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Planning Service, Laurence House  
1 Catford Road  
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**Ref: DC/16/97639**

Dear Ms Chapman,

**RE-** Scoping Opinion submitted under Regulations 13 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011, in relation to proposed amendments to the outline approval DC/06/62375 (as amended), dated 08 May 2009 for the **Lewisham Gateway Site**, SE13 (land between Rennell Street and Lewisham Railway Station).

I write in response to your Environmental Impact Scoping Request submitted on 19 July 2016.

### **Site Description**

The Lewisham Gateway site is bounded principally by Rennell Street in the south, the Lewisham-Blackheath railway line in the north, the Lewisham-Ladywell railway line to the west and to the east by Lewisham High Street. It encompasses Station Road, the A20 and A21 Molesworth Street and Lewisham High Street. The site includes the confluence of the Ravensbourne and Quaggy rivers which also flow from south to north through the site on the western and eastern edge of the site respectively. In addition, land on Thurston Road (to accommodate a relocated bus layover facility) forms part of the wider Gateway site.

The site is divided into two main section, Phase 1 and Phase 2. To the north of the site is Phase 1, which is south of the Lewisham-Blackheath Railway line and incorporating land to the east of the DLR station towards Lewisham High Street. Phase 1 contains Blocks A1, A2, B1 and B2 and has reserved matters approval. Block A1 and A2 are partially complete with a number of the residential units within A2 now in occupation. Whilst work has commenced on B1, construction of B2 has yet to commence.

To the west of the Lewisham/Ladywell railway line on the south side of Loampit Vale is the 'Renaissance' development' a mixed-use scheme comprising a new leisure centre, 788 new homes, commercial and retail space, and new public open spaces. On the northern side of Loampit Vale is the 'Carpetright' and Lewisham Retail Park sites, both of which have been subject to Scoping Opinions in the last 12 months for proposed site redevelopment. The 'Carpetright' site proposes a mixed-use scheme of up to 25 storeys comprising approximately 260 residential units, 850sqm of ground floor commercial/retail, the Retail Park site also

proposed a mixed-use scheme but of up to 26 storeys comprised of approximately 525 residential units, c.4,000 sqm of ground floor commercial/retail floor space. Further west of these sites, is the Thurston Road Industrial Estate site, for which there is an extant permission on the site for buildings up to 17 storeys comprising 406 dwellings and 6,771sqm of /7600 commercial/retail floorspace (A1/A2/B1) with associated cycle and car parking. This planning permission is currently being implemented.

To the north of the Lewisham/Blackheath railway line is a Tesco retail superstore (and associated parking) and a row of two storey Victorian houses on Silk Mills Path with two houses sitting alongside Silk Mills Path known as Sharstead Villas. Further to the north are new developments at Conington Road and to the north east the land rises towards Blackheath. To the east is the St Stephen's Conservation Area, with a row of locally listed five storey late-Georgian properties (predominantly in commercial use but including residential) fronting onto Lewisham High Street and the listed St Stephens Church and to the south of the church the Police Station. To the south of Rennell Street is Lewisham shopping centre and the 22 storey Citibank Tower.

The site is located within Lewisham Town Centre and is allocated as a Strategic Site in the Core Strategy. The site falls within Flood Zone 3a and is within an Air Quality Management Area.

### **Planning History**

On 8 May 2009 planning permission was granted subject to conditions and a s.106 agreement for the comprehensive mixed use redevelopment of the Lewisham Gateway Site for up to 100,000 m2 comprising retail (A1, A2, A3, A4 and A5), offices (B1), hotel (C1), residential (C3), education/health (D1) and leisure (D2) with parking and associated infrastructure, as well as open space and water features. The permission was in outline with all matters reserved other than works comprising the realignment of the public highway and diversion of the existing Ravensbourne and Quaggy rivers that were approved in detail. The permission allows for:

- up to 57,000 m2 residential (C3)
- up to 12,000 m2 shops, financial & professional services (A1 & A2)
- up to 17,500 m2 offices (B1) / education (D1)
- up to 5,000 m2 leisure (D2)
- up to 4,000 m2 restaurants & cafés and drinking establishments (A3 & A4)
- up to 3,000 m2 hotel (C1)
- up to 1,000 m2 hot food takeaways (A5)
- 500m2 health (D1)
- provision of up to 500 car parking spaces
- revised road alignment of (part of) Lewisham High Street, Rennell Street, Molesworth Street and Loampit Vale and works to Lewisham Road.

Since the original permission was granted in 2009 a number of small changes to the development have been proposed by the applicant and approved as non-material amendments under s.96a of the Town and Country Planning Act 1990. These have allowed for the variation of wording attached to conditions 3, 19, 22, 30, 46 and 47 to vary the exact timing for submission of details of landscaping, lighting and sustainability and to specify the noise levels to be achieved within units as opposed to specifying the level below the background that would need to be achieved. Changes have also been made to the detailed river works drawings, to Building A by the incorporation of a lower ground floor plant room, as well as adjustments to the highways layout including alterations to crossings, the introduction of new cycle advanced stop lines, feeder lane, off carriageway cycle path and east bound cycle lane, modification of traffic

islands, the widening of Rennell Street, alterations to the Thurston Road bus stand internal layout, and changes to the length of bus stops.

On 20 December 2012 a Scoping Opinion request in respect of proposed reserved matters for Phase 1A was submitted to the Council (DC/12/82203). The Council determined that the Scoping Report was acceptable subject to the Supplementary Environmental Statement responding positively to comments raised regarding pedestrian movement and the location of the energy centre in the lower ground floor plant room.

On 1<sup>st</sup> May 2013, reserved matters approval was granted for Block A (also known as Phase 1A) of the Lewisham Gateway development comprising two buildings, one of 25 storeys and the other 15 storeys providing a total of 193 residential units (comprising 18 studios, 97 one bedroom, 74 two bedroom and 4 three bedroom units) and 518 sq.m (GEA) of retail/restaurant/cafe floorspace (Use Class A1 and A3) and open space (including 'Confluence Place').

All pre-commencement conditions relating to Phase 1A and the site wide infrastructure phase have been discharged.

On 28 July 2014 a Scoping Opinion request in respect of proposed reserved matters for Phase 1B was submitted to the Council (DC/14/88519). The Council determined that the Scoping Report was acceptable subject to the Supplementary Environmental Statement responding positively to comments raised about flood modelling and noise.

On 16<sup>th</sup> December 2014, reserved matters approval was granted for Block B (also known as Phase 1B) of the Lewisham Gateway development comprising two buildings, one of 22 storeys and the other 15 storeys providing a total of 169 residential units (comprising 83 one-bedroom units, 82 two-bedroom units and 4 three-bedroom units) and 571sqm (GEA) of retail/restaurant/cafe floorspace (Use Class A1 and/or A3), associated hard and soft landscaping and related works pursuant to condition 2, relating to siting, design, external appearance and landscaping.

### **EIA Proposals**

The current Scoping Opinion relates to the ES Addendum to support the proposed Section 73 application for Minor Material Amendments to the Outline Planning Permission. The applicant proposes to submit a S73 application in relation to Condition 9 of the existing planning permission (DC/06/62375; dated 8 May 2009).

The minor material amendments proposed are to enable the siting of Block C, D1, D2 and E to be realigned and building heights to increase. The overall floor space will remain within the approved limit of 100,000 sq m (GEA) however, there will be changes to the approved mix of component uses i.e. retail (A1, A2, A3, A4 and A5), offices (B1), hotel (C1), residential (C3), education (D1), health (D1) and leisure (D2) and associated development. Phase 2 is expected to accommodate up to approximately 600 residential units which would result in an overall maximum provision of approximately 950 units.

The approved building heights and the proposed maximum heights for Phase 2 are summarised in Table 1 of the Scoping Report.

### **Documents submitted**

Environmental Impact Assessment Screening and Scoping Report (Dated 19 July 2016) by BWB.

## **Consultations**

As the proposed development is for amendments to an existing planning permission supported by an Environmental Statement the Applicant proposes to update the approved ES through the submission of a ES Addendum in support of the s73 planning submission.

### **Environment Agency**

The EA noted that Phase 2 of the development is located away from the River Ravensbourne and Quaggy but is within a high risk flood zone and a groundwater source protection zone.

The approved Flood Risk Assessment was produced several years ago and since then new climate change allowances and Ravensbourne flood modelling have been produced. This new environmental data and evidence should be included in the Phase 2 ES Addendum. <https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances>

The applicant should discuss surface water design and capacity with the London Borough of Lewisham as the Lead Local Flood Authority. The ES addendum should include the latest flood map, climate change allowances and Ravensbourne modelling information.

### **Natural England**

No response received

### **Historic England (Built Heritage & Archaeology)**

Having considered the information provided Historic England had no comments to make.

### **Transport for London:**

TfL responded stating they would expect a full Transport Assessment (TA) to be submitted in support of the application. However following discussions between the Council and TfL regarding the scope of the application TfL were satisfied that an ES / TA addendum would be sufficient.

TfL asked that the application also assess construction management/ logistics arrangements plan and identify appropriate mitigation measures to address these in light of the construction timeframe which TfL understands to be approximately 5 years. TfL advise that initial proposals shown to them by the Applicant indicate that construction is likely to have significant adverse impacts on pedestrians, cyclists and bus passengers for an extended period of time. Accordingly, the construction management/ logistics arrangements should include construction vehicular access on and off the site and impacts thereof on the TLRN (e.g. waiting on the highway); arrangements for pedestrian and cyclist access through the site as well as round it and including to/from the station and town centre and TLRN crossings; impacts on bus operations (including waiting, boarding and alighting bus passengers and buses stopping, standing and in service). Where relevant, how the end state proposals impact on the above issues.

TfL welcomes the intention to provide a Pedestrian Capacity/ Comfort Assessment. This should also take into the account the matters raised above. TfL would expect further discussions with the applicant prior to formal submission to develop construction management arrangements that balance the site requirements with those of the public.

### **LBL Highways:**

There are number of issues that need to be fully addressed in the TA addendum / ES Transportation section submitted in support of the application, which are;

- Expand list of cumulative schemes to include 'Carpetright' site and Riverdale House
- Parking capacity survey of surrounding streets including specific details of disabled bay locations and capacity
- Consider the cumulative impacts of overspill parking on surrounding streets not just from Gateway but also surrounding approved and proposed schemes
- With the removal of all private parking on site and additional residential units the impacts on public transport need to be fully reported and a public transport capacity study provided
- Details of on-site cycle storage provision / capacity and if now there is no parking / increased residential there needs to be additional bike stores
- Details of the servicing and delivery proposals in light of the loss of parking in increase residential, including consideration to the highway network.
- How will the changes proposed impact on the construction traffic associated with the development

With regards to surface water drainage, concern was raised that the loss of the basement would remove an area for emergency drainage storage. Consideration of how surface water will now be managed needs to be included and the impact on the flow into the surrounding rivers assessed.

**LBL Environmental Health (Pollution Control):**

Welcome the inclusion of air quality and noise within the scope. No further comments.

**LBL Environmental Health (Land Contamination):**

No response received

**LBL Ecology Manager:**

Considered that the extent of the proposed scoping opinion is acceptable in principle provided the proposed changes will not affect the commitment to deliver the approved area of living / biodiverse roofs.

Given the increase in proposed height, consideration should be given to other nature conservation enhancements and their orientation and placement with respect to the proposed changes and that peregrine falcon nest boxes are implemented for the tallest block D2.

Any further comments received from Statutory consultees will be passed to the applicant.

**Considerations**

The relevant regulations are the Town & Country Planning (Environmental Impact Assessment) Regulations 2011 (the Regulations). Guidance on procedures under the Regulations is set out within the National Planning Practice Guidance (NPPG).

The NPPG Guidance for EIA includes the following in relation to scoping: "Local planning authorities and developers should carefully consider if a project should be subject to an Environmental Impact Assessment. If required, they should limit the scope of assessment to those aspects of the environment that are likely to be significantly affected."

In preparing the scoping response the Council has had regard responses received from consultees.

## Scoping – Compliance with Regulations

The Scoping Request (SR) has met the regulatory requirements set out in Section 13(2) of the EIA Regulations which state that a scoping request must include *“a plan sufficient to identify the land; a brief description of the nature and purpose of the development and of its possible effects on the environment; and such other information or representations as the person making the request may wish to provide or make”*.

## Cumulative Assessment

The SR includes a list of committed developments that were considered as part of the original application, in addition to these a number of new schemes have been included for consideration in the cumulative assessment (Set out in Table 2 of the SR).

The Council considers that a number of additional schemes should also be included; these are as follows:

- DC/09/71246/X (FULL) Land on South Side Loampit Vale, SE13 (Renaissance) 8 buildings ranging from 5 to 24 storeys comprising 788 residential units (including up to 186 affordable), a leisure centre, 1,856sqm of commercial floor space (Use Classes A1, A2, and B1, including 626sqm for creative industries), an energy centre, 866 cycle spaces and 181 car parking spaces. Approved and implemented.
- DC/14/86564 (OPRA) Prior approval for the change of use of Riverdale House, 68 Molesworth Street SE13, from office use (Class B1(a)) to residential (Class C3) to create 137 units. Approved.
- DC/16/097629 (FULL) Lewisham Retail Park and Nos. 66 – 76 Loampit Vale SE13, 4 – 24 storey comprising 536 residential units and 4,343sqm of non-residential floorspace comprising (A1) Shops, (A2) Financial & Professional Services, (A3) Restaurants & Cafés, (B1) Business, (D1) Non-Residential Institutions and (D2) Assembly & Leisure uses and communal open spaces, on-site energy centre, car and cycle parking, and associated landscaping and public realm works. Undetermined.

The Council further considers that the recent approval of a minor material amendment to the substantially completed Thurston Road Industrial Estate (DC/15/92614) should be added to the table and this aspect of the Thurston Road scheme should be taken into account in the cumulative assessment.

The Applicant is responsible for reviewing the list of cumulative developments regularly and remaining aware of any planning applications being submitted to the Council for new schemes during the preparation of the ES Addendum and the determination of the planning application that it supports.

## Topics to be Scoped into the ES Addendum

### **Socio-Economic Issues**

The scoping in of this topic into the ES Addendum is appropriate and the Applicant seeks to assess the changes in the baseline data, however given the changes in floorspace allocation the impacts, both positive and negative, should also be reviewed against the approval.

### **Air Quality**

The scoping in of this topic into the ES Addendum is appropriate and the Applicant has taken into account the standard issues and requirements and is encouraged to undertake consultation with the Council's Environmental Health Officer.

### **Noise and Vibration**

The scoping in of this topic into the ES Addendum is appropriate and the Applicant has taken into account the standard issues and requirements and is encouraged to undertake consultation with the Council's Environmental Health Officer.

### **Transport**

The scoping in of this topic into the ES Addendum is appropriate and whilst the Applicant has taken into account the relevant issues and requirements the depth of the subject matters should accord with the comments of TfL and LBL Highways to ensure the analysis and any necessary mitigation proposed is appropriate.

It is advised that consultation to be undertaken with LBL Highways or TfL should be fully documented within the ES Addendum.

### **Water Resources and Flood Risk**

The SR provides limited detail on the level of the ES Addendum for this topic, however it is considered that this topic should be included in the ES Addendum. The Environment Agency have requested that, given that the approved Flood Risk Assessment was produced several years ago and that since then new climate change allowances and Ravensbourne flood modelling have been produced, new environmental data and evidence should be included in the Phase 2 ES Addendum.

The scope of the assessment should also consider surface water design and capacity given the changes to the scheme design, notably removal of the basement. The ES addendum should include the latest flood map, climate change allowances and Ravensbourne modelling information.

The assessment of water and waste water infrastructure is required particularly for a development of this scale. Given the proposed amendments consideration of the net increase in both water and waste water demand to serve the development and also any impact the development may have off site further down the network to ensure no/low water pressure and internal/external sewage flooding of property impacts do not arise.

It is therefore advised that in the context of amendments the ES Addendum should include the following.

- The developments demand for water supply and network infrastructure both on and off site and can it be met;
- The developments demand for Sewage Treatment and network infrastructure both on and off site and can it be met;
- The surface water drainage requirements and flood risk of the development both on and off site and can it be met;

### **Ecology**

The submitted SR states that no further assessment of this topic is required. However given the amendments to the scheme, specifically the height increases, the scoping in of this topic into the ES Addendum is considered appropriate. The ES Addendum should also include details of how commitments from the previous consent, notably living/biodiverse roofs, will still be provided for to mitigate the impacts of the development.

### **Townscape and visual impact**

The scoping in of this topic into the EIA is appropriate and the Applicant has taken into account most of the standard issues and requirements. However, whilst within the SR it makes reference to potential impacts on St Stephens Conservation Area this should also include specific consideration to the impact on the Grade II listed St Stephens Church.

The Applicant is advised to liaise with the Council's Urban Design Team to agree methodology, viewpoints and reporting/representation of impacts.

### **Wind microclimate**

The scoping in of this topic into the ES Addendum is appropriate and the Applicant has taken into account the standard issues and requirements, particularly the proposed application of the Lawson comfort criteria.

There are no further comments to make.

### **Sunlight and Daylight**

The scoping in of this topic into the ES Addendum is appropriate and the Applicant has taken into account the standard issues and requirements, with relevant reference to BRE guideline. The SR states on page 6 that, 'The assessment will analyse the form of the architectural design and incorporate local topography together with the arrangement of existing and planned buildings (both on and off the site) in order to assess the quality of sunlight and daylight on the surrounding residential and amenity areas including Confluence Park.' For the avoidance of doubt, this should include the cumulative effect with emerging scheme on the Carpetright site and should also assess daylight and sunlight effects on proposed properties and spaces outside the application site.

### **Land Contamination**

The Applicant noted that it is not intended to undertake any new assessment work but that the outcome of previous assessments will be reviewed, confirmed and reported in the Phase 2 ES Addendum, which is an approach that is supported, provided the amendments do not alter the previous assumptions in relation to contamination .

### **Archaeology and Built Heritage**

Archaeology and built heritage was assessed in the original ES and the Phase 1A Supplementary ES updated this assessment and found no significant changes to the baseline conditions. No further assessment is therefore proposed, which is supported in respect of Archaeology. However through this topic, or the Townscape and visual impact section, consideration to the impacts on the St Stephens Conservation Area and listed church needed to be assessed.

### **Cumulative Effects & Impact Interaction**

The scoping in of this topic into the ES Addendum is appropriate however consideration to the additional schemes identified in this response should be included given the changes to Lewisham since the original consent and approval of the reserved matters for Phase1.

### **Summary**

The SR meets the statutory requirements for scoping set out in Section 13 of the EIA Regulations, and provides a reasonable level of baseline information and proposed methodological approach as can be expected at this stage.

The SR covers the appropriate range of topics expected to be included within ES Addendum. Reasons have been provided to explain why certain topics will be updated and those that will not and these are considered acceptable.



There are no major omissions from the SR which raise particular concerns as to the potential adequacy of the ES Addendum at this stage, however, there are a number of areas that need further consideration in the ES Addendum and these should be addressed by the applicant.

### **Conclusion**

The Council has adopted the content of submitted Scoping Opinion Request (as modified by the contents of this Scoping Opinion) as a formal Scoping Opinion under Regulation 13 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011.

A copy of the opinion has been placed on Part 1 of the Planning Register as required by the EIA Regulations.

Yours sincerely



P.D. **Emma Talbot**  
Head of Planning

