10)
4	3rd	2B3P	62 (61)	Intermediate	27 (27)	14 (12)	9 (7)		4.3 (3.5)	1.5 (2)	9 (10)
5	3rd	2B4P	70 (70)	Intermediate	27 (27)	13 (12)	13 (7)		4.75 (3.5)	1 & 0.8 & 0.7 (2)	10 (10)
6	3rd	1B2P	51 (50)	Intermediate	27 (24)	12 (12)			4.3 (3.5)	1 & 0.5 (1.5)	6 (10)
7	3rd	3B5P	87 (86)	Private	31 (30)	12 (12)	12 (7)	9 (7)	4 (3.5)	2.9 & 1.1 (2)	10 (10)
8	4th	2B3P	62 (61)	Intermediate	27 (27)	14 (12)	9 (7)		4.3 (3.5)	1.5 (2)	8 (10)
9	4th	2B4P	70 (70)	Private	27 (27)	13 (12)	13 (7)		4.7 (3.5)	1 & 0.8 (2)	10 (10)
10	4th	1B2P	51 (50)	Intermediate	27 (24)	12 (12)			4.4 (3.5)	1 & 0.5 (1.5)	6 (10)
11	4th	3B5P	87 (86)	Private	31 (30)	12 (12)	12 (7)	9 (7)	4.2 (3.5)	2.9 & 1.1 (2)	10 (10)
12	5th	2B3P	62 (61)	Private	27 (27)	14 (12)	9 (7)		4.2 (3.5)	1.5 (2)	9 (10)
13	5th	2B4P	70 (70)	Private	27 (27)	13 (12)	13 (7)		4.7 (3.5)	0.7 & 0.8 (2)	10 (10)
14	5th	1B2P	51 (50)	Intermediate	27 (24)	12 (12)			4.3 (3.5)	1 & 0.5 (1.5)	6 (10)
15	5th	3B5P	87 (86)	Private	31 (30)	12 (12)	12 (7)	9 (7)	4 (3.5)	2.9 (2)	10 (10)
16	6th	1B2P	50 (50)	Intermediate	24 (24)	15 (12)			4.3 (3.5)	1 (1.5)	7 (10)

17	6 th	1B2P	50 (50)	Private	24 (24)	14 (12)			4.2 (3.5)	1 (1.5)	25 (10)
18	6 th	1B2P	50 (50)	Private	24 (24)	15 (12)			4.4 (3.5)	1 (1.5)	6 (10)

10. **Amenity space:**

Amenity space would be provided in the form of balconies with all residential units having access to some form of private outdoor space. An additional area of communal amenity space (85m²) would be provided in the form of a roof terrace at 6th floor level.

11. **Materials:**

All materials are referenced on Design and Access Statement ref: BBS-DS-00-ZZ-RP-A-D602 dated January 2017

12. Brickwork: Selected Dark Facings by Freshfield Lane

Cladding: Standing Seam Blue / Grey Zinc

Windows & Door Frames: Composite aluminium and timber windows. RAL Colour 7005.

Balconies: Steel Flat Balustrades

13. **Planning history**

16/EQ/0107 Application type: Pre-Application Enquiry (ENQ)
Demolition of existing buildings and redevelopment of the site to provide a residential led mixed-use development in part 5 storey building part 6 storey, being the top floor set back. It comprises commercial and employment floorspace (flexible use class A1, A2, A3 and B1) to the ground floor, with a mix of residential units above, providing cycle parking and areas of shared and private amenity for residents
Decision date 10/06/2016 Decision: Pre-application enquiry closed (EQC)

Planning history of adjoining sites

27-29 Blue Anchor Lane & 20 Bombay Street

14. 04-AP-0650

Demolition of existing garage repair workshop and redevelopment of site with part-4, part-6 and part-7 storey building comprising 6 live/work studios, 3 Class B1 light industrial/office units and 27 residential flats, including 2 storey buildings at the rear of 31-39 Blue Anchor Lane. Planning permission **granted** subject to S106 at committee on 17/05/05.

17-21 Blue Anchor Lane

15. 08-AP-1219

Demolition of existing building (car repair centre) and the erection of a new six storey mixed-use building consisting of a B1a unit (office) at ground/part first floor, and 5 residential units (1 x 1 and 4 x 2 bed flats) on the upper floors. Planning permission **granted** under delegated powers 08/07/08.

3-7 Bombay Street

16. 06-AP-0464

Demolition of existing building for the construction of new ground floor commercial units with residential entrances, refuse stores, cycle stores, two No disabled and one No visitor car parking spaces / new 27 residential units over four upper storeys (private/affordable ownerships) with external amenity decks. Application **withdrawn** by applicants following advice that the application would be refused.

41-47 Blue Anchor Lane & 9-13 Bombay Street

17. 08-AP-1744

Demolition of existing buildings in connection with the redevelopment of the site to provide 5 x 3 bed three-storey terraced houses fronting Blue Anchor Lane, and a six-storey building fronting Bombay Street to provide 4 B1 commercial units at ground floor level and 16 flats (4 x 1 bed, 5 x 2 bed, 5 x 3 bed and 2 x 4 bed) on upper floors, with associated car and cycle parking facilities (total 21 residential units; 3 car-parking, 32 cycle-parking and 2 car-club spaces). Planning permission **granted** under delegated powers 16/07/2009.

257-265 Southwark Park Road

18. 04/AP/0997

Planning permission **granted** under delegated powers 04/02/2005.

19. 261-265 Southwark Park Road

06/AP/1132

Planning permission **granted** under delegated powers 13/09/2006

KEY ISSUES FOR CONSIDERATION

Summary of main issues

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

- a. The principle of the development in terms of land use and conformity with strategic policies
- b. Design and appearance
- c. Standard of Business Accommodation
- d. Residential Amenity
- e. Density
- f. Neighbour Amenity
- g. Traffic and Transportation
- h. Flood Risk
- i. Energy Efficiency & Sustainability

Planning policy

21. National Planning Policy Framework (the Framework)

Section 1 - Building a strong, competitive economy

Section 4 - Promoting sustainable transport

Section 6 - Delivering a wide choice of high quality homes

Section 8 - Promoting healthy communities

Section 7 - Requiring good design

Section 10 - Meeting the challenge of climate change, flooding and coastal change

22. The London Plan 2016

Policy 4.2 - Offices

Policy 5.2 - Minimising carbon dioxide emissions

Policy 5.3 - Sustainable design and construction

Policy 5.10 - Urban greening

Policy 5.11 - Green roofs and development site environs

Policy 5.12 - Flood risk management

Policy 5.13 - Sustainable drainage

Policy 6.3 - Assessing effects of development on transport capacity
Policy 6.7 - Cycling
Policy 6.10 - Walking
Policy 7.4 - Local character
Policy 7.6 - Architecture
Policy 7.8 - Heritage assets and archaeology
Policy 7.14 - Improving air quality

23. Core Strategy 2011

Strategic policy 1 - Sustainable development
Strategic policy 2 - Sustainable transport
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 12 - Design and conservation
Strategic policy 13 - High environmental standards

24. Southwark Plan 2007 (July) - saved policies

The Council's cabinet on 19 March 2013, as required by para 215 of the NPPF, considered the issue of compliance of Southwark Planning Policy with the National Planning Policy Framework. All policies and proposals were reviewed and the Council satisfied itself that the policies and proposals in use were in conformity with the NPPF. The resolution was that with the exception of Policy 1.8 (location of retail outside town centres) in the Southwark Plan all Southwark Plan policies are saved. Therefore due weight should be given to relevant policies in existing plans in accordance to their degree of consistency with the NPPF.

1.4 - Employment Sites Outside the Preferred Office Locations and Preferred Industrial Locations
1.5 Small Business Units
3.1 Environmental Effects
3.2 Protection of Amenity
3.3 Sustainability Assessment
3.4 Energy Efficiency
3.5 Renewable Energy
3.6 Air Quality
3.7 Waste Reduction
3.9 Water
3.11 Efficient use of Land
3.12 Quality in Design
3.13 Urban Design
3.14 Designing out Crime
4.1 Density of Residential Development
4.2 Quality of Residential Accommodation
5.1 Locating Developments
5.2 Transport Impacts
5.3 Walking and Cycling
5.6 Car Parking

25. Supplementary Planning Documents

Affordable Housing SPD (2008)
Development Viability SPD (2016)
2015 Technical Update to the Residential Design Standards (2011)

Section 106 Planning Obligations and Community Infrastructure Levy (CIL)
Sustainability Assessment SPD (2009)
Sustainable design and construction SPD (2009)
Sustainable Transport SPD (2010)

Summary of consultation responses

26. Two letters of objection received raising the following concerns:

- Objector did not received a consultation letter;
- That the ground floor plan is inaccurate (bank drawn in wrong place);
- That the development would impact on daylight / sunlight of the properties at 51/53 Blue Anchor Lane

Noted:

- Records indicate that consultation letters were sent to 51/53 Blue Anchor Lane on 15/02/2017
- Site visit indicated that drawings are accurate
- 51/53 Blue Anchor Lane is approximately 40m to the west of the site. As such it is not considered that the proposed development would have a detrimental impact on daylight or sunlight at these properties.

Environment Agency

27. Have no objections and recommend conditions

Transport for London

28. Due to the site location and nature of the development, there is unlikely to be any severe adverse impacts on TfL assets or services.

London Underground

29. Raised no objections.

Network Rail

30. Raised no objections.

London Fire and Emergency Planning Authority

31. Recommend that the proposal is built in accordance with Fire Safety Guidance Note Number GN29.

Noted: This would be covered through Building Regulations.

Metropolitan Police Service

32. Replied that the development is suitable to achieve Secured by Design accreditation, therefore they recommend a 'Secured by Design' condition.

Thames Water

33. Raised no objections.

Historic England

34. Commented that it is not necessary for this application to be notified to Historic England.

Transport Team

35. The proposed development is 'car-free' with no on-site car parking provision including wheelchair parking. Although evidence has been provided to demonstrate there is on-street capacity. There is concern that in reality there would be impact from this development. The proposal for managing the servicing and delivery of this site is satisfactory and detailed cycle parking should be subject to condition.

Urban Forester

36. Raised no objections as there are no existing trees or landscaping exists on site; however recommended a condition in regards to landscaping.

Ecology Officer

37. The Ecology Office has no concerns. The Green roof would offer greater ecological enhancement if it was a biodiverse roof.

Drainage Team

38. No objections; however they recommended non-return valves are installed for all connections to the sewer below the Environment Agency Thames breach modelling plus 300mm freeboard.

Archaeology officer

39. The application site is not within an Archaeological Priority Zone (APZ), although the 'Bermondsey Lake' APZ lies to the south of the site. Appraisal of this planning application using the Greater London Historic Environment Record (GLHER) and information submitted with the application indicates that, in this instance, it can be concluded that the archaeological resource would not be compromised by these works. No further archaeological assessment, fieldwork or conditions are required in consideration of this application.

Environmental Protection Officer

40. Raised no objections; however recommended conditions.

Principle of development

41. Saved Southwark Plan Policy 1.4 (Employment sites outside the Preferred Office Locations and Preferred Industrial Locations) states that on sites with an established Class B use that either front a classified road, are within the Central Activity Zone, a Strategic Cultural Area, Town and Local Centre or an Action Area Core, development should not result in a net loss of the Class B use. This is reinforced by Strategic Policy 10 of the Core Strategy which seeks to preserve the existing business floor space within the Borough.
42. The application form asserts that the existing site contains 563sqm of office floorspace (B1a). The proposal therefore represents a modest loss of 150sqm commercial space. As the site is located within a local centre, this is strictly contrary to policy 1.4, though there are several mitigating circumstances. The local centre

designation only covers the southern part of the site and so this boundary is slightly artificial. In addition, the scheme retains a sizeable amount of commercial floorspace at ground and first floor level. This space fronts the railway arches, which host several commercial tenants, and will represent an uplift in quality compared to the existing space. The provision of a mixed-used development is also consistent with the prevailing character of the area, as described above, and as such the minor loss of employment floorspace is considered a justifiable and appropriate response to the characteristics of the site.

43. An 'A' class use on the site is acceptable as part of the site is within the Blue Local Town Centre. It is proposed to retain 416m² of commercial floorspace falling within Use Class A1, A2 and B1 resulting in a modest loss of B1-floorspace of 149m².
44. Furthermore, Southwark is delivering around 1650 homes a year which is among the highest in London. The Mayor of London has proposed a target for Southwark of 2,736 new homes per year. The proposed development is for a net increase of 18 units of accommodation which will go towards the required housing provision and will provide additional diversity in the housing stock in the surrounding area. The development would also not be developed at the expense of other important land uses thereby meeting the requirements of Policies SP14 and SP17.
45. The creation of new residential dwellings is also supported by Section 6 of the NPPF and Strategic Policy 5 of the Core Strategy which seeks to provide more housing opportunity for residents across the Borough. The proposal would also comply with the objectives of Saved Policy 3.11 of the Southwark Plan which seeks to make efficient use of brownfield land for development.
46. The development is therefore considered acceptable in principle.

Environmental impact assessment

47. The site does not require any formal assessment as it falls outside of the EIA criteria.

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

48. Strategic policy 13 of the Core Strategy requires consideration to be given to the impact of developments on the places in which people live, work and enjoy. Saved policy 3.2 of the Southwark Plan seeks to ensure an acceptable standard of amenity for existing and future occupiers.
49. The proposed building will not have a detrimental impact on the amenity of neighbouring residential properties through loss of sunlight/daylight, visual intrusion or loss of privacy.

Loss of privacy or overlooking

50. The proposed building would be to the north of the properties located between 257 and 275 Southwark Park Road, at a distance of between 10 and 12 metres. The proposed windows in the south elevation of the development fronting onto these properties would only service the lobby areas providing access to the flats.
51. The properties on Bombay Street immediately opposite the proposal site are in commercial use and to the north of the site is the railway viaduct.
52. Given the above, it is not considered that the proposed location of the development would result in any harmful loss of privacy or overlooking.

Loss of daylight/sunlight

53. The BRE 2011 Guidance recommends two main methods of calculation for daylight impacts, the Vertical Sky Component (VSC) and No Sky Line (NSL) tests. In relation to sunlight, the BRE recommend a calculation of the Annual Probable Sunlight Hours (APSH).
54. The VSC method calculates the amount of sky visible at the centre of each window facing the site. The VSC is quantified as a percentage. The NSL is the line in a unit where an occupier no longer has a direct view of the sky and the method assesses the change in position of the NSL between the existing and proposed situations.
55. In relation to sunlight, the APSH calculation considers the amount of sun available in both the summer and winter to each given window that faces within 90 degrees of due south. Summer is considered to be the six months between 21 March and 21 September and winter the remaining months.

Overshadowing (Sun Hours on Ground)

56. The Sun Hours on Ground assessment is based on the 21 March. This analysis establishes the area of a private garden or a public open space which receives at least two hours of sunlight on the found on 21 March.
57. The BRE 2011 Guidance to the council recommends that for a garden or amenity space, no more than half (50%) of the area should be prevented by buildings from receiving two hours of sunlight on the 21st March.

Daylight / Sunlight analysis

275 Southwark Park Road

58. This property is located to the southeast of the proposed development site and comprises retail space at ground floor level with residential accommodation above.
59. The daylight and sunlight impacts to this property, as a result of the proposed development, are fully compliant with the guidance of the BRE.

271-273 Southwark Park Road

60. This property is located to the southeast of the proposed development site and comprises retail space at ground floor level with residential accommodation above.
61. The daylight and sunlight impacts to this property, as a result of the proposed development, are fully compliant with the guidance of the BRE.

269 Southwark Park Road

62. This property is located to the southeast of the proposed development site and comprises retail space at ground floor level with (presumably) residential accommodation above.
63. A single VSC daylight shortfall occurs to the first floor bedroom accommodation to this property. This reduction results in a VSC of almost 21%, just below the aspirational target of 27%. This still represents a reasonably good level of daylight reaching the window and is a level comparable to many other properties locally and recently consented. It is further noted that the BRE guidelines apply equally in all contexts,

including rural areas, and that this impacts affects a bedroom as opposed to a living space, where good levels of daylight are considered more important.

64. With the exception of the above single daylight shortfall, the daylight and sunlight impacts to this property, as a result of the proposed development, are fully compliant with the guidance of the BRE Guide.

259-267 Southwark Park Road

65. This property is located to the south of the proposed development site and comprises retail space at ground floor level with residential accommodation above at first to third floors.
66. We understand that all of the 50 windows serving the upper floors to this property serve either bedrooms or living / kitchen / dining (LKD) space. Whilst there are some shortfalls against the strict aspirations of the BRE Guide in terms of VSC, it is important to note that the BRE Guide states that daylight is less important to bedrooms.
67. With the exception of LKD space at first to third floor levels (Room "R2", in each case), all assumed LKD spaces achieve VSC compliance – when measured against the levels recommended by the BRE. Again, with the exception of the R2 LKD's, all LKD's achieve a NSL in excess of 80%. Therefore, whilst the assessment suggests a tangible impact to these properties, those rooms with the greatest need for daylight are not likely to be seriously affected.
68. A further ADF calculation has been undertaken to indicate the quality of daylight within the above rooms. Though this assessment can only be afforded limited material weight given the assumptions that it requires on factors like the internal decoration of rooms affected, with the exception of the R2 LKD's, it suggests that the majority of habitable rooms all exceed the minimum recommendations of the BRE.

251b Southwark Park Road

69. This property is located to the southwest of the proposed development site and comprises commercial space at ground floor level and residential and commercial accommodation above.
70. The daylight and sunlight impacts to this property, as a result of the proposed development, are fully compliant with the guidance of the BRE.

Proposed Development - 4-10 Bombay Street

71. The BRE offer further guidelines for the amount of daylight that should be available in new residential properties. This daylight (ADF) analysis shows that the Proposed Development will be fully compliant with the BRE Guide upon completion.
72. With the exception of just seven shortfalls against the BRE Guide aspirations, sunlight (APSH) analysis shows that shortfalls were only noted to the First Floor (R6) LKD door (labelled W10) and (R1) Bedroom window W1. Corresponding doors and windows at Second and Third floors also suffer shortfalls. As does door W12 - which corresponds with the First Floor R6 door.
73. These shortfalls are almost certainly affecting secondary glazed apertures in the form of doors in most locations. Furthermore, as they are serving bedrooms and kitchen which have lower aspirations for sunlight, than say a living room, they are less sensitive to some degree. These shortfalls occur as a result of the location of the

apertures in question, which are either facing almost due east or due west – thereby limiting the opportunity for them to benefit from sunlight. Also, the potential view of the sky, and therefore sun is hampered by balconies above – which, if removed, would result in greatly improved sky and therefore sun amenity. This is a common tension and requires a balance to be struck between the two policy aims of ensuring good levels of sunlight and providing private amenity space for new properties.

Overshadowing

74. The Proposed Development and the resulting overshadowing on 21 March will be fully compliant with the BRE Guide.
75. In interpreting these results, it needs to be emphasised that the BRE guidance is applied to all types of development in urban, suburban and rural situations and the results need to be considered in context. Appendix F of the BRE Guidance (2011) notes that in some contexts, such as historic town centres.
76. As a result of the site's location, the scale and massing of the development, and its separation from neighbouring properties, it is considered that the proposed development would not result in a detrimental impact on the amenity of nearby neighbours in regards to loss of daylight / sunlight or overshadowing.

Impact of adjoining and nearby uses on occupiers and users of proposed development

77. Saved Policy 3.2 states planning permission for development will not be granted where it would cause loss of amenity, including disturbance from noise, to present and future occupiers in the surrounding area or on the application site. Furthermore, Saved policy 3.11 Efficient use of land of the Southwark Plan 2007 states that all developments should ensure that they maximise the efficient use of land, whilst ensuring that, among other things, they do not unreasonably compromise the development potential of or legitimate activities on, neighbouring sites. It also states that the LPA will not grant permission for development that would not allow for satisfactory standard of accommodation and amenity for future occupiers of the site.
78. The site is bound to the west by Bombay street, to the south-west by a busy railway line, and is adjacent to a mixture of commercial and residential properties in both south and west directions.
79. The majority of the existing uses do not fall into the B1 land use category but rather are deemed to fall into either a B2 (General industrial) or (Sui generis) category, i.e., based on the nature of the activities and processes involved and the corollary of these, i.e., the level of noise which typically emanates from them including, in some cases, the emission of dust and fumes.
80. The existing commercial workshops are long-established which means they are unencumbered by any planning restrictions on when or how they operate. It was observed that works, including noisy and dust generating activities, are undertaken outside the units within the central alleyway. Such activity would create noise and disturbance that would affect the living conditions of any future occupiers of the surrounding flats.
81. This application seeks planning permission for a combination of flexible commercial and residential space.
82. The proposal has regard to the siting, design and layout of the proposed development and potential noise from the A1, A2 and B1 commercial premises. Calculations have

been undertaken in accordance with the guidance of BS8233:2014 & WHO 'Guidelines for Community Noise 1999' to provide suitable glazing and ventilation mitigation the development. As such, the proposed development should achieve internal noise levels for comfortable resting and sleeping. Conditions are recommended to this effect.

83. This proposal is therefore considered to comply with saved policies 3.2 (Protection of amenity) and 3.11 (Efficient use of land) of the Southwark Plan (2007) and policy 7.15 (Reducing and managing noise, etc.) of the London Plan (2015) and section 12 of the NPPF.

Transport issues

84. Saved policy 5.2 of the Southwark Plan seeks to ensure that developments do not result in adverse highways conditions.
85. The site is within an area with a Public Transport Accessibility Level of 4 which is good. The application site is not within a controlled parking zone. Furthermore, the proposed development would be 'car-free' with no on-site car parking provision.

Car parking

86. London Plan Policy 6.13 states that in locations with high public transport accessibility, car-free developments should be promoted (while still providing for disabled people).
87. The applicant submitted a transport assessment statement providing details that there are existing opportunities for on-street parking in the immediate vicinity of the site. Parking survey results, along with TRICS/Census-based traffic calculations for the existing and proposed uses confirm that there would only be a net increase in on-street parking demand at the site of 1 vehicle, and spare capacity exists to accommodate this demand (including residents of the 2 wheelchair units). The transport assessment goes further and states that the car-free proposals are also in accordance with current/emerging local planning policy, and the requirements of the London Plan, which all advocate efforts to minimise parking provision in areas with good access to public transport.
88. The car-free nature of the proposed scheme means that no on-site disabled parking spaces would be provided. However, the London Plan standards note that non-residential disabled parking can be on or off-street, whilst for residential uses it only states that on-site provision is *preferable*, rather than mandatory. The emerging local policy also acknowledges that the maximum of one-space per wheelchair unit needs to be considered in the context of several factors such as access to local amenities and public transport.
89. The development proposals include two wheelchair units, resulting in a maximum requirement for two blue badge spaces. Whilst these would not be provided on-site, the above calculations indicate that demand for parking could be accommodated on-street on Bombay Street in the vicinity of the site. When considered in tandem with the good opportunities for travel by public transport, as well as a variety of local facilities within a short walking distance, it is considered that the opportunities for parking on-street are sufficient to meet the requirements of the London Plan.
90. The council's transport team stated that even though evidence has been provided to demonstrate there is on street capacity. There is concern that in reality there would be impact from this development; however as a result of site constraints, a good PTAL level of 4 and that there is evidence of on street capacity it is considered that on balance the proposal complies with saved policy 5.6 – Car parking of the Southwark

Cycle parking

91. The proposed Ground Floor Plan (BBS-DS-01-GF-DR-A-P100) indicates that 32 covered cycle parking spaces would be provided for residential use to the southern side of the building, and a further 6 covered cycle parking spaces would be provided for commercial use to the northern side of the building. Each commercial unit have a further 2 internal cycle parking spaces This level of provision would meet the London Plan cycle parking standards and would be supported.

Refuse storage

Residential Flats

92. The proposed Ground Floor Plan (BBS-DS-01-GF-DR-A-P100) shows how the residential bin store would be located within the residential core, with access via gates at the southern end of the site frontage on Bombay Street. This storage area would be within 30 metres of all the flats in the horizontal plane, as required by the LBS guidance, and could be easily access via the lift/stairs. Drawing Number 162230-02 (see Transport Assessment Statement) confirms that the access to this bin store would be approximately 10 metres from the edge of Bombay Street, meeting the LBS maximum walking distance requirements. The drawing confirms that the refuse vehicle could successfully manoeuvre to wait at the eastern edge of Bombay Street, with the proposed 'keep clear' markings minimising the risk of parked vehicles preventing the refuse vehicle from stopping here. The refuse contractor should be provided with the means to enter the gates and bin store to collect waste, to prevent any unnecessary delays that could affect passing vehicles.
93. Refuse collections for the other residential dwellings on Bombay Street currently occur on Wednesdays, and so this should continue to occur for the proposed development as well. A refuse collection calendar should be provided in the residential core to remind residents of collection days.

Commercial use

94. Each office unit will be responsible for making the necessary arrangements with a local waste contractor for refuse collections. The ground floor layout plan confirms that the two units will be served by a shared bin store located at the northern edge of the proposed building, in between the two units. Access to the bin store would be external, and would be within 30 metres of the entrances to each unit.
95. To stop within the required 10 metres of the office bin store, Drawing Number 162230-02 confirms how refuse collection vehicles could reverse into the retained access to the site from Bombay Street.
96. All of the above issues are therefore considered to be satisfactory and in accordance with the relevant Development Plan policies set out above; however, a Service Management Plan will be required by condition to ensure detailed assessment and control of servicing and refuse collection.

Design issues

97. The NPPF stresses that good design is a key aspect of sustainable development, is indivisible from good planning (paragraph 56). This is echoed by Core Strategy Strategic Policy 12 which states that development will achieve the highest quality of design, helping to create attractive and distinctive places, while saved Southwark Plan

policy 3.13 asserts that the principles of good urban design must be taken into account in all developments. This includes height, scale and massing of buildings, consideration of the local context, its character and townscape as well as the local views and resultant streetscape.

Local Context

98. The existing urban context is predominately residential, with shops and businesses occupying the ground floor levels to the main roads, namely Southwark Park Road. 2-4 storey mixed-use buildings neighbour the Site immediately to the South, which form part of the Protected Shopping Frontage. Similar buildings and occupancies continue along Southwark Park Road to the West. To the North West of the Site the context begins to increase in scale, with new residential developments being constructed on sites adjoining the railway, which vary in height from 3 to 7 storeys.

Site Layout and Design

99. The scheme proposes a 6 storey corner block with a 7th storey set back which defines the curved section of Bombay Street and its relationship with the railway viaduct.
100. A commercial / retail unit at ground floor and first floor level, along with the main entrance to the residential units above provides the street with a desirable active frontage.
101. The height of the proposal has been carefully considered to relate to the surrounding context. The 6 storey building with a set back 7th storey is comparable in scale to recent developments along the railway to the east and west.
102. The scheme benefits from a communal terrace to the roof that is proposed to incorporate raised planters, paving and seating.
103. A courtyard is provided to the south between the proposed building and the existing residential block at No. 257-267 Southwark Park Road. This area is directly accessed from the residential core and gated off from Bombay Street and would be enhanced with high quality landscape.
104. Southwark Plan Policy 3.11 states that all developments should maximise the efficient use of land. It also goes on to state that the LPA will not grant permission for development that is considered to be an unjustified underdevelopment or over-development of a site. The scheme has been revised since initial pre-application discussions, with new plans received for upper floors to better address relationship with height of neighbouring developments and its relationship with the streetscape on Bombay Street through the set back from the street at ground and mezzanine levels. The proposal would not have an unreasonable impact on the outlook or privacy of existing neighbours.

Ground floor

105. The ground floor layout separates the entrances of the residential and commercial uses so there is no circulation crosses over. The residential element has a primary entrance to the west off Bombay Street and a secondary entrance to the south west via the communal landscaped area which also gives access to the bin store. All entrances are to be level access.
106. Ancillary elements such as bin / bike stores can be found within the development (residential) to the south and to the north of the site opposite the railway arches (commercial). This allows for an uninterrupted and active façade along Bombay

Street. The layout will enhance the safety and security of the site and surrounding area through passive surveillance from the commercial areas as well as the residential apartments above.

First floor

107. The commercial first floor is accessed internally via the commercial units from the ground floor. The set back from the street at ground and mezzanine levels coupled with full height curtain wall glazing will enhance the street scene with active commercial frontage over two levels.

2nd to 5th Floors

108. The dwellings are accessed off a communal corridor which benefits from natural light and ventilation via a window which overlooks the communal landscaped area below. The dwellings are dual aspect where possible, with single aspect dwellings having large windows to maximize natural light and ventilation. The layout of the proposal avoids any overlooking to the neighbouring property to the south.

6th Floor

109. At sixth floor level the massing steps back, creating a communal landscaped roof terrace and private roof terraces for the dwellings. This set back sixth floor is typical of new developments in the surrounding area. The communal landscaped roof terrace faces south.

Materials

110. The external materials proposed are sympathetic to the surroundings with facing brickwork and zinc cladding. This simple palette of materials compliments the unfussy and clean lines of the building.
111. Overall, officers consider that the proposed development makes an appropriate response to the site, demonstrates a strong understanding of local character and will deliver a building of an appropriate scale and quality to enhance the streetscape. Subject to appropriate conditions that will require materials samples and detailed section drawings to be agreed in due course, officers are satisfied that the development will deliver a sufficiently high quality of design.

Density

112. The site is located within the Urban Density Zone which has a density range of 200-700hr/ha in areas of predominantly four or more storeys in height and a public transport accessibility level (PTAL) of 4-6. This site has a PTAL of 4; this range is considered most appropriate given the densities and heights of buildings in the immediate vicinity. It would be unreasonable to apply a lesser density range in this case.
113. The density of the proposed development would equate to 600hr/ha.

Quality of residential accommodation

114. Saved policy 4.2 requires new residential developments to provide a good standard of accommodation. The details of the proposed Schedule of Accommodation are shown in paragraphs 9 & 10.

Size/Layout

115. The proposal would provide a satisfactory standard of accommodation for future residential occupiers which would meet the minimum standards in the Residential Design Standards SPD. The majority of the units would be dual aspect with views over Bombay Street and the railway viaduct. Flats 2, 6, 10, 14, 16 and 18 would be single aspect but would have appropriate orientation of south and north-east. These units have large balconies and large windows. This would enable maximum sunlight and daylight to penetrate the units and it is not considered that this would warrant a reason for refusal. All proposed room sizes in all units would be more than adequate for their intended purpose with good levels of natural sunlight and daylight.

Residential Mix

116. All major residential new-build should provide an appropriate mix of dwelling sizes and types. The majority of units should have two or more bedrooms and developments of 15 or more units should provide at least 10% of the units with three or more bedrooms. Furthermore as least 10% of units should be suitable for wheelchair users.
117. Of the 18 units proposed 4 provide 3 or more bedrooms, whilst 2 units have been designed as wheelchair accessible. Furthermore over 67% of the development is made up of units of 2 or more bedrooms. The application proposal therefore meets the requirements of the Core Strategy with regard to dwelling mix.

Amenity Space

118. Amenity space would be provided in the form of private balconies for each residential unit. Although some of the areas fail to meet the recommended standards as outlined within the Residential Design Standards SPD it is considered that due to the constraints of the site an appropriate balance has been reached in terms of amenity space. All family units have access to a balcony/terrace of at least 10sqm. All the dwellings are generous in size and it is considered that they would meet the needs of future residential occupiers.
119. The Residential Design Standards SPD states that where it is not possible to provide 10 sqm of private amenity space, as much space as possible should be provided as private amenity space, with the remaining amount added towards the communal amenity space requirement. It is therefore proposed to provide 85m² communal amenity space in the form of a roof terrace on the 6th floor and it is considered that they would adequately meet the needs of future residential occupiers.

Quality of Business Accommodation

120. It is considered that the standard of accommodation within the business units proposed is acceptable and meets known market demands for small business units in the area. The units are proposed for Use Classes A1, A2 and B1 which are considered most appropriate for this particular site and compatible with the residential accommodation above.

Impact on trees

121. The site is not within a Conservation Area nor are there any protected (TPO) trees on the site therefore it is considered that the proposal would not result in a detrimental impact on the site in regards to trees.

Affordable Housing (Number and Tenure)

122. The council's current affordable housing policies are set out in the saved policies of the Southwark Plan (2007) and the Core Strategy (2011). Further guidance is provided in the Affordable Housing SPD (2008), the Draft Affordable Housing SPD (2011), and the Development Viability SPD (2016).
123. Core Strategy Policy 6 requires new developments of 10 or more homes to provide a minimum of 35% affordable housing, while Policy 4.4 (affordable Housing) of the Southwark Plan 2007 sets out a required split of 70% social rented and 30% intermediate.
124. The mechanism for securing the provision of affordable housing is a legal agreement which would run with the land and would require the owner to provide the requisite affordable housing when the planning permission is implemented.
125. Where an applicant is able to demonstrate that a scheme cannot viably provide a policy compliant level of affordable housing the council may grant planning permission. Viability must be demonstrated by recourse to a full and transparent viability appraisal and any sub-policy compliant schemes will only be granted planning permission subject to a post implementation viability review to ensure that a proportion of any subsequent uplift in scheme value following the grant of planning permission contributes towards plugging the affordable housing deficit. The Development Viability SPD (2016) provides detailed guidance relating to the assessment of scheme viability.
126. The application has been accompanied by a financial appraisal of the viability of providing affordable housing.
127. The initial financial appraisal provided by the applicant's consultant (undertaken in accordance with the RICS guidance notes) stated that only 25% affordable housing could be delivered without making the development unviable.
128. The financial appraisal was scrutinised by the council's consultant who adopted both the RICS approach and the method advocated by the council's Development Viability SPD. The outcome of sensitivity testing relating to sales values and profit was that a scheme providing 32% intermediate housing, as a result of the small scale development with a single staircore, could be supported on site without adversely affecting the viability of the proposed scheme.
129. Following negotiation the applicant has offered 32% on site affordable housing of which all are intermediate housing. This equates to seven units of intermediate accommodation.
130. The council's consultant, having considered the valuation sensitivities and the unpredictable outcome of any potential appeal, consider that this is the maximum reasonable amount of affordable housing that can be substantiated. The affordable housing would be secured by way of a legal agreement which would be subject to a standard review mechanism.

Planning obligations (Section 106 undertaking or agreement)

131. Saved policy 2.5 of the Southwark Plan and Policy 6A.5 of the London Plan advise that planning obligations should be secured to overcome the negative impacts of a generally acceptable proposal. Saved policy 2.5 of the Southwark Plan is reinforced by the Supplementary Planning Document (SPD) on Section 106 Planning Obligations, which sets out in detail the type of development that qualifies for planning obligations, and the NPPF, which advises that every planning application will be

judged on its merits against relevant policy, guidance and other material considerations when assessing planning obligations.

132. A draft Section 106 agreement has been negotiated with the application to secure the following:

There are seven affordable units: 04, 05, 06, 08, 10, 14 and 16 (all intermediate).
There are two Wheelchair Units: 01 and 02 (all private).

and the following contributions (all of which are in accordance with the council's Section 106 and CIL SPD):

Carbon offset: £48,546
Loss of employment floorspace: £4,300
2% Admin charge: £971
Total: £53,817

133. In the absence of a satisfactory legal agreement being completed by 22 December 2017, the applicant will have failed to adequately mitigate against the impacts of the development on the local community and infrastructure. In such circumstances, the development would therefore fail to be in accordance with saved policy 2.5 (Planning contributions) of the Southwark Unitary Development Plan (2007) and the Section 106 Planning Obligations and Community Infrastructure Levy SPD (2015) and it would be recommended that the application be refused on this basis.

Sustainable development implications

134. The National Planning Policy Framework (NPPF) sets out that the purpose of the planning system is to contribute towards the achievement of sustainable development. Sustainable development is described as consisting of three broad dimensions, economic, social and environmental.
135. The development will make efficient and effective use of the site, providing for good quality residential development including affordable family housing in a sustainable location within reasonable walking distance of local facilities and public transport.

Energy use

136. The energy statement demonstrates how the energy hierarchy has been applied to the proposed development in order to achieve the carbon reduction targets set out in Strategic Policy 13 of the Core Strategy and the London Plan. The London Plan expects major residential developments to achieve a 100% saving in their regulated carbon dioxide emissions, relative to Part L of the 2013 Building Regulations. Policies set out that 35% of the savings should be achieved on-site, where possible with 20% attributable to renewable energy technologies, and with the remainder addressed through off-site works and/or a financial contribution.
137. Renewable energy is being incorporated in the form of photovoltaic panels as well as various 'Be Lean' and 'Be Clean' design principles that together will lead to an overall saving of 35% over the 2013 Building Regulations. A Section 106 contribution of £48,546 is proposed to bring the carbon savings to 100% thereby allowing the development to achieve carbon zero. This is policy compliant.

Flood risk

138. The site is located in Flood Zone 3 which is defined as having a 'high probability' of river and sea flooding and accordingly the applicant has submitted a Flood Risk

Assessment. The Environment Agency does not raise any objection to the proposal.

Air Quality

139. PM10 and NO2 concentrations are not expected to exceed the relevant air quality objectives. Although the site is located on a busy road traffic generally moves freely along this part of Southwark Park Road. The dwellings are also intended to have a high level of air-tightness so to reduce heat loss but this has the further beneficial impact of providing a more robust barrier to air pollution. Furthermore the dwellings would be set back from Southwark Park Road and be buffered by buildings on Southwark Park Road.
140. The development will not result in any significant air quality impacts on existing properties given the modest increase in on-site parking as compared to the existing office use of the site.

Other matters

Mayoral and Southwark Community Infrastructure Levies (CIL)

141. Section 143 of the Localism Act states that any financial contribution received in terms of community infrastructure levy (CIL) is a material "local financial consideration" in planning decisions. The requirement for payment of the Mayoral or Southwark CIL is therefore a material consideration; however the weight attached is determined by the decision maker. The Mayoral CIL is required to contribute towards strategic transport investments in London as a whole, primarily Crossrail, while Southwark's CIL will provide for infrastructure that supports growth in Southwark.
142. In Southwark the Mayoral CIL was established at a rate of £35 per sqm of new development, although this is an index linked payment. The Southwark CIL rate is based on the type and location of the development. The Mayoral CIL in Southwark currently is calculated on the basis of £40.02 per sqm and this equates to **£69,038** and the Southwark CIL amount is **£312,169**.
143. Contamination:
A preliminary site assessment (for contamination and ground conditions) was carried out by the applicant. The Council's Environmental Protection Team (EPT) has reviewed this and raises no objection; however a condition will be imposed.

Conclusion on planning issues

144. For the reasons set out above and subject to the suggested conditions and the satisfactory completion of an appropriate s106 legal agreement the proposal is considered to be acceptable.

Community impact statement

145. In line with the Council's Community Impact Statement the impact of this application has been assessed as part of the application process with regard to local people in respect of their age, disability, faith/religion, gender, race and ethnicity and sexual orientation. Consultation with the community has been undertaken as part of the application process.

a) The impact on local people is set out above.

Consultations

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

Consultation replies

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

Human rights implications

148. 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.

149. This application has the legitimate aim of providing new housing. The rights potentially engaged by this application, including the right to a fair trial and the right to respect for private and family life are not considered to be unlawfully interfered with by this proposal.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Site history file: TP/181-4 Application file: 17/AP/0296 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 5451 Council website: www.southwark.gov.uk

APPENDICES

No.	Title
Appendix 1	Consultation undertaken
Appendix 2	Consultation responses received
Appendix 3	Recommendation

AUDIT TRAIL

Lead Officer	Simon Bevan, Director of Planning	
Report Author	Neil Loubser, Senior Planning Officer	
Version	Final	
Dated	1 September 2017	
Key Decision	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director of Finance & Governance	No	No
Strategic Director, Environment and Social Regeneration	No	No
Strategic Director of Housing and Modernisation	No	No
Director of Regeneration	No	No
Date final report sent to Constitutional Team		21 September 2017

APPENDIX 1

Consultation undertaken

Site notice date: 20/02/2017

Press notice date: 16/02/2017

Case officer site visit date: 20/02/2017

Neighbour consultation letters sent: 15/02/2017

Internal services consulted:

Ecology Officer
Economic Development Team
Environmental Protection Team Formal Consultation [Noise / Air Quality / Land Contamination / Ventilation]
Flood and Drainage Team
HIGHWAY LICENSING
Highway Development Management
Housing Regeneration Initiatives
Waste Management

Statutory and non-statutory organisations consulted:

EDF Energy
Environment Agency
Greater London Authority
Historic England
London Fire & Emergency Planning Authority

London Underground Limited
Metropolitan Police Service (Designing out Crime)
Natural England - London Region & South East Region
Network Rail (Planning)
Thames Water - Development Planning
Transport for London (referable & non-referable app notifications and pre-apps)

Neighbour and local groups consulted:

258 Southwark Park Road London SE16 3RN
260 Southwark Park Road London SE16 3RN
264 Southwark Park Road London SE16 3RN
256 Southwark Park Road London SE16 3RN
252 Southwark Park Road London SE16 3RN
254 Southwark Park Road London SE16 3RN
269 Southwark Park Road London SE16 3TP
281 Southwark Park Road London SE16 3TP
37 Blue Anchor Lane London SE16 3UL
267 Southwark Park Road London SE16 3TP
266 Southwark Park Road London SE16 3RN
268 Southwark Park Road London SE16 3RN
261-265 Southwark Park Road London SE16 3TP
6 Ambrose Street London SE16 3NY
4 Old Dairy Apartments 55-57 Blue Anchor Lane SE16 3UL
5 Old Dairy Apartments 55-57 Blue Anchor Lane SE16 3UL
273a Southwark Park Road London SE16 3TP
3 Old Dairy Apartments 55-57 Blue Anchor Lane SE16 3UL
1 Old Dairy Apartments 55-57 Blue Anchor Lane SE16 3UL
2 Old Dairy Apartments 55-57 Blue Anchor Lane SE16 3UL
8 Bombay Street London SE16 3UX
2 Ambrose Street London SE16 3NY
4 Ambrose Street London SE16 3NY
251b Southwark Park Road London SE16 3TS
Flat 1 268 Southwark Park Road SE16 3RN
Flat 2 268 Southwark Park Road SE16 3RN
Flat 3 268 Southwark Park Road SE16 3RN
First Floor Flat 277-279 Southwark Park Road SE16 3TP
First Floor Flat 260 Southwark Park Road SE16 3RN
First Floor Flat 258 Southwark Park Road SE16 3RN
First Floor Flat 271-273 Southwark Park Road SE16 3TP
3-7 Bombay Street London SE16 3UX
2-14 Bombay Street London SE16 3UX
268a Southwark Park Road London SE16 4AT
273 Southwark Park Road London SE16 3TP
275 Southwark Park Road London SE16 3TP
275a Southwark Park Road London SE16 3TP
Ground Floor Front 270 Southwark Park Road SE16 3RN
266 Ambrose Street London SE16 3NY
6a Bombay Street London SE16 3UX
283 Southwark Park Road London SE16 3TP
271-273 Southwark Park Road London SE16 3TP
277-279 Southwark Park Road London SE16 3TP
251 Southwark Park Road London SE16 3TS
53 Blue Anchor Lane London SE16 3UL
39 Blue Anchor Lane London SE16 3UL
49 Blue Anchor Lane London SE16 3UL
51/53 Blue Anchor Lane London SE16 3UL
262 Southwark Park Road London SE16 3RN
1 Bombay Street London SE16 3UX
4-6 Bombay Street London SE16 3UX
251a Southwark Park Road London SE16 3TS
253-255 Southwark Park Road London SE16 3TS
Flat 9 257-265 Southwark Park Road SE16 3TP
Flat 10 257-265 Southwark Park Road SE16 3TP
Flat 11 257-265 Southwark Park Road SE16 3TP
Flat 8 257-265 Southwark Park Road SE16 3TP
Flat 5 257-265 Southwark Park Road SE16 3TP
Flat 6 257-265 Southwark Park Road SE16 3TP
Flat 7 257-265 Southwark Park Road SE16 3TP
268b Southwark Park Road London SE16 3RN
41 Blue Anchor Lane SE16 3UL
Living Accommodation The Blue Anchor SE16 3TS
Flat 12 257-265 Southwark Park Road SE16 3TP
Flat 13 257-265 Southwark Park Road SE16 3TP
Flat 14 257-265 Southwark Park Road SE16 3TP
Flat 4 257-265 Southwark Park Road SE16 3TP
Second Floor Flat 260 Southwark Park Road SE16 3RN
Ground Floor 257-259 Southwark Park Road SE16 3TP
53a Blue Anchor Lane London SE16 3UL
Second Floor Flat 258 Southwark Park Road SE16 3RN
Flat 1 257-265 Southwark Park Road SE16 3TP
Flat 2 257-265 Southwark Park Road SE16 3TP
Flat 3 257-265 Southwark Park Road SE16 3TP
16-18 Bombay Street London SE16 3UX
Flat 1 267 Southwark Park Road SE16 3TP
Flat 2 267 Southwark Park Road SE16 3TP
15 Alfred Court 13 Bombay Street SE16 3UX
16 Alfred Court 13 Bombay Street SE16 3UX
11 Bombay Street SE16 3UX
14 Alfred Court 13 Bombay Street SE16 3UX
11 Alfred Court 13 Bombay Street SE16 3UX
12 Alfred Court 13 Bombay Street SE16 3UX
13 Alfred Court 13 Bombay Street SE16 3UX
2a Ambrose Street London SE16 3NY
10 Bombay Street London SE16 3YU
281a Southwark Park Road London SE16 3TP
Flat 3 267 Southwark Park Road SE16 3TP
15 Bombay Street SE16 3UX
10 Alfred Court 13 Bombay Street SE16 3UX
1 Alfred Court 13 Bombay Street SE16 3UX
2 Alfred Court 13 Bombay Street SE16 3UX
47a Blue Anchor Lane London SE16 3UL
43 Blue Anchor Lane SE16 3UL
45 Blue Anchor Lane SE16 3UL
47 Blue Anchor Lane SE16 3UL
7 Alfred Court 13 Bombay Street SE16 3UX
8 Alfred Court 13 Bombay Street SE16 3UX
9 Alfred Court 13 Bombay Street SE16 3UX
6 Alfred Court 13 Bombay Street SE16 3UX
3 Alfred Court 13 Bombay Street SE16 3UX
4 Alfred Court 13 Bombay Street SE16 3UX
5 Alfred Court 13 Bombay Street SE16 3UX
257 Southwark Park Road London SE16 3TP

Re-consultation: n/a

APPENDIX 2

Consultation responses received

Internal services

None

Statutory and non-statutory organisations

Environment Agency

Historic England

London Underground Limited

Metropolitan Police Service (Designing out Crime)

Natural England - London Region & South East Region

Network Rail (Planning)

Thames Water - Development Planning

Transport for London (referable & non-referable app notifications and pre-apps)

Neighbours and local groups

257 Southwark Park Road London SE16 3TP

51/53 Blue Anchor Lane London SE16 3UL