

STRATEGIC PLANNING COMMITTEE

Date of Meeting: **TUESDAY, 23 MARCH 2021 TIME 7.30 PM**

PLACE: **REMOTE: VIA MICROSOFT TEAMS**

The public are welcome to observe the meeting via the Council's website at www.lewisham.gov.uk

Members of the Committee are summoned to attend this meeting:

**Membership
Councillors:**

**John Paschoud (Chair)
Leo Gibbons (Vice-Chair)
Kevin Bonavia
Andre Bourne
Suzannah Clarke
Liam Curran
Aisling Gallagher
Olurotimi Ogunbadewa
Sakina Sheikh
James-J Walsh**

The public are welcome to observe this meeting via the Council's website at www.lewisham.gov.uk

**Kim Wright
Chief Executive
Lewisham Town Hall
London SE6 4RU
Date: 15 March 2021**

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Committee	STRATEGIC PLANNING COMMITTEE	
Report Title	DECLARATIONS OF INTERESTS	
Class	PART 1	Date: 23 March 2021

Declaration of interests

Members are asked to declare any personal interest they have in any item on the agenda.

Personal interests

There are two types of personal interest:-

- (a) an interest which you must enter in the Register of Members' Interests*
- (b) an interest where the wellbeing or financial position of you, (or a "relevant person") is likely to be affected by a matter more than it would affect the majority of inhabitants of the ward or electoral division affected by the decision.

*Full details of registerable interests appear on the Council's website.

("Relevant" person includes you, a member of your family, a close associate, and their employer, a firm in which they are a partner, a company where they are a director, any body in which they have securities with a nominal value of £25,000 and (i) any body of which they are a member, or in a position of general control or management to which they were appointed or nominated by the Council, and (ii) any body exercising functions of a public nature, or directed to charitable purposes or one of whose principal purpose includes the influence of public opinion or policy, including any trade union or political party) where they hold a position of general management or control

If you have a personal interest you must declare the nature and extent of it before the matter is discussed or as soon as it becomes apparent, except in limited circumstances. Even if the interest is in the Register of Interests, you must declare it in meetings where matters relating to it are under discussion, unless an exemption applies.

Exemptions to the need to declare personal interest to the meeting

You do not need to declare a personal interest where it arises solely from membership of, or position of control or management on:

- (a) any other body to which you were appointed or nominated by the Council
- (b) any other body exercising functions of a public nature.

In these exceptional cases, unless your interest is also prejudicial, you only need to declare your interest if and when you speak on the matter .

Sensitive information

If the entry of a personal interest in the Register of Interests would lead to the disclosure of information whose availability for inspection creates or is likely to create a serious risk of violence to you or a person living with you, the interest need not be

entered in the Register of Interests, provided the Monitoring Officer accepts that the information is sensitive. Where this is the case, if such an interest arises at a meeting, it must be declared but you need not disclose the sensitive information.

Prejudicial interests

Your personal interest will also be prejudicial if all of the following conditions are met:

- (a) it does not fall into an exempt category (see below)
- (b) the matter affects either your financial interests or relates to regulatory matters - the determining of any consent, approval, licence, permission or registration
- (c) a member of the public who knows the relevant facts would reasonably think your personal interest so significant that it is likely to prejudice your judgement of the public interest.

Categories exempt from being prejudicial interest

- (a) Housing – holding a tenancy or lease with the Council unless the matter relates to your particular tenancy or lease; (subject to arrears exception)
- (b) School meals, school transport and travelling expenses; if you are a parent or guardian of a child in full time education, or a school governor unless the matter relates particularly to the school your child attends or of which you are a governor;
- (c) Statutory sick pay; if you are in receipt
- (d) Allowances, payment or indemnity for members
- (e) Ceremonial honours for members
- (f) Setting Council Tax or precept (subject to arrears exception)

Effect of having a prejudicial interest

If your personal interest is also prejudicial, you must not speak on the matter. Subject to the exception below, you must leave the room when it is being discussed and not seek to influence the decision improperly in any way.

Exception

The exception to this general rule applies to allow a member to act as a community advocate notwithstanding the existence of a prejudicial interest. It only applies where members of the public also have a right to attend to make representation, give evidence or answer questions about the matter. Where this is the case, the member with a prejudicial interest may also attend the meeting for that purpose. However the member must still declare the prejudicial interest, and must leave the room once they have finished making representations, or when the meeting decides they have finished, if that is earlier. The member cannot vote on the matter, nor remain in the public gallery to observe the vote.

Prejudicial interests and overview and scrutiny

In addition, members also have a prejudicial interest in any matter before an Overview and Scrutiny body where the business relates to a decision by the Executive or by a committee or sub committee of the Council if at the time the decision was made the member was on the Executive/Council committee or sub-committee and was present when the decision was taken. In short, members are not allowed to scrutinise decisions to which they were party.

Committee	STRATEGIC PLANNING COMMITTEE	
Report Title	MINUTES	
Ward	Various	
Contributors	Committee, Planning & Legal	
Class	PART 1	Date 23 March 2021

MINUTES

To approve minutes of meetings of the Strategic Planning Committee held on 17 November 2020, and 16 December 2020.

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MINUTES OF THE STRATEGIC PLANNING COMMITTEE

Tuesday, 17 November 2020 at 7.30 pm

PRESENT: Councillors John Paschoud (Chair), Kevin Bonavia, Andre Bourne, Suzannah Clarke, Liam Curran, Aisling Gallagher, Olurotimi Ogunbadewa and James-J Walsh

ALSO PRESENT:

Presenting Officers:

Director of Planning, Major & Strategic Projects Manager, and Principal Planning Officer.

Legal Representation:

Charles Merrett, Francis Taylor Building – on behalf of Lewisham Council.

Clerk:

Senior Committee Manager.

The Chair, Councillor John Paschoud announced that officers and members of the public in attendance should turn their cameras off unless invited to participate at the meeting. It was stated that the meeting was held in public. Members of the Committee should leave their cameras turned on throughout the public web broadcast. The Chair stated that after the Officer's presenting, the applicant would address the Committee, and that the same opportunity would be given to members of the public who had registered to speak at the meeting.

Apologies for absence were received from Councillor Leo Gibbons and Councillor Sakina Sheikh.

1. Declarations of Interests

No interest was declared at the meeting but Councillor Suzannah Clarke asked that, in relation to Item 3, it should be noted that she was involved in theatrical work as an opera singer. Councillor James James-J Walsh also advised that he was a former Governor at the Trinity Laban Conservatoire of Music and Dance (Trinity Laban).

2. Minutes

RESOLVED that the Minutes of meeting of 14 October 2020, be confirmed as a correct record.

3. Creekside Village East, Copperas Street SE8

The Principal Planning Officer gave an illustrative presentation of the report, and suggested that the Committee should approve the proposals therein.

The Committee noted that the proposals would enable the applicants to demolish existing buildings and structures on land bound by Copperas Street and Deptford Creek SE8, and deliver three buildings. It was stated that two of the proposed buildings would comprise of 30 and 26 storeys respectively, with residential dwelling units and two commercial floor spaces within each block at the ground floor level. The third building would deliver a 5-storey facility as an extension of Trinity Laban, with a commercial floor space at the south east corner of that building. In addition, the proposals would deliver an underground car park, cycle parking facilities, public realm open space with associated landscaping, and a new route along Deptford Creek.

In considering the proposals, the Committee noted that the application site, bounded by Copperas Street to the north, and Deptford Creek to the south, was adjacent to the Trinity Laban centre on the west. The central area of the site is owned by the applicants, the eastern part by the London Borough of Lewisham, and the western element by Trinity Laban. It was recognised that financial contributions associated with the delivery of the development would be made to the Council on the basis of a land sale agreement between the London Borough of Lewisham and the applicants. The Committee also noted that the applicants would deliver a new building to shell and core to facilitate the expansion of facilities on the Trinity Laban campus.

The Committee expressed concerns about potential for traffic problems due to the narrowness of Copperas Street, and in light of increased car parking activities on that stretch of road. In response to questions on the matter, the Officer confirmed that analysis undertaken by the applicant, and subsequently reviewed by Lewisham's Highways Team, demonstrated that refuse and emergency vehicles can access Copperas Street. Copperas Street lies along the borough boundary but is currently the responsibility of the Royal Borough of Greenwich in highway terms. The proposed double-width entrance in the public realm fronting to Copperas Street would likely improve the situation by providing a turning head facility for various sizes of vehicles, in addition to providing access to both the basement car park and the vehicular servicing area along the north east side of the proposed site. However there would be no scope to widen the width of the existing carriageway at Copperas Street. Notwithstanding that, the Royal Borough of Greenwich, which has responsibility for that stretch of highway, had agreed in principle that the proposed public realm works to Copperas Street could be carried out by the London Borough of Lewisham on its behalf. Thus, there would be an opportunity to use financial contributions from the applicants towards the implementation of a Controlled Parking Zone, with a view to increase the amount of usable road space on Copperas Street.

The Officer responded to further questions, clarifying to the Committee that the reason why the installation of a gate had been proposed on the Creekside route adjacent to the existing Trinity Laban building was to protect the Trinity Laban

building against vandalism, given that its façade comprises semi-transparent polycarbonate panels which would be susceptible to damage.

On the issue of the design of the proposed facility for Trinity Laban, the Officer advised the Committee that a range of options were considered on several occasions with the Lewisham Design Review Panel, and it was decided that using a dark coloured material would be the best option to deliver an appropriate high-quality design. The Committee was advised that the intention for the dark material was to deliberately contrast with the existing Laban building.

In light of a concern, the Officer informed the Committee that the area to be developed had been designated as an opportunity area, and the principle of high-density development had been previously established. It was stated that in 2007, Lewisham's Planning Committee were minded to approve a scheme to deliver a series of buildings rising to a maximum of 22-storeys on the proposed site. In the appeal against refusal of a 2015 application proposal for development on the site, the Planning Inspector raised no concern about the scale and density of two buildings rising to 10 and 24 storeys.

In a follow-up question to the latter, the Committee received confirmation from the Officer that the policy direction of the emerging London Plan had moved away from the application of a strict density matrix in planning terms to enable the delivery of developments in accordance with the context and nature of the surrounding area. In light of that, and given the history of the site, the high-density development of the current scheme was assessed by Officers as appropriate.

Continuing with his response, the Officer advised the Committee that the majority of concerns about daylight and sunlight into buildings were received by existing occupiers in dwellings at Creekside Village West and Union Wharf. It was stated that the Council's Planning team were aware that a proportion of rooms within surrounding developments would fail to meet the British Research Establishment (BRE) standard in regard to daylight and sunlight provisions. However, given the planning history for high-rise development on the proposed site, and an assessment by the Council's independently appointed consultants who reviewed the submitted Environmental Statement, planning officers came to the view that the public benefits of the scheme outweighed the harm of transgressions against the BRE standards in relation to levels of daylight and sunlight within existing surrounding residential apartments. The Officer reiterated to the Committee that planning policies recognised that in the context of high-rise developments in urban areas, it would not always be possible to achieve the BRE recommended levels in terms of daylight and sunlight.

The Committee raised further questions and received confirmation from the Officer that the viability evidence submitted with the application was subjected to scrutiny by both the Council's appointed independent consultants, and the Greater London Authority's (GLA) viability experts. It was stated that the outcome of the assessment was that 10% was the maximum that the proposed scheme could deliver in terms of affordable housing provision, taking into account the delivery of the Trinity Laban facility to shell and core, and the required level of the developers' return reasonably expected. However, the developers' decision to deliver 15% affordable housing did not undermine the viability evidence, but sought to respond

to the political desire to increase affordable housing provision within the scheme. Thus, if the Committee refused the recommendations in the report, the developers had indicated that an appeal would be submitted, at which stage they would revert to the 10% affordable housing provision as justified by the submitted viability evidence. The Officer reiterated that the applicant was willing to make the enhanced offer of 15% affordable housing, in order to seek to avoid the time and cost implications associated with a planning appeal.

On behalf of the Committee, the Chair, Councillor John Paschoud invited representations from the applicants' team.

The meeting was addressed by the Principal of Trinity Laban. As a representative of the education facility at the meeting, he expressed support for the proposals, highlighting the benefits to be realised in relation to the opportunity for major development, economic boost, and job creation in the Lewisham area. The Committee heard that Trinity Laban is one of the biggest cultural assets within Lewisham. However, a combination of funding cuts by the Government, the implications of Brexit, and the impact of the Covid-19 pandemic had created an urgency for Trinity Laban to be financially sustainable, otherwise, it would cease to exist. The representative stated that the delivery of the proposed modern studios and concert hall would enable Trinity Laban to increase the size of its existing facilities, and attract additional students' enrolment to cover the shortfall in funding. It was stated that the proposals would also provide an opportunity for Trinity Laban to expand its local community outreach programmes. Thus, the proposed development could showcase a positive image in the London Borough of Lewisham during the 'Borough of Culture' events.

In response to questions about public benefits, the representative informed the Committee that in addition to research work, Trinity Laban was delivering programmes for higher education degree from foundation to PhD level, with employability of around 90% of graduates in the areas of music, dance and theatrical work. It was stated that Trinity Laban was currently operating at a turnover of around £20m a year, and the economists had worked out that the benefit of the proposed development to students and staff was worth £33m a year. Thus, there was the potential of a substantial loss in revenue to the local community if the proposals were not approved by the Committee.

Continuing in his response on the issue of public benefit, the representative informed the Committee that Trinity Laban was delivering learning and participation work to younger and older residents that were not in higher education. The cost to deliver the programme to Trinity Laban was over £3m, of which the Council was contributing £50k. It was confirmed that 64% of Lewisham residents were enrolled on the programme, and the offer was extended to 30 primary schools and about 10 secondary schools, including people experiencing health problems. In relation to an enquiry about scholarships, the representative advised the Committee that financial awards were provided under the Centre for Advanced Training scheme for talented teenagers from the age of 13 to 17 as part of an audition programme for professional training up to the level of employability.

The agent for the applicants also addressed the meeting, confirming that the proposals were the outcome of collaborative working between the applicants' team and Lewisham Council's planning officers over a period of three years to ensure policy compliance for the comprehensive regeneration on the proposed derelict brownfield site. The agent echoed statements by the presenting Officer to highlight the applicants' intention to deliver private and affordable housing, employment, public realm, and new educational and cultural facilities as part of the expansion of Trinity Laban operations. The agent suggested that the Committee should approve the recommendations on the premise that the regeneration of the derelict land would outweigh any harm associated with delivering the proposals.

In response to questions raised, the agent reaffirmed the applicants' willingness to contribute in the spirit of local community benefits. The Committee was advised that although the 10% affordable housing provision was found to be justified based on the Council's independent assessment of the viability evidence, the applicants decided to increase that to 15%. It was stated that the increase, when added to the financial contribution by the applicants' to deliver the proposed facility at the Trinity Laban site, would amount to an overall public benefit in excess of 30% affordable housing.

The Committee questioned the rationale for delivering commercial floor spaces in an area where similar facilities were available, but unoccupied. In response, the agent for the applicants stated that the intention was to deliver a different incentive from a commercial viewpoint that was flexible, with a view to enable potential occupiers undertake various types of retail or office business operations. The agent stated that the applicants were committed to agreeing a marketing scheme, with a view to promote the commercial spaces together with the public realm, the dwelling units, and the new educational facility to be delivered on the proposed site. Thus, the potential for increased footfall into the area as a result of the proposed development was inevitable.

(The Committee agreed to suspend Standing Order at 9.20pm for the meeting to continue.)

On behalf of the Committee, the Chair invited representations from residents who had registered to speak at the meeting.

The meeting was addressed by two residents who advised that they were opposed to the proposals. The residents expressed views to the Committee that it was stated that the purpose of Trinity Laban was to provide education. However, the Officer's presentation included Trinity Laban as an integral part of the proposals. The residents' objection to the proposals also included concerns about loss of privacy, overshadowing, loss of daylight and sunlight, and potential adverse impact on the local amenities.

One of the residents who addressed the meeting was of the view that the height, design, density and scale of the proposed development was not reflective of the distinctive nature of the area. She suggested that Trinity Laban should be incentivised to off-set funding it was seeking from the developers at the expense of affordable housing, and use those funds to lease empty commercial units in the area for additional rehearsals. Alternatively, Trinity Laban could work with

Greenwich Dance Academy or make use of the Greenwich Old Town Hall, with a view to utilise available creative spaces for dance, arts and music through collaborative initiatives. The resident also responded to questions, advising the Committee that the height, design, density and scale of the proposed development was not reflective of the distinctive nature of the Deptford Creek area. In particular, the boundary with the Greenwich area was already saturated with private dwellings, therefore, developments for the private housing market could not be justified on the proposed site.

The Committee noted responses from the other resident who reiterated that he was concerned about overshadowing onto neighbouring dwellings, and because his would be affected, the value of his house would likely depreciate if the development proceeded with plans for high-rise buildings. Thus, the Committee should recommend that the applicants reduce the height and density of two of the tower blocks to between 5 to 10 storeys. Specific to the proposed new education facility to be delivered, the resident suggested that a one-floor open theatre building could be erected on the Trinity Laban campus, and enhanced with outside grass planting areas and a space for children's play activities.

In considering submissions made at the meeting, the Committee sought further clarifications on aspects of the proposals.

The presenting Officer responded that the width between the Creek and existing Trinity Laban building was around 2 metres, and the erection of additional fencing in the space would be inappropriate. Notwithstanding that, the Committee could suggest provision in the s106 agreement to include a requirement for that stretch of route between the Creek and the Trinity Laban building to remain accessible in perpetuity to the public. Thus, there would be a legal recourse in the event of a breach. It was stated that a similar approach could be applied to secure provision for the Council to adopt the double-width area as a public space for vehicular turning at Copperas Street.

In light of further enquires by the Committee, the representative on behalf of Trinity Laban reiterated that it would be reasonable to suggest that the gate to be erected on the campus should remain open during the agreed defined daytime hours, but not at night time. The Committee heard that the existing meshed fence along the path of the Creek was necessary to deter vandalism and breakage, and its removal would likely render buildings on the Trinity Laban campus vulnerable to damage. Thus, it would be appropriate for a decision on the matter to be based on an architectural solution.

The Committee also noted confirmation from the representative that over 50% of students attending Trinity Laban over the age of 18 were from Black and Minority Ethnic (BAME) community groups, and that the ratio of socio-economic profile in the junior programmes were reflective of the general population of Lewisham. The representative concluded that the dance and music activities offered under the Centre for Advanced Training scheme at Trinity Laban to students were either by means-tested bursary, or free.

The Director of Planning also gave an assurance to the Committee that the Council's independent financial consultant who undertook the viability assessment for the proposed scheme concluded that the land value, which included a 30% uplift, was appropriate. It was also confirmed that there was a nil Community Infrastructure Levy charge (CIL) for the B1 business spaces and affordable housing provision to be delivered. However, educational institutions were not exempt from CIL.

The Committee was further advised by the Director that conditions stipulated as part of s106 agreement in planning matters were monitored at regular intervals by Council officials to ensure compliance. She advised that the Committee should base its decision on material planning considerations, not on political or financial matters. The Director pointed out that planning matters outlined in the report included the Environmental Statement and details about the wider economic benefits of investing further into Trinity Laban.

The Committee moved to deliberate on the proposed recommendations on the report.

Councillor Kevin Bonavia announced an intention for a motion to refuse the proposal on the basis that the public benefits to be delivered by the scheme could not be sufficiently justified. It was suggested that the meeting should move into a closed session for legal advice on the matter.

(The meeting went into a closed session at 10.23pm, and resumed into the open session at 10.44pm).

Councillor Bonavia moved a motion as follows:

“that the Committee refuse the planning application before us, on the grounds that the proposed public benefits to the Laban, and its enhanced facility outreach does not off-set the lack of genuinely affordable housing, which is a material consideration of significant weight, given the housing crisis that is facing the wider area”

The motion was seconded by Councillor Aisling Gallagher and voted upon. The result was tied. The Chair exercised his casting vote against the motion. The motion failed.

The Committee continued with its deliberations.

The meeting noted comments by some Members that, given the history of the proposed site, the regeneration of the derelict site was a welcomed opportunity. However, the gains to be realised by the applicant should not be significantly higher at the expense of local community benefits.

Other Members endorsed views about the need to secure public benefits in proportion to gains for the applicant, and they suggested that additional provisions should be added as part of the s106 agreement to be secured between the Council, the applicant, and Trinity Laban.

The meeting noted a suggestion by the Members that the Council should adopt in perpetuity the space identified as public highway for vehicle turning on Copperas Street.

Members commented that enrolment of students at Trinity Laban should reflect Lewisham's diverse population. Thus, the Trinity Laban Community Use Agreement should include a statement in its learning and participation programme that enrolment offers would amount to a minimum of 40% of students from the Black and Ethnic Minority community. Members stated that the data should thereafter be monitored by officers of the Council for compliance.

Continuing on the issue of community benefits, Members suggested a requirement that the public access through the existing Laban Building campus should provide a continuous stretch of Creekside route with public access 24 hours a day, 7 days a week in perpetuity, subject to securing suitable security measures.

At the conclusion of their deliberations, some Members reiterated that they would be supporting officers' recommendation on basis that the three provisions suggested as an addition to the s106 Heads of Terms would be incorporated in the proposals, and monitored by Council officials for compliance.

Councillor James-J Walsh moved the proposals in the report. The proposals were seconded by Councillor Olurotimi Ogunbadewa.

The Committee voted with a result of 3 against, and 5 in favour of proposals, and

RESOLVED

That it be **AGREED**:

To approve proposals in the report, and refer the application and any other required documents to the Mayor of London (Greater London Authority) under Article 5 of the Town and Country Planning (Mayor of London) Order 2008

And,

subject to no direction being received from the Mayor of London, authorise the Head of Law to complete a legal agreement under Section 106 of the 1990 Act (and other appropriate powers) to cover the principal matters as set out in Section 12 of this report, including other such amendments as considered appropriate to ensure the acceptable implementation of the development;

And,

subject to completion of a satisfactory legal agreement, authorise the Head of Planning to **GRANT PLANNING PERMISSION** for the demolition of existing buildings/ structures on land bound by Copperas Street and Deptford Creek SE8, and the construction of two blocks of 26 and 30 storeys comprising 393 residential units, 757m² of commercial floor space (Use Class A1/A2/A3/A4/B1) and a 5 storey building incorporating cultural/ performance venue, dance studios and

education space for Trinity Laban, underground car and cycle parking, open space, associated landscaping and Creekside walk;

Subject

To additional requirements, that as part of the Section 106 Agreement, planning officers to negotiate further provisions for sufficient community benefits, with a view to:

- i. legally secure as public highway the space identified in the illustrative drawing for vehicle turning on Copperas Street in perpetuity – designed to adoptable standards;
- ii. secure an improved community benefit offer as part of the Trinity Laban Community Use Agreement, including that in relation to the identified community participation programmes a minimum of 40% of enrolment shall be from Black and Minority Ethnic groups in order to reflect the population of the borough of Lewisham, and that an annual report on delivery against the commitments within the Community Use Agreement shall be submitted to the Council which includes information on the ethnic profile of participants; and
- iii. secure public access through the existing Laban Building campus to provide a continuous stretch of Creekside route with public access 24 hours a day, 7 days a week in perpetuity, subject to securing suitable security measures such as CCTV.

The meeting closed at 11.00pm.

Chair

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MINUTES OF THE STRATEGIC PLANNING COMMITTEE

Wednesday, 16 December 2020 at 7.30 pm

PRESENT: Councillors John Paschoud (Chair), Leo Gibbons (Vice-Chair), Kevin Bonavia, Suzannah Clarke, Liam Curran, Olurotimi Ogunbadewa, Sakina Sheikh and James-J Walsh.

ALSO PRESENT:

Under Standing Order:

Blackheath Ward: Councillor Amanda De Ryk, and Councillor Juliet Campbell.

Planning Officers:

Major and Strategic Projects Manager, and Senior Planning Officer.

Legal Representative:

Charles Merrett, Francis Taylor Building – on behalf of London Borough of Lewisham.

Clerk:

Senior Committee Manager.

Apologies for absence were received from Councillor Andre Bourne and Councillor Aisling Gallagher.

The Chair, Councillor John Paschoud announced that officers and members of the public in attendance should turn their cameras off unless invited to participate at the meeting. It was stated that the meeting was held in public. Members of the Committee should leave their cameras turned on throughout the public web broadcast. The Chair stated that after the Officer's presentation, the applicant would address the Committee for 10 minutes. The same opportunity was given to members of the public and representatives of local groups who had registered to speak at the meeting.

1. **Declarations of Interests**

Councillor Kevin Bonavia disclosed that although he was a ward Member for Blackheath Ward, his contribution in the meeting was not as a representative on behalf of his constituents, but as a Member of the Committee in determining the proposal in the report.

2. **Minutes**

The Committee made an amendment to the wording in the decision of Minutes of the meeting of 17 November 2020. The Chair directed that the amendments should be discussed with planning officers for resubmission to the next meeting of the Committee.

3. Blackheath Business Estate, Blackheath Hill, London, SE10 8BA

The Senior Planning Officer gave an illustrative presentation to the report, recommending that the Committee approve the proposal for planning permission to construct a part seven/part nine storey residential building and four storey commercial building with other associated works on Blackheath Business Estate, Blackheath Hill, SE10 8BA.

The Committee noted the report, and that the proposal would deliver 31 one bed, 24 two bed and 8 three bedroom residential dwellings, together with commercial space and associated amenities, including disabled parking, cycle parking, play space, refuse storage and plant areas.

In discussing the details in the report, Members asked questions and noted responses from officers on matters relating to the advice provided by the Council's Tree Officer, the amenity value of the development, ecology, the green wall and trees to be planted on the proposed site, including the landscaping design, and tenure blinding of the units to be delivered. Further responses noted by Members were in relation to pepper-potting of affordable housing units, potential traffic congestion and parking pressures, and the adequacy of the proposed vehicle delivery and service areas to support commercial activities on the proposed site when the development becomes operational.

The agents for the applicants also made submissions to the Committee, reiterating statements in the report about the design, façade, number of private and affordable housing units to be delivered, density of the proposed buildings and materials to be used. Also highlighted by the agents were the provision of flexible employment areas, private and shared amenity spaces. Plans to use renewable sources of energy, bio-diversity and ecology considerations were also stated by the agents as key elements of the proposed development.

In response to questions raised, the agents for the applicants gave an assurance to the Committee that their team consulted widely with residents via letters and series of remote meetings and workshops, including frequent liaisons with Council officers in the Housing Team and Planning Division throughout the feasibility and planning stages of the application. It was stated that the applicant would continue liaising with Council's officials, with a view to deliver according to the construction specification, and to ensure adequate re-location support to existing residents. The Committee also received confirmation that the as part of the implementation plan, there would be arrangements to hold seasonal education and community events for residents when delivery becomes operational.

The Committee's attention was further drawn by the agents to the fact that the applicant aimed to provide 37% affordable housing across the proposed scheme with habitable room. It was stated that the affordable housing provision was in accordance with the Council's housing policy to deliver homes to its residents. It was clarified that in addition to commercial areas with purposeful workspaces for start-up businesses, the total number of affordable and private dwellings to be delivered would be of a high-quality. The agents suggested that the Committee should approve the officer's recommendation in the report, in order to enable the

applicant to deliver the proposed development, which would represent a new benchmark for design and sustainability in Lewisham.

The meeting was also addressed by a residents' representative on behalf of those living in the Blackheath area. The representative informed the Committee that residents welcomed regeneration of the borough, and were supportive of the fact that the Council had a need to meet its housing targets. However, residents believed that the proposal would create an over-development, which would present an overbearing onto existing buildings. As an indication, the representative informed the Committee that daylight and sunlight into neighbouring properties would be substantially reduced and privacy compromised, in particular for those in Nos. 78 and 78a Blackheath Hill and patients and staff at the neurological hospital close by. The Committee also heard that residents were further concerned about the removal of matured trees in an area of heavy traffic activities. It was stated that the residential amenities and parking provision would be inadequate, and that the back end of the site would be incompatible with the proposed commercial use at the front end. The representative suggested that the Committee should refuse the application because the proposal was contrary to planning guidelines and policies. The representative expressed disappointment that the case officer's report failed to place weight on the issues he had raised.

A resident also addressed the meeting on behalf of her neighbour whom she advised was a tenant in the social housing within the Parkside estate located close to the application site. The Committee heard that residents living on the estate were concerned about overshadowing into their properties, and were of a view that the planned pedestrian access route to the rear of the proposed commercial block would present loss of privacy and compromise their safety. It was stated that the majority of the residents were suffering from respiratory illness, and therefore were objecting to the removal of matured trees. Furthermore, residents were anxious that the high-impact construction activities to be undertaken in the area would adversely affect their health and sleeping patterns. The resident stated that her neighbour was suggesting that Members should undertake a site visit to assess the potential impact on those living on the estate prior to making a decision on the proposal.

The meeting was also addressed by a representative on behalf of the Blackheath Society. The Committee was advised that the Society had no objection in principle to development taking place on the proposed site, and the plans to provide new private and affordable dwellings. However, the Society believed that the proposal was inappropriate in terms of its typography and configuration. The concerns informed by the representative were that the regeneration scheme would be excessive when set against the density perimeter of the proposed site, access via exits and entrances into and out of the site would be problematic for vehicles, and the safety of pedestrians would be compromised. The Committee also heard that when set against the number of family units to be delivered, the play areas allocated for children of potential occupiers would be insufficient. The representative also expressed a view that it was unlikely that the loss of amenities, including the felling of a corridor of matured trees and distortion to the ecology in the area by the proposed construction work could not be redressed by the proposed green wall. The Committee heard that the Society was also disappointed that the report had not addressed the issue of overdevelopment and

the harm as a result of that, particularly the adverse social impact to those living in existing dwellings close by. In view of the concerns, the representative stated that the Society was requesting that the Committee should reject the application in its current form.

Speaking as a Member of the Blackheath Ward, Councillor Amanda De Ryk echoed similar concerns expressed by residents' representatives who addressed the meeting earlier on. It was reiterated that the scale and height of the proposed building would be intrusive, overpowering, and out of scale in the surrounding area. The Committee heard that the overdevelopment would create an overbearing intrusion which would result in loss of daylight and sunlight onto existing properties. Also, residents' privacy would be compromised because of the closeness between the proposed blocks and existing buildings. Councillor De Ryk recommended that Members of the Committee should agree to conduct a site visit, with a view to assess how the proposed development would sit within the perimeter of the site in terms of its density, and also potential impact on residents, traffic/transport planning, and impact on patients and staff in the neurological hospital close by.

(The Committee agreed to suspend Standing Order at 21.43pm)

In considering submissions made at the meeting, some Members reiterated that the report made no mention about the amenity value of the corridor of trees in light of the policy implications outlined in the Tree Officer's report. They expressed a view that the proposal of scattering planting of trees in various areas on the site, and the planning of a green wall would be unlikely to mitigate for the loss of the matured trees earmarked to be felled in a highly polluted area of heavy traffic activity. It was stated that potential traffic problems and adverse impact on the ecology in regard to wild life and disturbance of species in the area continued to be a concern.

Continuing with their summation, the Members commented on the density of the proposed buildings, and that they remained unconvinced by officers' responses that the impact of the over-development would be minimal in the urban setting, particularly in regard of overshadowing, which would result in loss of daylight and sunlight onto neighbouring dwellings, and the neurological hospital close by. The Members stated that it was unacceptable that residents in the affordable block would have no access to the rooftop garden in the private block, and they expressed a view that any segregation in the communal areas, other than for security reasons or the prevention of crime, would be unreasonable.

Other Members echoed similar concerns that the area was densely populated and therefore would have a negative impact on the environment. It was also pointed out that the commercial building would be much higher than the adjacent building, and therefore would block the daylight and sunlight onto existing building, and would likely create overshadowing, and loss of privacy. The Members also expressed concerns about potential parking problems and congestions. The inadequacy of the entrances and exits to support commercial activities, and management of noise during construction works were also echoed by the Members as concerns.

In view of the considerations, some Members stated that they were wished to vote against the proposal but required legal advice to express the wordings of their intentions, and the potential implications of their actions.

(The Committee went into a 'closed' session at 23.05pm to obtain legal advice).

(The Committee resumed from 'closed' session at 23.23pm)

Some Members expressed a view that they would only support the officer's recommendation if additional requirements were added as part of the Section 106 Agreement, requiring that all reasonable endeavours should be made to promote pepper potting of the affordable units amongst the open market units, following liaison with Registered Providers, and submission to the Council for approval. The Members proposed additional planning conditions requiring that all of the external amenity spaces within the development, including the roof-top amenity space on Block A and B should be accessible to residents in private and affordable units at all times for the duration of the development, unless a report approved by the Local Authority, prior to first occupation of the development states that it prevent the prevent the development from achieving a 'secured by design' certification. The Members further proposed a condition requiring detail of playable space for children of all ages. Also proposed were requirements to revise wordings in condition 12 and 13 to include submission of living wall detail on the rear elevation of the commercial building. It was stated that the amendment to condition 13 should refer to landscaping maintenance and replacement in perpetuity if a tree fails. The Members added that wording to condition 11 should include for all car parking spaces and for the loading bays of the commercial block.

In view of the additional views expressed, the Chair directed that a vote would be taken on the officer's recommendations in the report in the first instance, and failing that, Members who had advised their intention to reject the proposal would be given an opportunity to state the reasons for a vote on the motion.

Councillor Leo Gibbons moved the recommendation in the report, and that was seconded by Councillor Olurotimi Ogunbadewa.

The Committee voted on the proposal, and there was a tie result. The Chair used his casting vote in favour of the recommendations, and the Committee

RESOLVED:

That it be **AGREED** to approve proposal, and refer the application and this report and any other required documents to the Mayor of London (Greater London Authority) under Article 5 of the Town and Country Planning (Mayor of London) Order 2008 (Category 1C and 1A of the Schedule of the Order):

And,

Subject to no direction being received from the Mayor of London, authorise officers to negotiate and complete a legal agreement under Section 106 and of the 1990 Act (and other appropriate powers) to cover the principal matters set out in this

report, including such other amendments as considered appropriate to ensure the acceptable implementation of the development.

And

Authorise the Head of Planning to **GRANT PERMISSION** for the construction of a part seven/part nine storey building on the site of Blackheath Business Estate, Blackheath Hill SE10 to provide 31, one bed 24, two bed and 8, three bedroom self-contained flats and a four storey building to provide 2288 sqm² commercial space, together with disabled parking, cycle parking, play space, refuse storage and plant, subject to amendments to some conditions set out in the report, the additional conditions agreed at the meeting and completion of a satisfactory legal agreement as follows:

1. Additional requirements, that as part of the Section 106 Agreement,:
 - (i) Require all reasonable endeavours to promote pepper potting of the affordable units amongst the open market units, following liaison with Registered Providers and submission to be made to the Council for approval.

2. Additional planning conditions:
 - (i) Stating that all of the external amenity spaces within the development, including the roof-top amenity space on Block A and B shall be made accessible to all residents of the entire development at all times for the duration of the development, unless a report has been submitted to, and approved by the Local Authority, prior to first occupation of the development, detailing how such a requirement would prevent the development from achieving 'secured by design' certification.; and

 - (ii) Add a condition requiring detail of playable space and how it is catered for each age group (0-5; 6-11; 12+)

3. Revision to planning conditions included in the report:
 - (i) Amend wording of condition 12 (Soft Landscaping) and 13 (Implementation) to include a requirement for the submission of living wall detail proposed on the rear elevation of the commercial building. Amendment to condition 13 to refer to landscaping maintenance and replacement in perpetuity if a tree fails.

 - (ii) Amend wording of condition 11 (Electric Vehicular charging points) to include for all car parking spaces and for the loading bays of the commercial block.

Meeting closed at 23.31pm

Chair

Committee	STRATEGIC PLANNING COMMITTEE	
Report Title	164-196 Trundleys Road and 1-9 Sanford Street, SE8 5JE	
Ward	Evelyn	
Contributors	David Robinson	
Class	PART 1	23 March 2021

<u>Reg. Nos.</u>	DC/18/106941
<u>Application dated</u>	27 April 2018
<u>Applicant</u>	Avison Young on behalf of Trundleys Road Ltd (Part of Aitch Group)
<u>Proposal</u>	Demolition of existing buildings and redevelopment of the site for two new buildings comprising flexible commercial floorspace (Use Class B1c/B2/B8) at ground and mezzanine floors and residential units (Use Class C3) above, with associated access and highway works, amenity areas, cycle, car parking and refuse/recycling stores at 164-196 Trundleys Road and 1-9 Sanford Street, SE8 5JE.
<u>Background Papers</u>	(1) Case File DE/191/194/TP (2) National Planning Policy Framework (3) The London Plan (4) Local Development Framework Documents
<u>Designation</u>	Strategic Industrial Location PTAL 1a/1b Flood Risk Zone 3 Area of Archaeological Priority London Underground Zone
<u>Screening</u>	Issued 24 October 2017: EIA not required

1 SUMMARY

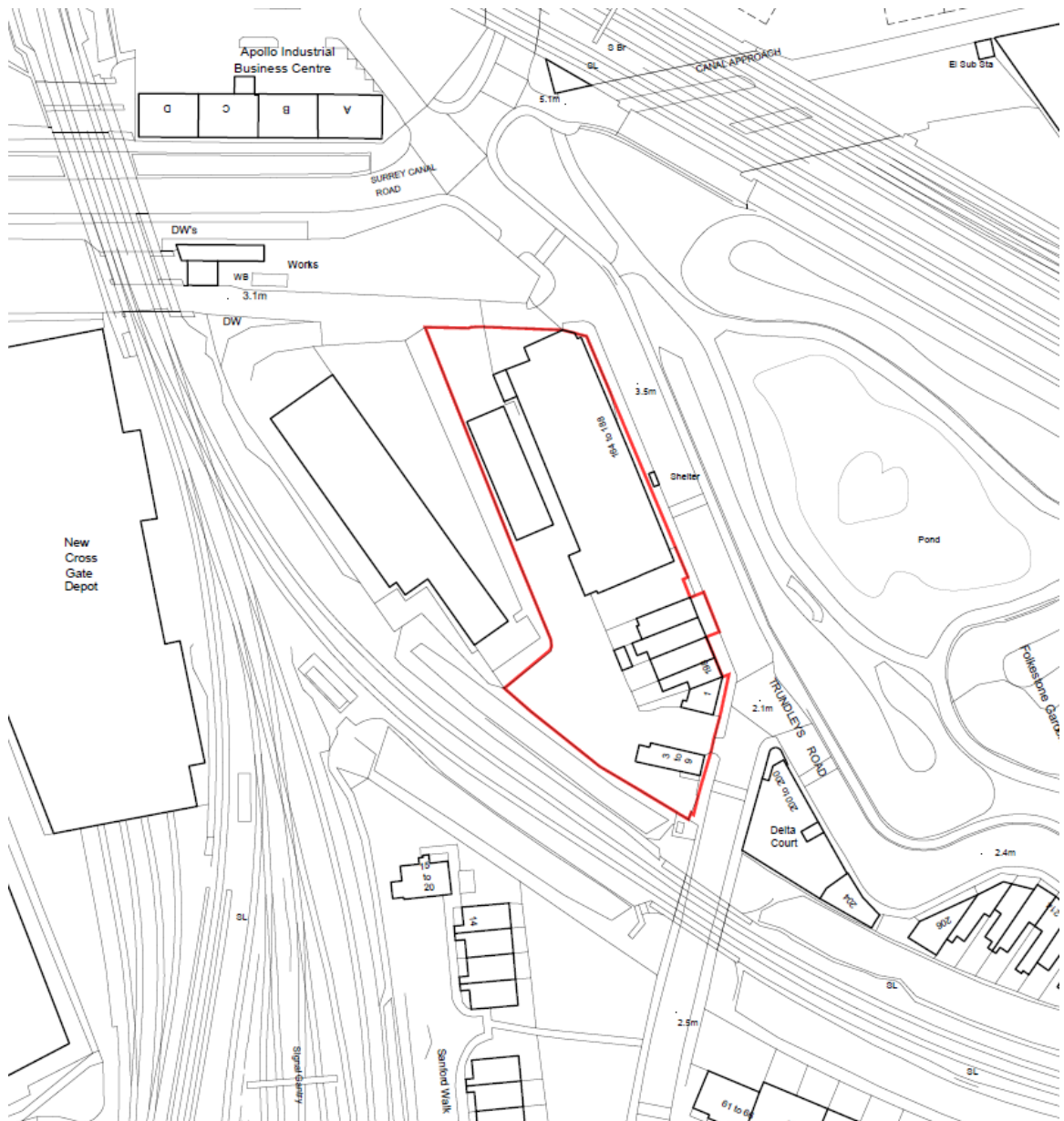
- 1 This report sets out officer's recommendation in relation to the above proposal. The report has been brought before members for a decision as permission is recommended for approval, and there are three or more (190 no.) valid planning objections, as the application pertains to a site of strategic importance, and as the proposed development represents a departure from the current Core Strategy.

2 SITE AND CONTEXT

- 2 The Site itself lies south-west of Deptford Park, adjacent to Folkestone Gardens and extends to approximately 0.38ha (0.94 acres). The Site is bound by Trundleys Road to the east, Sanford Street to the south, railway lines and a Transport for London (TfL) operations building (substation) to the west and Juno Way to the north. The Site benefits from a long frontage to Folkestone Gardens.
- 3 The existing site is comprised of three main elements:

1. A brick warehouse which runs along Trundleys Road used for car servicing and MOT testing
 2. A terrace of two storey buildings which also run along Trundleys Road with commercial uses at ground floor level and residential above (3 no. 1 bed & 3 no. 2 bed flats).
 3. A smaller warehouse to the west of the site and industrial building to the south of the site associated with a recycling yard
- 4 The surrounding area is characterised by a mix of uses, with residential dwellings predominantly situated to the north, east and south, and employment uses to the west of the Site. However, the emerging context is largely characterised by new mixed-use employment and residential developments that are forthcoming in the vicinity of the Site.
- 5 The application site is outlined in Image 1 below:

Image 1: Site Location Plan



- 6 The Site is located within the south-east section of the Surrey Canal Strategic Industrial Location (SIL). The Lewisham Employment Land Study (2019) recommends that the site is designated for co-location of employment uses and other uses including residential.

Further to this, the site is recommended for co-location of residential and industrial uses in the new draft Local Plan, which was published for public consultation 15th January 2021-11 April 2021. At the current time, the draft Local Plan does not carry weight in decision making as the consultation period has yet to conclude and the plan has not been through examination to be found 'sound' in accordance with para 35 of the NPPF.

- 7 The Site is also located within an Area of Archaeological Priority and to the west boundary, the Site adjoins the railway which is designated as a Green Corridor and Site of Importance for Nature Conservation. Folkestone Gardens to the east of the Site is designated as Public Open Space and a Site of Nature Conservation Importance.
- 8 The site falls within the Lewisham, Catford and New Cross Opportunity Area for which the London Plan sets an indicative capacity of 13,500 new homes and 4,000 new jobs over the plan period. The site has relatively low access to public transport with a Public Transport Accessibility Level (PTAL) of 1a to 2. The site is located in Flood Zone 3 as identified by the Environment Agency, as well as an Air Quality Management Area.

3 RELEVANT PLANNING HISTORY

- 9 DC/20/117966 – Demolition of existing buildings and redevelopment of the site for two new buildings comprising flexible commercial floorspace (Use Class B1c/B2/B8) at ground and mezzanine floors and residential units (Use Class C3) and purpose-built student accommodation bedspaces (Use Class Sui Generis) above, with associated access and highway works, amenity areas, cycle, car parking and refuse/recycling stores at 164-196 Trundleys Road and 1-9 Sanford Street, SE8 5JE – Pending determination

4 CURRENT PLANNING APPLICATION

4.1 THE PROPOSALS

- 10 The application proposes demolition of existing buildings and redevelopment of the site for two new buildings comprising flexible commercial floorspace (Use Class B1c/B2/B8) at ground and mezzanine floors and residential units (Use Class C3) above, with associated access and highway works, amenity areas, cycle, car parking and refuse/recycling stores at 164-196 Trundleys Road and 1-9 Sanford Street, SE8 5JE. The proposals include:

- 2,220sqm flexible commercial floorspace (Use Class B1c/B2/B8)
- 189 residential units (Use Class C3)
- 2no. buildings: Block A part 11, part 15 storeys and Block B part 6, part 9 storeys

4.1.1 Built Form

- 11 The proposed development would be across two buildings Block A which would be part 11 and Part 15 storeys, and Block B which would be part 6 and part 9 storeys (including mezzanine level) in height. At ground floor level, the proposed building would have a distinctive commercial base which would incorporate 2,220sqm flexible commercial floorspace (Use Class B1c/B2/B8). The proposed residential accommodation would be located at upper storey levels. The configuration of Blocks A and B is shown below

Image 2: Proposed Built Form



4.1.2 Residential (C3)

12 The application proposes a total of 189 residential C3 units within Blocks A and B. These would consist of 42 affordable rented units provided at London Affordable Rent and 24 shared ownership units. Nineteen wheelchair accessible units would also be provided. The residential units would be accessed directly from Trundleys Road.

4.1.3 Commercial Floorspace

13 The Application proposes 2,220sqm flexible commercial floorspace (use class B1c/B2/B8) at ground and mezzanine floors – this would be provided across 4 individual units. The commercial floorspace would have pedestrian access provided to each units provided from Trundleys Road and Sandford Street, with servicing and yard access provided from the rear of the proposed buildings, both accessed from Trundleys Road and Sandford Street respectively.

4.1.4 Car and Cycle Parking

14 The scheme proposes car limited development, with 13 spaces being provided at basement level accessed from Sandford Street. The spaces would be allocated as follows:

- 9 spaces for the residential units
- 4 spaces for the commercial floorspace

15 The scheme would also provide a total of 343 long stay cycle parking spaces and 9 visitor cycle parking spaces.

4.1.5 Planning Application Reference Number DC/20/117966

16

This application is very similar to planning application reference number DC/20/117966 which was submitted to the Council on 3rd September 2020 – this application is also pending determination. The scale, massing, design and materiality proposed in both applications is almost identical. For clarity, the two applications are summarised in Table 1 below:

Table 1: Proposal Comparison

	Proposed Scheme	Scheme proposed under application DC/20/117966
Height, scale and massing	2 blocks. Block A part 11 and part 15 storeys, Block B part 6 and part 9 storeys	2 blocks. Block A part 11 and part 15 storeys, Block B part 6 and part 9 storeys
Commercial floorspace	2,220sqm flexible commercial floorspace (use class B1c/B2/B8) at ground and mezzanine floors	2,220sqm flexible commercial floorspace (use class E(g)(iii)/B2/B8) at ground and mezzanine floors
Residential units (C3)	189 residential (C3) units in total: 131 in Block A (123 private + 8 affordable units), 58 in Block B	58 affordable units in Block B
Affordable offer	42 London Affordable Rent (14no. 1B, 13no. 2B, 15no. 3B) and 24 Shared Ownership (14no. 1B, 10no. 2B)	37 London Affordable Rent (10no. 1B, 12no. 2B, 15no. 3B) and 21 Shared Ownership (14no. 1B, 7no. 2B)
PBSA bedspaces	N/A	393 PBSA bedspaces in Block A (138 affordable student bedspaces)

*it should be noted that use class E(g)(iii) has replaced use class B1(c) as of 1st September 2020. Application reference number DC/18/106941 was received prior to the revocation of use class B1 therefore will be assessed accordingly

5 CONSULTATION

5.1 PRE-APPLICATION ENGAGEMENT

5.1.1 Public

17

The applicant held a public consultation event on 17th October 2017 to exhibit the development proposals for the site. Attendees included representatives of the Deptford Neighbourhood Action Area, Deptford Folk, Sanford Housing Co-op, plus local residents and business owners. The key topics discussed/raised were:

- General support for redevelopment of site, in particular to improve the pedestrian environment and general appearance
- Request for sympathetic design and industrial references
- Measures to enhance public amenity due to high density development
- Concern regarding future parking levels
- Level of affordable housing should be as high as possible
- Affordable rents for the workspace

- Request for collaboration with Deptford Folk to assist realisation of aspirations for Folkestone Gardens
- Whether there could be overshadowing to Folkestone Gardens
- Need for corner shop / convenience store and restaurant in this location
- Request for as many trees as possible, ecological enhancements and improvements to air quality
- Request to rename this part of Trundleys Road to make things more coherent and legible
- Concern of future noise complaints from new residents (in relation to parties in properties in Sanford Street)

5.1.2 Planning Pre-application Advice

- 18 The applicant entered into a Planning Performance Agreement (PPA) with the Planning Service on the 2016. The applicant subsequently met with the Planning Service over a programme of seven pre-application meetings.
- 19 Additionally, the applicant held pre-application meetings with the Greater London Authority (GLA) and Transport for London (TfL).
- 20 Further to the above, the proposed development was reviewed by the Lewisham Design Review Panel (LDRP) on two occasions. Further details of the feedback received are outlined below.

5.2 APPLICATION PUBLICITY

- 21 Two site notices were erected on 21st May 2018 and a press notice was published on 30th May 2018. Letters were sent to residents and businesses in the surrounding area on 21st May 2018 and the relevant ward Councillors were notified the same date.
- 22 As a result of the application publicity, a total of 190 objections and 257 letters of support were received from the members of the public. These are summarised in Tables 2 and 3 below.

5.2.1 Objections

- 23 The representations objecting to the proposed development, received as a result of the public consultation are summarised as follows:

Table 2: Summary of Objections Received

Material planning consideration	Para(s) where addressed
<i>Design, Scale, Mass and Density</i>	
There are too many tall buildings in the area	394
The proposed building is too tall and inappropriate	392-398
Tall buildings are defined for the purposes of this policy as buildings that are significantly taller than the predominant height of buildings in the surrounding area and/or buildings that have a notable impact on the skyline of the borough and/or buildings that are more than 25 metres high adjacent to River Thames or more than 30 metres high elsewhere in the borough. The new	394

development is 50m high in a non tall-building area and therefore shouldn't be allowed.	
Lewisham's Core Strategy 18 states: The New Cross/New Cross Gate Town Centre has a number of development opportunities which need to preserve and respect the character of the adjacent conservation areas and the setting of listed buildings. Tall buildings will be considered inappropriate where they would cause harm to the identified qualities of the local character, heritage assets, landscape and open space features	392-398
<i>Land Use</i>	
The site is currently Strategic Industrial Land (SIL). The Borough of Lewisham, based on The London Plan and the Draft New London Plan Policy E4, places the Borough in the category "Retain", meaning the borough should safeguard and intensify industrial floor space capacity and its uses.	209-242
The development argues that it's intensifying existing industrial uses by designating the ground and mezzanine floors of the proposed blocks to industrial use, claiming it would add 800m ² to existing floor space. However, the development will reduce the servicing yard (1,100m ² < 1,280m ²). What SIL uses are anticipated and how will they be accommodated by the small available yard space?	365
Does it provide lower cost accommodation suitable for starter businesses as Lewisham DM Policy 9 suggests?	370-372
<i>Housing</i>	
The proposed quantum of affordable housing is well below the 50% expected	283-288
The proposed housing mix is not appropriate. More affordable family homes are needed in the area	271-280
Out of the 19 accessible units, 6 are allocated to the social rented tenure, 4 to the intermediate provision, and only 9 to the private unit mix	
The development proposes to have all social rented housing exclusively in Block B (the lower 6-9 storey block, closer to the rail tracks and the junction with Sanford Street). The intermediate provision units are mainly in the same Block B or on the 1st floor of Block A. This architectural set up gives the chance to provide unequal quality and services to the residents of different tenure.	293
The viability assessment should be made public.	The viability assessment is publically available online
<i>Impact on Neighbouring Properties and Folkstone Garden</i>	

The proposed development would result in loss of light to neighbouring properties	515-527
The proposed development would result in a loss of privacy	491-499
Recently the Anthology development which means all houses on the surrounding streets are over looked from the upper floors and now this application will have a similar impact	495-499
The buildings will over shadow the park and pond at Folkstone Gardens leaving the pavements/cycle paths wet in bad weather and thereby slippery and dangerous.	611
The extra accommodation will result in increased noise levels. There is an existing problem in the area from anti-social behaviour.	
Concerns about the possibility of the high storey building blocking out the natural sunlight over the local area and Folkestone Gardens.	532
Residents have been waiting for a new playground in Folkestone Gardens since 2014. This was promised as part of the Skate & Play project which has, to date, only delivered "Skate" at a cost of at least £250k. Section 106 & CIL from DC/18/106941 should be allocated to creating a new high quality natural playground to fulfil Lewisham Council's 2014 commitment.	355
<i>Parking and Transport</i>	
The current 225 bus route is infrequent and can only utilise single deck buses	Single deck due to height of railway bridges
This new development will add to the already increased on pressure on local parking and increase noise and air pollution.	438-439
The Development designates only 10 car park spaces for the proposed 19 wheelchair units	438-439
The Lewisham Core Strategy gives alternative to developers to invest in transportation infrastructure, in order to compensate for the non-parking approach, but the current application is not suggesting any intent.	
Parking pressure will be placed on streets surrounding the proposed development.	438-441
Although the proposed development complies with Building Regulations in relation to access, in allocating 10% for wheelchair units, which are 19 in total (10 for affordable and 9 market value), it fails to provide 1 car park space for each unit, meaning the proposal contravenes guidelines (Lewisham DM Policy 29 for development and places an immediate strain on resources already in use by local residents.	438-439

Development suggests that 76 passengers will travel at morning peak and 55 passengers at evening peak. These are unrealistic figures given the expected number of tenants and the employment rate in London (according to Statista, Employment rate in London for 2013/14 was 92.4% and has gone up since). The assessment was carried out by the developer and the worst expected case is for all the tenants to use the bus 225. The developer anticipates a new overground station at Surrey Canal Road Station, which has been experiencing delays due to the new overground station at Surrey Canal Road Compulsory Purchase Order being put on hold.	472
An increasing number of commuter cyclists using the Quietway 1 route has meant conflict and incidents particularly when children use the route to go to school. New routes to support active travel are always welcome and Cycle Quietway 1 is popular. The plans should be updated to re-route Quietway 1 along Rolt Street and around the edge of Folkestone Gardens in a safe segregated route to the junction with Surrey Canal Road where a parallel crossing can enable cyclists and pedestrians cross the road safely.	463, and Road Safety Audit secured
<i>Pollution</i>	
The proposed development would result in an increase in noise and air pollution in the area	
<i>Other</i>	
The proposed development should include some A use classes	
Schools and other social infrastructure are struggling to cope with the existing population.	
The proposed development would cause noise and disruption to residents during construction.	Condition 9 and 21
The sewage system will struggle with increased numbers of people living in the area.	Planning Condition 23
Developments are switching commercial space to residential properties by making rent not affordable by putting the price up.	
The developer should confirm what type of dynamic thermal modelling they have used. This issue requires further rigorous scrutiny as details provided in the overheating section are insufficient to verify claims given by the report.	315-321
The proposals would result in an increase in rents and house prices in the area	

5.2.2 Support

24 The representations objecting to the proposed development, received as a result of the public consultation are summarised as follows:

Table 3: Summary of Letters of Support Received

Material planning consideration	Para(s) where addressed
<i>Employment</i>	
The proposals would increase the employment floorspace on site and increase the number of jobs currently provided	365-367
The proposals would provide a flexible and adaptable light industrial and warehouse workspace that is fit for purpose and contributes towards employment activity	365
<i>Housing</i>	
The proposals would provide 189 new residential homes all with private amenity space and a mix of tenures including family homes and homes accessible for wheelchair users	276-280
The proposals would provide 63 new affordable homes to support local families	283-288
<i>Transport and Highways</i>	
299 cycle parking spaces which would encourage people to minimise car use	466-471
The scheme would improve public footways and pavements	415
It will service the increased demand for property as a result of the much anticipated and supported Bakerloo Line extension to New Cross Gate proposed by TFL.	

5.2.3 Local Meeting

25 Given the level of representation received as a result of the public consultation, a Local Meeting was undertaken in accordance with the Council's Statement of Community Involvement.

26 The meeting took place as a drop-in session and was held on Tuesday 28th January 2020 running between 17:00 to 19:30 at the Vive Living Café, 82-84 Childers Street, SE8 5FS. Minutes of the meeting can be found at Appendix 1.

5.3 INTERNAL CONSULTATION

27 The following internal consultees were notified on 21st May 2018. It should be noted that the representations received refer to the Draft London Plan. Since these comments have been received the Draft London Plan has been adopted (March 2021). The Planning Considerations of this agenda will refer to the adopted London Plan.

Ecological Regeneration Manager:

- 28 The Landscaped Roof Details 17.334-P-201 appears contradictory with respect to the living roof substrate depth. Part of the document and other associated plans refer to “Bauder or similar XF118 wildflower blanket laid on 235mm substrate as specified over drainage layer” and the same document shows a cross section depicting a Biodiversity Substrate depth typically 100~150mm. Please confirm that the actual finished settled depth will be no less than an average of 130mm.
- 29 I’ve noted that there will be 1,434m² living roof provision and this is excellent as it will provide mitigation and provide a net benefit for biodiversity. I would also like to promote that you attempt to secure the inclusion of swift nest boxes high up on an appropriate the façade of the building, house sparrow nest terraces and bat boxes (facing the railway). These are small scale enhancements that should pose no issues to implement/facilitate but will increase the value of the site and support the ecological network/landscape ecology.
- 30 On another matter, I don’t fully understand what the applicant is trying to say with respect to overshadowing: “Afternoon shadow falls onto Folkestone Gardens, however this shadow cover is over a section of the park that is predominately a transient space; the large open areas of green (without tree canopy cover) are towards the south east portion of the park. The long shadows of afternoon sun fall predominately over the park pond.” Overshadowing does have an impact on aquatic ecology. Please also note that Deptford Folk have secured a considerable amount of funding to restore Folkestone gardens pond. This project is about to become live and the proposed plans, daylight and overshadowing may have some bearing on their pond project. This impact may need further discussion so that the two project can work in sympathy.
- 31 The comments received in relation to planning application DC/20/117966 are also relevant to this application.

Economic Development:

- 32 The Council’s Economic Development Team require for the following planning obligations to be secured as part of planning permission for the site:
- A Local Labour Schedule;
 - Employment and Training Contribution of £530.00 per dwelling and £530.00 per job created; and
 - Employment Floorspace Contribution of £10,000.00 per job.

Environmental Protection (Air):

- 33 The draft NPPF, states: ‘Development should, wherever possible, help to improve local environmental conditions such as air quality;’
- 34 This development is not meeting the criteria that seeks to benchmark against good practice. The development is within an Air Quality Management Area.
- 35 They have indicated that they’ll provide mitigation in the form of EVCPs. It would be helpful for them to review, transport on this basis, with potential for providing reduced car parking and/or dedicated parking for electric vehicles; or providing some car club provision as part of the reduction in transport ownership.
- 36 Could you ask them to reconsider their AQ Assessment to provide more detail on measures that will actively support travel away for car use etc.

37 Also they've indicated that there isn't a need for any air quality/dust monitoring, during demolition and construction, other than visual checks. I've attached the IAQM guidance and we'd expect them to be providing some monitoring in accordance with this guidance.

38 Also could I ask for S106 contributions, with 188 residential premises and 2,220 sqm (GIA) of flexible commercial space, we'd be looking to ask for £21,000. This will be £100/residential unit and £100/100 sqm of commercial space.

Environmental Protection (Contaminated Land):

39 No objection subject to contaminated land condition being imposed

Environmental Protection (Noise):

40 No objections subject to conditions

Highways:

41 The development proposes the construction of 189 residential units over two blocks with an associated 2,220sqm of flexible commercial floor space (use classes B1(c)/B2/B8).

42 Three separate vehicles accesses are proposed which are largely in the same location as the existing accesses. The first access is located at the south of the site off Sandford Street and leads to a basement level car park. A second access is located immediately to the west of the first, also off Sanford Street, and leads to a servicing area to the rear of the commercial units. A third access is situated off Juno Way to the north and will be used for delivery/service vehicles.

43 The development will provide 16 car parking spaces, of which 10 spaces will be accessible and allocated to residential use whilst the remaining six will be for the commercial uses. These spaces will be located within the proposed basement car park via a two way ramp.

44 Providing a low car parking ratio is considered acceptable in principle in this location, and is consistent with the parking policies in the Intend to Publish London Plan. However, the proposal does have the potential to have an impact on on-street parking in the vicinity of the site, particularly as the roads in the vicinity of the site are not within a Controlled Parking Zone (CPZ). So, independent parking stress surveys were undertaken within 200 metres walking distance of the site, to determine if there was capacity to accommodate any additional parking demand on the streets surrounding the site. The parking survey results illustrated that within both 200m and 400m of the site, there were an average of 70 and 223 spaces available respectively over two evenings. So, there is some capacity on the streets that surround the site to accommodate any overspill parking generated by the proposed development.

45 To minimise the impact associated with the overspill parking that would be generated by the proposed development, a contribution of £30,000 is required towards introducing a CPZ on these roads to mitigate the impact of the proposal. Also, future residents of the development should not be eligible to obtain parking permits in any future parking zone, secured by planning obligation.

46 As an alternative to car ownership, the applicant should provide details of a Car Club Strategy for the site. It is recognised that developments with limited car parking, benefit from having access to car club facilities, as Car Clubs provide access to occasional or short-term use of a vehicle. The strategy should include details of car club membership for all residents for 3 years and include a review of the existing car club infrastructure in the vicinity of the site to determine if there is sufficient vehicle provision to accommodate the demand generated by the development. The Car Club Strategy should be secured by planning obligation / condition.

- 47 A Parking Management plan/strategy is required secured by planning condition / obligation, it should set out how parking within the site will be allocated and managed, and how vehicles will be prevented from parking informally on the hard landscaped areas within the development. The parking park management plan should also include the following details:-
- how the off-street parking will be allocated / managed, ensuring disabled residents are prioritised.
 - how informal parking (I.e. in the public realm, and service yard) will be enforced.
 - A review mechanism that ensures any increase in demand for disabled or electric vehicles parking is addressed.
- 48 Details of lighting, the access control (i.e. fob system) and any security measures for the proposed basement parking area are required, secured by planning condition / obligation.
- 49 Electric vehicle charging provision should be provided in accordance with the Intend to Publish London Plan Standards, secured by condition. The site should also include charging facilities in the service yard and loading areas used by commercial vehicles, including the on-street loading bay. Details of Electric charging points for both the residential and commercial elements of the development should be secured by planning condition / obligation, and a periodic review of demand for charging facilities should be included within the PMP.
- 50 The development will be serviced from a number of locations around the site, including the loading area to the north of the site which is accessed via Juno Way, the service yard area at podium level accessed from Stanford Street, and on Trundleys Road at kerbside via a new inset layby. The servicing strategy for the proposed development should be secured through a Delivery & Servicing Plan condition / obligation, to minimise the impacts associated with servicing the proposal. The Plan should include further details of the Waste management strategy at the site, for both the residential and commercial units.
- 51 The site has a Public Transport Accessibility Level (PTAL) of 2 which is considered poor. But, the PTAL at the site would increase to PTAL 3 when the new over ground station at Surrey Canal Road is opened.
- 52 The site also has a bus stop located immediately adjacent to the site frontage. The proposal will have an impact on the capacity of the 225 bus route that uses the bus stop adjacent to the site. So a contribution is required to increase the level of service on this bus route, as per TfLs comments.
- 53 A Healthy Streets Audit was included within the Transport Assessment that was submitted with the application. The audit assessed the accessibility of the site by walking and cycling, and assessed the quality of the key routes to public transport interchanges and key facilities.
- 54 The audit identified a number areas within the Active Travel Zone (ATZ) that could benefit from improvements. The audit of key Routes identified issues with the following routes -
- Key Journey No.1 – Bus Stops on Trundleys Road - Easy to cross’ – NO
 - Key Journey No.4 – Nearest Cycle Route – Quietway 1 - Easy to cross’ – NO
- 55 The lack of crossing facilities will act as a barrier to sustainable travel, So, works to improve the crossing facilities adjacent to the site are considered necessary to make the proposed development acceptable, particularly as the development is a ‘car free’ scheme, and the majority of the trips to / from the site will be by sustainable modes of travel. The

improvements will provide a more attractive pedestrian and cycle environment, and will create conditions that encourage people to walk and cycle,. It will also improve the links between the application site and the 'Deptford Parks liveable neighbourhood scheme. The applicant is required to meet the cost of delivering the new crossing facilities,

56 A Highways works planning condition / obligations is required, it should require the applicant to enter into a S278 Agreement with the Highway Authority to secure the following:-

- Improvement works (adjacent to the site) along the frontages of the site, including Trundley's Road, Sanford Street, Juno Way and Surrey Canal Road, - including the provision of dropped kerbs/tactile information at the the vehicular entrances to the site
- Improvement works to the crossing facilities on Trundley's Road between the application site and the Park - at the Trundley's Road / Surrey Canal Road junction, and the Trundley's Road / Sanford Street junction.
- Lighting under the railway bridge adjacent to the site
- The creation of the proposed loading bay (lay-by), and the associated Traffic Regulation Orders and Stage 2 Road Safety Audit.

57 Given the proximity of the proposed on-street loading bay (on the site frontage on Trundleys Road) to the Sanford Street / Trundleys Road junction, a Road Safety Audit of the proposed design of the loading bay was undertaken, The Stage 1 Road Safety Audit raised a number of points that need to be addressed at the detailed design stage. So, Further details should be provided as part of a Stage 2 Road Safety Audit. The Stage 2 Road Safety Audit should be secured in the S278 condition / obligation.

58 Details of improvement works to Juno Way are also required, secured by planning condition / obligation, to improve the pedestrian environment on Juno Way. The details should include measures to manage parking on Juno Way, and to maintain vehicular access along Juno Way.

59 Cycle parking will be provided in line with the London Plan standards. A total of 288 cycle parking spaces are to be provided for the residential element of the development, and 11 spaces for the commercial uses. Details of the design of the proposed cycle storage should be in accordance with London Cycling Design Standards (for both the residential and commercial units).

60 A Framework Travel plan was submitted with the application, the plan sets out measures to encourage the use of sustainable modes of travel to / from the site. The travel plan should also include proposals to address road safety education measures for walking & cycling.

61 The Plan should be secured by condition / obligation to ensure it is implemented.

62 To minimise the impacts during the construction phase of the development, A Construction Logistics Plan (CLP) should be provided for approval prior to commencement on site, secured by planning condition. It should provide –

- Details of hoarding lines
- Location of site access gates (both vehicular and pedestrian)
- Location of on-site parking

- Location of loading area and any waiting/holding area
- Location allocated for site compound, storage and welfare
- Vehicle route through the site.
- Swept path analysis of the proposed access/egress route to/from the site via Creekside,
- Details of the size/type and number of vehicle accessing the site,

63 The CLP should also:-

- Consider the construction phasing of committed developments in the vicinity of the site
- Measures to ensure safe interaction between construction vehicles and cyclists during the construction phase of the development.
- Confirm that the developer or its contractor will contribute and participate in the Evelyn Street Zonal CLP (including any forums)

64 The Construction plan should also address bridge protection – ie how construction vehicles accessing the site will avoid the network of low bridges in the vicinity of the site (4.0m south and 3.7m to the north).

65 **Lead Local Flood Risk Authority:**

66 We object to this application and recommend refusal of planning permission until the applicant has clearly demonstrated that the proposed development discharge rates and proposed drainage strategy comply with the London Plan over the lifetime of the development.

67 Reason: To prevent the increased risk of flooding and to improve water quality in accordance with Policies 5.12 Flood risk management and 5.13 Sustainable drainage in the London Plan (2015) and Objective 6: Flood risk reduction and water management and Core Strategy Policy 10: managing and reducing the risk of flooding (2011).

68 Overcoming our decision: You can overcome our objection by providing information addressing the following as a minimum;

69 1) Aim to limit site discharge to greenfield run-off rates. If this is not possible, applicant must provide a robust justification to demonstrate the failure to meet this target.

70 2) Provide evidence of correspondence with Greater London Authority and Thames Water, agreeing point and rate of discharge to existing combined sewer.

71 **Strategic Housing:**

72 No response received

73 **Sustainability Manager:**

- 5.4 Be Lean
- 5.5 Fabric
- 5.6 We welcome the near exemplar fabric efficiencies targeted. However can the applicant please comment on why a lower level of air tightness has not been targeted? With the inclusion of MVHR the air tightness needs to be at least below 3m³/m²/hr to offset the energy used by the fans and associated parasitic losses.
- 5.7 Lighting
- 5.8 More information is required on the lighting specification. Will it be 100% LED? What about the communal lighting in the residential: What lamps are specified? What is the controls strategy? What is the targeted lumens per circuit watt?
- 5.9 Mechanical services
- 5.10 What is the secondary distribution within the units? We would strongly recommend underfloor heating as this is more likely to result in lower return flow temperatures and it is easier to commission and balance.
- 5.11 What is the specification for heating controls? Will the units be zoned? How will the user interact with the controls and are smart controls being proposed? Heating controls are notoriously hard to use for the majority of people and careful selection at this stage has the potential to reduce energy waste.
- 5.12 More information is required on the proposed heat metering arrangement for the residential units; we would strongly recommend the specification of an open protocol heat metering interface to allow for open access to data for monitoring of network performance and to allow for the provider of customer care element of the metering and billing to be switched should the provider perform poorly.
- 5.13 Overheating risk
- 5.14 We welcome the inclusion of an overheating analysis however in accordance with London Plan guidance we require the assessment to also be carried out using DSY 2 and DSY 3.
- 5.15 We require more information on how the applicant will mitigate excessive heat gain through passive design. For example the use of deep reveals, balconies, solar shading, planting, thermal mass and night purging.
- 5.16 Be Clean
- 5.17 We require the applicant to contact Veolia at SELCHP to explore the potential for connection including connection costs, timings and the option for Veolia to provide heat to

the scheme through the provision of onsite temporary boilers until their new district heat pipe is installed.

- 5.18 The applicant is required to twin track the above option with a site wide low carbon communal heat network as the back-up option. More details need to be provided on the proposed site wide low carbon communal heat network.
- 5.19 What HIU will be specified? HIU selection is paramount in the efficiency of a heat network. We would strongly recommend an HIU is selected that has undergone the BESA testing regime and achieved a recognised acceptable VVART figure. Much more detail is required on how the heat network will be designed and installed to achieve high levels of efficiency. We would strongly recommend the network is designed to achieve heat losses of no greater than 100W per unit.
- 5.20 More information will be required to support this such as how the design has minimised the lateral pipe runs and the insulation specification. Does this design comply with CIBSE CP1? What monitoring will be included to ensure that prior to handover the network is achieving the target losses. What pumps will be selected and how will the design minimise parasitic pumping losses? What are the targeted flow and return temperatures?
- 5.21 Be Green
- 5.22 Planning policy requires the provision of on-site renewable energy generation to be maximised. More detail is required on available roof space, where the proposed PV will be located and how it will be maximised.
- 5.23 Be Seen
- 5.24 The emerging London Plan has a requirement for ongoing monitoring and reporting of site wide energy consumption and carbon figures. The Building Regulations also have a requirement for sub-metering of all large end uses. Please provide an energy metering strategy detailing how the various end loads will be metered to allow for the monitoring and reporting of energy use in operation. These end loads must include but not be limited to: residential heat consumption (sum of residential heat meters), total heat generation, heat generation, heating pumps, lighting, lifts, residential communal lighting and commercial lighting. BMS are not ideal for capturing metering data, we recommend a separate energy management system is specified with each end load identified appropriately and not simply with the distribution board reference.

5.25 STATUTORY CONSULTATION

- 74 The following Statutory Consultees were notified on 16th September 2020. It should be noted that the representations received refer to the Draft London Plan. Since these comments have been received the Draft London Plan has been adopted (March 2021). The Planning Considerations of this agenda will refer to the adopted London Plan.

Designing Out Crime Officer:

- 75 Having reviewed the application and available documentation I have taken into account Approved document Q and the design and layout there is no reason why, with continued consultation with a DOCO and the use of correctly accredited and third party certificated products that this development would not be able to achieve a Secured by Design award.

76 I do not object to this development but would seek to have a planning condition attached where this development must achieve Secured by Design accreditation if planning permission is granted.

77 If no planning condition is attached then I would encourage the developer to apply for SBD certification by choice and continue to work with me to provide a safe and secure development.

Environment Agency:

78 We have no objection to the planning application as submitted, subject to the attached conditions (see Section 1) being imposed on any planning permission granted. Without these conditions, the proposed development on this site poses an unacceptable risk to the environment and we would wish to object to the planning application.

79 Advice to applicant / Local Planning Authority We would like to offer the following advice with respect to flood risk, flood mitigation measures and groundwater and contamination:

80 Flood risk

81 We note that the site is located in Flood Zone 3 which is defined as having a 'high probability' of river and sea flooding by the 'flood risk and coastal change' section of the national Planning Practice Guidance (PPG) (Table 1: flood zones of the flood zone and flood risk tables). We further note that the site is within an area benefiting from the River Thames tidal flood defences.

82 Upon reviewing our updated tidal River Thames flood modelling, we note that the site lies within the currently modelled areas at risk of residual flooding, assuming a breach in, or overtopping of, the flood defences at given locations.

83 We also note that the uses within the proposed development – namely, business, general industrial and storage or distribution uses and residential accommodation – would be classified as 'less vulnerable' and 'more vulnerable' respectively, according to the 'flood risk and coastal change' section of the national PPG (Table 2: flood risk vulnerability classification of the flood zone and flood risk tables).

84 Please note that there may be other sources of flooding which affect this site – such as surface water and groundwater flooding – which are not within our direct remit, but nevertheless could be important considerations for managing flood risk for the proposed development. Indeed, consideration of other sources of flooding may be necessary to inform suitable mitigation measures to reduce the impact of any such flooding. Under the Flood & Water Management Act 2010, the Lead Local Flood Authority (LLFA) has the lead role in such flooding matters.

85 Flood mitigation measures

86 We seek for 'more vulnerable' residential accommodation, particularly sleeping accommodation, to be set at the first floor level and above, or, if the former approach is not possible, above the modelled flood levels. Our recommendation is supported by the London Borough of Lewisham's Strategic Flood Risk Assessment (SFRA) (Section 7.4.19) which states that:

- "no residential development is permitted at ground floor level";
- "ground floor levels should be situated 300mm above the [1 in] 200 [year] plus climate change flood level, assuming a breach of the River Thames defences".

- 87 We note that 'more vulnerable' residential accommodation, including sleeping accommodation, will be set at the mezzanine level and above within the proposed development, as indicated within the submitted Flood Risk Assessment (FRA) by Ardent Consulting Engineers (dated 23 February 2018 with reference 170350-04) (Sections 5.14, 6.3, 6.15 and so on). We further note that the residential elements of the mezzanine floor level will be set at 7.3 metres above Ordnance Datum (mAOD), as stated within the submitted FRA (Sections 5.14, 6.3, 6.15, 8.6 and so on); this satisfies the recommendation of 'more vulnerable' residential accommodation being set a minimum of 300mm above the 0.5% annual exceedance probability (AEP) plus climate change flood level.
- 88 We understand that 'less vulnerable' commercial space will be situated at the ground floor and mezzanine floor levels within the proposed development, as indicated within the submitted FRA (Sections 1.10, 5.15, 6.3 and so on). We also understand that the lower ground floor (basement) level will contain plant, vehicular parking and so on, as indicated within the submitted FRA (Sections 1.11, 5.15, 6.3 and so on)
- 89 We are pleased to note that a communal stairwell, from the ground floor to upper floor levels, will be provided within the proposed development, as indicated within the submitted FRA (Sections 6.8 and 6.15).
- 90 We recommend that flood resistant and resilient measures are incorporated in to the design of the development proposals, where practical considerations allow, using guidance contained within the Department for Communities & Local Government (DCLG) document 'Improving the flood performance of new buildings: flood resilient construction', as referred to within the submitted FRA (Sections 5.16, 6.5 and 6.15).
- 91 We advise that the owners, operators and occupants of the proposed development register with our Floodline Warnings Direct service, in order that they may prepare themselves and any users or other occupants in the case of a flood event, as also recommended within the submitted FRA (Section 6.13).
- 92 Please be aware that the Environment Agency does not comment on, or approve the adequacy of, flood emergency response procedures accompanying development proposals, because we do not carry out such roles during a flood event. Indeed, our involvement with the proposed development during an emergency will be limited to delivering flood warnings to occupants or users covered by our Floodline Warnings
- 93 Groundwater and contamination
- 94 We have reviewed the submitted geo-environmental desk study / preliminary risk assessment report and submitted ground investigation report by Jomas Associates Ltd (dated 15 August 2016 and 1 December 2017 with reference P9632J912). We can confirm that the scope of works is accepted, in principle, as being in line with relevant guidance for the re-development of a contaminated site, with regard to issues of concern to the Environment Agency.
- 95 The relevant planning conditions should not be discharged until such time as all relevant works are completed and a closure report (or validation or verification report) has been submitted to, and approved by, the Local Planning Authority. The closure report should include summaries of all materials removed, details of validation sampling/monitoring carried out in remediation areas, relevant certificates for imported materials and confirmation that the site is fit for the proposed use.
- 96 We advise that further clarification should be sought from the Local Authority's environmental health department with respect to issues related to harm to human health.
- 97 With respect to any proposals for piling through made ground, we would refer the applicant to the Environment Agency's guidance 'Piling and penetrative ground improvement

methods on land affected by contamination: guidance on pollution prevention' (NGWCL Centre Project NC/99/73). We suggest that approval of piling methodology is further discussed with the Environment Agency when the guidance has been utilised to design appropriate piling regimes at the site.

98 As there are no proposed discharges to ground, we have no concerns from a groundwater protection perspective.

99 We would like to take this opportunity to emphasise that the National Planning Policy Framework (NPPF) states that:

- “the planning system should contribute to and enhance the natural and local environment by: ... preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of ... water ... pollution” (Paragraph 109);
- “planning policies and decisions should also ensure that: ... adequate site investigation information, prepared by a competent person, is presented”

Fire Prevention Group:

100 No response received

Greater London Authority:

101 Strategic issues summary as follows:

102 Principle of development: The inclusion of residential units on this protected industrial site is not currently compliant with London Plan Policies 2.17 and 4.4 and draft London Plan Policy E6 and Lewisham Council should provide evidence of a plan led approach to SIL consolidation before any residential use can be supported. Notwithstanding this, the inclusion of industrial uses is supported, but the applicant must demonstrate that the industrial floorspace meets market requirements for the proposed land use and the B1c, B2, and B8 use should be secured in perpetuity.

103 Affordable housing: 35% by habitable room with a 63:37 split in favour of affordable rent. This does not meet the 50% threshold for industrial land under the Fast Track Route set out in the draft London Plan Policy H6. GLA officers have robustly interrogated the applicant's submitted viability and have provided comments which must be addressed before stage 2.

104 Design: Further discussion is required on aspects of residential quality and viability of the industrial floorspace design to meet proposed industrial user requirements and the design of the cycle parking access

105 Recommendation

106 That Lewisham Council be advised the application does not comply with the London Plan and draft London Plan, for the reasons set out in paragraph 62 of this report. However, the resolution of those issues could lead to the application becoming compliant with the London Plan and draft London Plan.

107 Further information on Urban Design, Energy, Flood Risk and Transport required.

108 Further information on the GLA's Stage 1 comments and the applicant's response are detailed in the planning assessment of this application.

Historic England (Archaeology):

109 Responded to confirm that no archaeological requirement is recommended

London Overground Infrastructure Protection:

110 No response received, however the response received in relation to planning application reference DC/20/117966 is relevant to this application, as follows:

111 The Local Planning Authorities in conjunction with LO will need to approve the applicant's plans for traffic management, demolition and land clearance. These would include for example, traffic movements, parking, security arrangements, storage of plant and materials, waste control, road cleaning and wheel washing, management of dust and debris. Reason: to safeguard and protect the operation of and access to the railway

112 During construction, the applicant is to ensure that LO's infrastructure is protected from such things as accidental damage and vehicle impacts, the applicant should refer to LO for details of acceptable protection measures. Therefore, the applicant will need to gain LO's written consent that the demolition and construction techniques used will not affect the safe and efficient operation of the railway. Reason: To protect the railway infrastructure

113 No demolition, excavation or construction works are to be carried out until the details including design and methodology of such works have been submitted to and approved in writing by the Local Planning Authority in consultation with LO. Thereafter the works shall only be carried out in accordance with the approved details in a manner that does not endanger the safe operation of the railway, or the stability of the adjoining railway structures either in the short or long term. Reason: To protect the safe operation of the railway.

114 No vibro-compaction machinery is to be used in the development unless details of the use of such machinery and a method statement have been submitted to and approved in writing by the Local Planning Authority in consultation with LO. The use of such vibro-compaction machinery shall only be carried out in accordance with the approved method statement. Reason: To protect the safe operation of the railway.

115 The construction of the development is likely to involve scaffolding. All scaffolding on buildings to be erected over or adjacent to the railway imposes a risk on the operation of the railway. LO would require the applicant to submit plans for any proposed scaffolding in proximity of the railway to be approved in conjunction with Local Planning Authority as appropriate. This would include risk assessment and method statement in addition to design details including certification. In the event the construction uses mast climbers similar provisions would apply. Reason: To protect the safe and efficient operation of the railway.

116 Cranes and other lifting equipment are anticipated during the construction of this development and as such LO would request that the Local Planning Authority requires the applicant to submit to LO a crane / lifting management plan for approval. For cranes this would typically include crane base design (including certification) risk assessment and method statement for siting, erection, lifting arrangements, operational procedure (including any radio communications), jacking up, derigging in addition to plans for loads, radius, slew restrictions and collapse radius. LO would not permit any crane to over sail or operate very close to the railway. No cranes should be erected or used until LO's approval has been obtained in writing. Reason: To protect the safe and efficient operation of the railway.

117 LO has suffered damage to its Infrastructure from debris/equipment falling from developments adjacent to its railway. LO would like to be assured that the applicant will introduce adequate safety measures into the construction of the development, to ensure that debris/equipment cannot fall or be blown onto its railway. Reason: To protect the safe and efficient operation of the railway.

- 118 Radio communications are an important part of the safety of LO's railway. In construction and operations on site for development is likely to involve a series radio communications. We would wish to ensure that communications do not interfere with radio signals for the operation of the railway. We would request that the applicant ensures site operatives have technically or geographically assigned frequencies by Ofcom and that the applicant ensures these do not conflict with the frequency adopted for LO the running of the railway. Reason: To ensure the construction of development does not interfere with the safe operation of the railway.
- 119 Radio Communications are an essential element in delivering a safe and efficient railway. New developments can adversely affecting LO's radio communications and so making it much more difficult to communicate along the railway network. Furthermore, LO would request that the applicant conducts radio surveys before construction followed by further surveys at interim stages (to be agreed) given the likelihood of development in phases and after the construction to assess the level of impact the development has on LO's radio signal. This has obvious safety implications and LO would therefore, be seeking contributions from the developer towards any equipment upgrade required to mitigate the adverse effects of this development on LO's radio communications. Reason: To ensure the development does not interfere with the safe operation of the railway.
- 120 Permanent external lights and those installed during the construction period shall not shine directly onto LO's property. Reason: To protect the safe operation of the railway.
- 121 No maintenance regime for the facades of the building elevations facing the railway should be permitted which compromises the safe, efficient and economic operation of the railway and should be agreed by LO. Reason: To protect the safe operation of the railway.
- 122 LO may need to request the applicant conducts a reflected glare assessment to confirm there shall be no impact to Railway operations during or after the completion of the Development. Reason: To protect the safe operation of the railway.
- 123 LO requires that the applicant enters into an Asset protection Agreement with LO to ensure that the development is carried out safely and in accordance with LO requirements. Reason: To protect the safe operation of the railway.

London Underground and DLR Protection:

- 124 Confirmed no objection and no comments to make

London Borough of Southwark:

- 125 No response received

Natural England:

- 126 No response received

Network Rail:

- 127 No response received

Southern Gas Network:

- 128 No response received

Thames Water:

- 129 Waste Comments

- 130 Thames Water would advise that with regard to waste water network and waste water process infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.
- 131 With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required.
- 132 The proposed development is located within 15m of our underground waste water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, 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.
- 133 There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.
- 134 Water Comments
- 135 Following initial investigations, Thames Water has identified an inability of the existing water network infrastructure to accommodate the needs of this development proposal. Thames Water have contacted the developer in an attempt to agree a water strategy but have been unable to do so in the time available and as such Thames Water request that the following condition be added to any planning permission. No properties shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional flows from the development have been completed; or - a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan. Reason - The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand
- 136 anticipated from the new development" The developer can request information to support the discharge of this condition by visiting the Thames Water website.
- 137 Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval. There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.
- 138 The proposed development is located within 15m of our underground water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, 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.

139 **Transport for London:**

140 Proposed Development, Design, Access and Healthy Streets

141 The development proposals comprise 189 residential units and 2,220sqm (GIA) of flexible commercial space (Land Use class B1c/B2/B8), with associated access and highway works, cycle parking, blue badge and commercial car parking.

142 Three separate vehicle access points are proposed which are predominately in the same location as the existing site accesses. All these access points should be designed to optimise the pedestrian experience, ensuring vehicle crossovers are at footway level.

143 It is assumed that the long-stay cycle parking will be accessed via the basement ramp and that the short-stay (visitor) cycle parking is positioned at ground floor level on Sanford Street. TfL has concerns over the accessibility, visibility and security of the visitor cycle store which is positioned at the southern end of the site with little in the way of natural surveillance. The width of the door on this facility should be increased to improve access. Attention should also be paid to TfL's London Cycling Design Standards document in designing appropriate long-stay and short-stay cycle parking.

144 Maximising the amenity space within this scheme is important. Although the main servicing area will be gated, there is a risk that the yard located off Juno Way could feel like a 'back land' area with minimal natural surveillance. The landscaping masterplan should encourage people to use the area to the north of Unit A with the provision of seating as well as soft landscaping. While there is a park opposite, it would be good to maximise any opportunity for usable open space on the site, given how many people will be living and working at this location.

145 TfL requested as part of the GLA pre-application process that the application should include a PERS audit and CLOS assessment of key routes and crossings between the site, transport nodes, cycling infrastructure, retail centres and other important destinations such as local schools given the limited accessibility to public transport services. It is disappointing that these have not been provided and TfL request that these are completed as a priority in order to fully evaluate the existing level of service for pedestrian and cyclists and where improvements could be made to the local infrastructure.

146 A reduction in car parking provision is supported by draft London Plan policy T2 Healthy Streets, however this should be complemented with good design to improve the experience and balance of space given to all users of the site, providing greater opportunities to dwell, walk and cycle in a safer, less polluted and more pleasant environment. It is essential, given the poor PTAL of the site that walking and cycling routes particularly to local transport hubs are optimised. The proposed wider landscape masterplan is encouraging, however TfL would like to see the use of cobbles on Surrey Canal Road to be reconsidered as this uncomfortable material treatment for

147 cyclists. TfL would seek confirmation as to the extent of works needed/proposed in this area. TfL would encourage the applicant to work with LB Lewisham to ensure that these improvements are secured through relevant S106 and/or S278 agreements. The applicant should refer to the TfL Streets Toolkit and Streetscape Guidance document when progressing their designs. It is available to view on TfL's website (<https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit>).

148 Cycle Parking

- 149 There are inconsistencies in the proposed level of cycle parking reported within the TA and DAS. The TA suggests that the scheme meets current London Plan standards, however the DAS states that there would be cycle parking provision at the level that meets and exceeds draft London Plan cycle parking standards. TfL request that the cycle parking total, broken down by land use is confirmed. TfL would encourage the applicant to provide cycle parking at a level that is compliant with draft London Plan Policy T5.
- 150 We also remind the applicant that the London Cycling Design Standards states that 5% of long-stay stands ought to be able to accommodate larger cycles, including adapted cycles used by people with mobility impairments. A mix of cycle stands will help to meet accessibility requirements for cycle parking, as well as to serve different users needs generally. Confirmation on the type of cycle parking is required and TfL recommends that if two-tier racks are provided, they should have a mechanically or pneumatically assisted system for accessing the upper level, as people may find using these spaces difficult.
- 151 The provision of showers for the employment use is welcomed, however other supporting facilities such as lockers, changing rooms and maintenance facilities should be considered.
- 152 Car Parking
- 153 The applicant is proposing to provide 16 car parking spaces, of which 10 spaces will be blue badge and allocated to the residential units and the remaining six spaces allocated to the commercial uses. The provision of six commercial parking spaces exceeds both current and draft London Plan policy and should be reduced significantly.
- 154 In line with current London Plan policy, the applicant will be required to provide a Blue Badge compliant car parking space per accessible dwelling, which should total 10% of the overall number of residential dwellings. For the proposed 189 residential dwellings this would require 19 spaces. The new draft London Plan requests 3% (6 spaces) of spaces to be provided from the outset, if it can be demonstrated that the remaining 7% (13 spaces) of spaces could be provided if there was sufficient demand. TfL request further dialogue on this matter to ensure sufficient space is allocated to meet blue badge parking requirements as basement space is constrained.
- 155 TfL welcome the provision of a Car Park Management Plan to support the application and are encouraged that the parking spaces will be leased through a permit system rather than sold, as set out in draft London Plan Policy T6.1. The final Car Parking Design and Management Plan (CPDMP) should be produced in line with draft London Plan policy T6 and secured by condition. The CPDMP should indicate how the car parking will be managed, designed and allocated with particular reference to the flexible blue badge residential parking.
- 156 The proposal will also need to provide both active and passive Electric Vehicle Charging Points, in line with new draft London Plan policy T6, which requires 20% of any parking spaces to be provided with active charging points, and passive provision for all remaining spaces.
- 157 TfL supports car-free developments in locations where there are strict parking controls such as a Controlled Parking Zone (CPZ). Although TfL in principle supports the car-free nature of the residential element of this scheme, we have significant concerns that parking will overspill onto the surrounding local road network which is currently not part of a CPZ and has largely unrestricted on-street parking. A car parking capacity survey was undertaken as part of the TA which demonstrated there were approximately 223 spaces available spaces over night within 400m of the site.
- 158 It is encouraging that the applicant is willing to restrict the rights of future residents from applying for parking permits should a CPZ be implemented prior to occupation. However,

Lewisham council should seek to extend this to cover a period of up to 5 years post occupation to allow for sufficient time to consult and implement a CPZ. In addition, depending on the stage of CPZ engagement, the applicant should be asked to fund the CPZ consultation and subsequent implementation of signage within the vicinity of the site should the CPZ become operational. Furthermore, the applicant should be compelled through an appropriate legal mechanism to inform future residents through marketing, leasing and purchase documentation that they will be restricted from applying for a permit should a CPZ come forward in the future.

159 London Overground and Substation Safeguarding

160 London Overground (LO) would wish to ensure that the development will not have any detrimental effect on LO's structures either in the short or long term and that access to LO's infrastructure is not restricted.

161 Lewisham council in conjunction with TfL and LO will need to approve the applicant's plans for traffic management, demolition and land clearance. These would include for example, traffic movements, parking, security arrangements, storage of plant and materials, waste control, road cleaning and wheel washing, management of dust and debris.

162 During demolition and construction the following requirements should be adhered to in order to protect the safe and efficient operation of the railway:

- The applicant should ensure that LO's infrastructure is protected from such things as accidental damage and vehicle impacts. The applicant should refer to LO for details of acceptable protection measures and will need to gain LO's written consent that the demolition and construction techniques used will not affect the operation of the railway.
- No demolition, excavation or construction works are to be carried out until the details including design and methodology of such works have been submitted to and approved in writing by Lewisham council in consultation with LO. Thereafter the works shall only be carried out in accordance with the approved details in a manner that does not endanger the safe operation of the railway, or the stability of the adjoining railway structures either in the short or long term.
- No vibro-compaction machinery is to be used in the development unless details of the use of such machinery and a method statement have been
- submitted to and approved in writing by the Local Planning Authority in consultation with LO. The use of such vibro-compaction machinery shall only be carried out in accordance with the approved method statement.
- The construction of the development is likely to involve scaffolding. All scaffolding on buildings to be erected over or adjacent to the railway imposes a risk on the operation of the railway. LO would require the applicant to submit plans for any proposed scaffolding in proximity of the railway to be approved in conjunction with Local Planning Authority as appropriate. This would include risk assessment and method statement in addition to design details including certification. In the event the construction uses mast climbers similar provisions would apply.
- Cranes and other lifting equipment are anticipated during the construction of this development and as such LO would request that Lewisham Council requires the applicant to submit to LO a crane / lifting management plan for approval. For cranes this would typically include crane base design (including certification) risk assessment and method statement for siting, erection, lifting arrangements, operational procedure (including any radio communications), jacking up, derigging in addition to plans for loads, radius, slew restrictions and collapse radius.

- LO would not permit any crane to oversail or operate very close to the railway. No cranes should be erected or used until LO's approval has been obtained in writing.
- LO has suffered damage to its station canopies, track and vehicles from debris/equipment falling from developments adjacent to its railway. LO would like to be assured that the applicant will introduce adequate safety measures into the construction of the development, to ensure that debris/equipment can not fall or be blown onto its railway.
- Radio communications are an essential element in delivering a safe and efficient railway. In construction and operations on site, this development is likely to involve a series radio communications. LO would wish to ensure that communications do not interfere with radio signals for the operation of the railway. We would request that the applicant ensures site operatives have technically or geographically assigned frequencies by Ofcom and that the applicant ensures these do not conflict with the frequency adopted for LO the running of the railway.

163 New developments can adversely affecting LO's radio communications and so making it much more difficult to communicate along the railway network. Furthermore, LO would request that the applicant conducts radio surveys before construction followed by further surveys at interim stages (to be agreed) and after the construction to assess the level of impact the development has on LO's radio signal. This has obvious safety implications and LO would therefore, be seeking contributions from the developer towards any equipment upgrade required to mitigate the adverse affects of this development on LO's radio communications.

164 Trip Generation and Assessment

165 The TA does not provide an assessment of personal injury accident data, which is considered necessary given the level of pedestrians and cyclists associated with this scheme. Additionally, no observed baseline traffic survey data has been provided as part of the TA and no assessment of the existing or future operational performance of surrounding junctions has been completed.

166 In accordance with TfL's TA Best Practice Guidance, a sensitivity test should be provided to gauge the impact of the development against the measured number of trips that the existing site is generating at the time of the application. This is to ensure that the transport impact of the development can be quantified relative to existing conditions.

167 Whilst it is appreciated that many of the residential sites selected in TRICS will have parking ratios above the ratio proposed for this development, our best practice guidance also recommends that the all person trip rate is taken from appropriate sites and a modal split, based upon Census 2011 Journey to Work data is then used. We would then accept a reduction being applied to car driver modal split in line with the level of car parking on site. Additionally the office sites selected from TRICS are located in City of London with a very high PTAL, which is in direct contrast to the proposed development. TfL would expect baseline modelling to be completed as well as an updated trip generation assessment, based on the approach set out above and using the existing observed trips from the site as the basis to determine the net trip generation.

168 It is not clear as to what evidence the servicing trip assessment has been based upon. Further details on how the estimated servicing movements have been generated is required.

169 Bus Impact

170 As discussed previously the site has a poor PTAL rating and is reliant on a single bus service operating at a frequency of 4 buses per hour. The expected number of additional

passengers is presented in the TA, however this could be an under estimation given the restraint based parking on site which is not fully reflected in the trip generation calculations. Notwithstanding this, consideration should be given to support bus network resilience in this location and based on the trip generation and residential density proposed, the applicant should provide a minimum S106 contribution of £90,000 to fund an additional journey for the 225 service.

- 171 TfL would also support the relocation of the bus stop on Trundley's Road further south to a wider section of the footway so the bus shelter does not cause a pinch point. Further discussions are required with TfL to finalise the precise location.
- 172 Legible London
- 173 There are a number of examples where Legible London signage has been provided across Lewisham, and as such TfL request that there is a financial contribution secured that will require the applicant to install or fund Legible London wayfinding within the scheme to provide navigation for pedestrians and cyclists. Considering the scale of the development it is likely that a single 'minilith' sign will be required located on the corner of the development opposite the park entrance. This type of sign would cost in the region of £8,000, however the quantity and type of signage provision may be subject to change following the completion of a PERS audit. Once signage provision is finalised following the PERS audit and discussions with the Council and the applicant, the cost can be confirmed.
- 174 Travel Plan
- 175 TfL welcomes the submission of the umbrella Framework Travel Plan, encompassing all uses of the mixed development, which aims to promote sustainable travel to and from the site. TfL understand that mode shift targets are still to be set once baseline surveys are undertaken. TfL support proposed initiatives in the Travel Plan to encourage and secure a high PT, Walking and Cycling mode share such as the proposed travel information packs and promotion of cycle to work scheme. TfL also supports the proposal for each unit to have a fixed term car club membership and the use of an appropriate legal mechanism to prohibit future residents from applying for a car parking permit, within any future CPZ in the area. TfL would also encourage the applicant to pursue further measures such as the distribution of bike vouchers or the offering of oyster cards or credit to encourage mode shift.
- 176 A separate Residential and Workplace Travel Plan and all agreed measures therein should be secured by condition. The Travel Plan supports current London Plan policy 6.11 Smoothing Traffic Flow and Tackling Congestion and draft London Plan policy T4 Assessing and Mitigating Transport Impacts.
- 177 Construction and Servicing
- 178 TfL welcome the provision of a draft Construction Logistics Plan (CLP) to support the application which includes details of type of vehicles and routes used to and from the site. TfL should be consulted on the final CLP which must include more detailed information on the hours of operation, expected number of vehicles and general good practice. The final CLP should be secured by condition, in line with current London Plan policies 6.11 Smoothing Traffic Flow and Tackling Congestion and 6.14 Freight and draft London Plan policies T4 Assessing and Mitigating Transport Impacts and T7 Freight and Servicing. Specific TfL advice can be found here: <http://content.tfl.gov.uk/construction-logistics-plan-guidance-for-developers.pdf>
- 179 A Delivery and Servicing Plan (DSP) has been provided to support the application. The purpose of a DSP is to effectively manage the impact of servicing and delivery vehicles accessing the development site and one of the key elements to a DSP is identify where safe and legal loading can take place, which has been included in the documentation.

Appropriate drawings have been provided to show vehicle tracking for the site and as such TfL is satisfied, in principle, with the delivery and servicing proposals. However, promotion of servicing activity outside peak times should be considered as well as the provision of a concierge to reduce dwell times and help consolidation. Information should be provided about how multiple vehicles wishing to use the loading bays at the same time can be managed and given priority – in order to ensure the safe operation of the road network and the flow of traffic. The DSP should be secured by condition and provide detail about how the site accords with best practice published by TfL and others, please see this link: <http://content.tfl.gov.uk/delivery-and-servicing-plans.pdf> and here: <https://www.fors-online.org.uk/cms/>.

180 Traffic Management Act

181 Subject to this application being granted planning permission the developer and their representatives are reminded that this does not discharge the requirements under the Traffic Management Act 2004. Formal notifications and approval may be needed for both the permanent highway scheme and any temporary highway works required during the construction phase of the development.

182 Community Infrastructure Levy (CIL)

183 In accordance with current London Plan Policy 8.3, Community Infrastructure Levy and draft London Plan Policy T9 Funding transport infrastructure through planning, the Mayor has agreed to commence CIL charging for developments permitted on or after 1 April 2012. It is noted that the proposed development is within LB Lewisham, where the Mayoral charge is £35 per square metre Gross Internal Area (GIA). The applicant is required to contribute to CIL for the increase in floor space of the new development compared to the existing uses.

184 Summary

185 In summary, the following outstanding transport issues should be resolved prior to determination and secured by S106 agreement or conditions:

- TfL request that a PERS audit and CLOS assessment are completed as a priority in order to fully evaluate the existing level of service for pedestrian and cyclists and where improvements could be made to the local infrastructure.
- TfL would support LB Lewisham to secure highway improvements through relevant S106 and/or S278 agreements where required to improve access to key facilities.
- Given the inconsistencies in the proposed level of cycle parking reported within the TA and DAS, TfL request that the cycle parking total, broken down by land use is confirmed.
- Insufficient space is currently allocated to meet the full extent of potential blue badge parking requirements. TfL request further dialogue on the provision of blue badge parking
- 20% of car parking spaces should be provided with active electric vehicle charging points, whilst the remaining 80% of spaces should have passive provision.
- TfL would expect a mechanism for preventing future residents of the development from applying for parking permits to any future CPZ scheme that will come forward in the area, secured through an appropriate legal agreement.

- Design and methodology statement covering demolition, excavation and construction works should be submitted to and approved in writing by Lewisham council in consultation with LO in advance of any works on site.
- The applicant should complete radio surveys before construction followed by further surveys at interim stages (to be agreed) and after the construction to assess the level of impact the development has on LO's radio signal and mitigate any adverse affects.
- TfL would expect an updated trip generation assessment to be completed using the existing observed trips from the site as the basis to determine the net trip generation.
- To support bus network resilience in this location and based on the trip generation the applicant should provide a minimum S106 contribution of £90,000 to fund an additional journey for the 225 service.
- TfL support the relocation of the bus stop on Trundley's road further south to a wider section of the footway so the bus shelter does not cause a pinch point.
- A single Legible London 'minilith' sign should be provided as a minimum, at a cost of approximately £8,000, to be finalised following a PERS audit and discussion with LB Lewisham.
- A Car Parking Design and Management Plan should be produced and secured by condition.
- The Residential and Workplace Travel Plans and all agreed measures therein should be secured by condition.
- The detailed CLP and DSP to be secured by condition.
- The applicant is required to contribute to CIL for the increase in floor space of the new development compared to the existing uses.

186 I trust this provides you with a better understanding of TfL's current position on the application. However, if you have any questions or queries on any of the points raised, please don't hesitate to contact me.

5.26 LEWISHAM DESIGN REVIEW PANEL (LDRP)

187 The proposed development was presented to LBL's Design Review Panel (DRP) in July and December 2017.

188 Following the second review, the panel continued to be in broad support for a high-quality employment led scheme coming forward on the site, provided it could be designed and delivered to sufficient quality to create effective employment space and high quality living accommodation simultaneously.

189 The Panel had outstanding concerns regarding the rationale behind the form and massing of the blocks, and recommended that it was further considered and developed to ensure that it was robust and told a clear and logical story that supported the development of the site itself. The panel recommended further modelling to better articulate and break up the massing and roof line of the upper levels of the scheme.

190 The Panel remarked that the proposals for the more generous lower levels of the scheme for employment uses had improved in their opinion since the last panel presentation. The

treatment and visual attractiveness/robustness of these lower levels however, particularly once occupied by an as yet unknown range of light industrial occupiers, remained a concern.

191 In response to the panel's comments, a summary of how the scheme was amended is as follows:

- The proposed scheme was amended to include a commercial plinth which forms a continuous line as the frontage to Folkestone Gardens and the massing was been broken up through a series of design features including open corner balconies, recessed balconies and setbacks between massing blocks.
- The tallest element of the proposal was reduced from 20 to 15 storeys.
- The floor to ceiling heights of the commercial floorspace was increased and includes double height space, with some mezzanine floorspace to provide flexibility for future occupiers.
- The panel raised the importance of the masterplan approach. As a result, information on the masterplanning approach was submitted as part of the planning application to demonstrate how the proposed development does not prejudice future development coming forward at the site to the north on Juno Way.
- In order to ensure a high quality living environment for future residents, a suite of environmental reports were submitted with the planning application as requested by the panel including in relation to noise, air quality and daylight sunlight.

6 POLICY CONTEXT

6.1 LEGISLATION

192 Planning applications are required to be determined in accordance with the statutory development plan unless material considerations indicate otherwise (S38(6) Planning and Compulsory Purchase Act 2004 and S70 Town & Country Planning Act 1990).

193 Planning (Listed Buildings and Conservation Areas) Act 1990: S.66/S.72 gives the LPA special duties in respect of heritage assets.

194 Section 66 stating that in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest. Section 72 being in relation to respects to any buildings or other land in a conservation area.

195 MATERIAL CONSIDERATIONS

196 A material consideration is anything that, if taken into account, creates the real possibility that a decision-maker would reach a different conclusion to that which they would reach if they did not take it into account.

197 Whether or not a consideration is a relevant material consideration is a question of law for the courts. Decision-makers are under a duty to have regard to all applicable policy as a material consideration.

198 The weight given to a relevant material consideration is a matter of planning judgement. Matters of planning judgement are within the exclusive province of the LPA. This report

sets out the weight Officers have given relevant material considerations in making their recommendation to Members. Members, as the decision-makers, are free to use their planning judgement to attribute their own weight, subject to the test of reasonableness.

6.2 NATIONAL POLICY & GUIDANCE

- National Planning Policy Framework 2019 (NPPF)
- National Planning Policy Guidance

6.3 DEVELOPMENT PLAN

199 The Development Plan comprises:

- London Plan (March 2021) (LPP)
- Core Strategy (June 2011) (CSP)
- Development Management Local Plan (November 2014) (DMP)
- Site Allocations Local Plan (June 2013)
- Draft new Lewisham Local Plan (2020): A draft new Lewisham Local Plan has been produced and is currently at Regulation 18 stage as a “Main Issues and Preferred Approaches” document. Consultation of the new Local Plan is taking place from 15th January 2021 to 11th April 2021. Given the very early stage of the plan adoption, this is a material consideration but can be afforded no weight

6.4 SUPPLEMENTARY PLANNING GUIDANCE

200 London Plan SPG/SPD:

- Planning for Equality and Diversity in London (October 2007)
- London View Management Framework (March 2012)
- All London Green Grid (March 2012)
- Play and Informal Recreation (September 2012)
- Character and Context (June 2014)
- The control of dust and emissions during construction and demolition (July 2014)
- Accessible London: Achieving an Inclusive Environment (October 2014)
- Social Infrastructure (May 2015)
- Housing (March 2016)
- Homes for Londoners: Affordable Housing & Viability (August 2017)
- Energy Assessment Guidance (October 2018)

7 PLANNING CONSIDERATIONS

201 The main issues are:

- Principle of Development
- Housing
- Urban Design
- Impact on Adjoining Properties
- Transport
- Sustainable Development
- Natural Environment
- Planning Obligations

7.1 PRINCIPLE OF DEVELOPMENT

General Policy

202 The National Planning Policy Framework (NPPF) at Paragraph 11, states that there is a presumption in favour of sustainable development and that proposals should be approved without delay so long as they accord with the development plan.

203 Lewisham is defined as an Inner London borough in the London Plan. The London Plan sets out the Mayor of London's vision for Inner London. This includes among other things sustaining and enhancing its recent economic and demographic growth; supporting and sustaining existing and new communities; addressing its unique concentrations of deprivation; ensuring the availability of appropriate workspaces for the area's changing economy; and improving quality of life and health.

Policy

204 LPP SD1 Opportunity Areas and Intensification Areas states that seek to optimise residential and non-residential output and densities, provide necessary social and other infrastructure to sustain growth, and, where appropriate, contain a mix of uses.

Demolition of Existing Buildings

Discussion

205 The Site is currently occupied by a brick warehouse aligning with Trundleys Road; a smaller warehouse to its west; a small row of vacant terraced shops with flats above; and a small industrial building to the south of the Site. The application seeks demolition of the existing buildings on Site.

206 The existing buildings on Site are not statutorily or locally listed, nor located within a Conservation Area, nor are there any national or local policies which would prevent the principle of their demolition.

207 The existing buildings at the application site are of little architectural value, with the majority being in unsightly and in a poor state of repair, failing to positively contribute to the character and appearance of the area or the local context. Furthermore, the demolition of the buildings will enable the comprehensive redevelopment of the site to intensify the existing industrial use allowing for the introduction of both residential units and student accommodation. The acceptability of these uses is discussed below.

208 Given the above, the demolition of the existing buildings on the application site is considered acceptable in principle.

Principle of Co-Location of Industrial Uses and Residential Uses

Policy

209 LPP E4 (Land for industry, logistics and services to support London's economic function) states that a sufficient supply of land and premises in different parts of London to meet current and future demands for industrial and related functions should be provided and maintained, taking into account strategic and local employment land reviews, industrial land audits and the potential for intensification, co-location and substitution. This should make provision for the varied operational requirements of:

- 1) light and general industry (Use Classes B1c and B2)

- 2) storage and logistics/distribution (Use Class B8) including 'last mile' distribution close to central London and the Northern Isle of Dogs, consolidation centres and collection points
- 3) secondary materials, waste management and aggregates
- 4) utilities infrastructure (such as energy and water)
- 5) land for sustainable transport functions including intermodal freight interchanges, rail and bus infrastructure
- 6) wholesale markets
- 7) emerging industrial-related sectors
- 8) flexible (B1c/B2/B8) hybrid space to accommodate services that support the wider London economy and population
- 9) low-cost industrial and related space for micro, small and medium-sized enterprises (see also Policy E2 Providing suitable business space)
- 10) research and development of industrial and related products or processes (falling within Use Class B1b).

210 LPP E5 (Strategic Industrial Locations (SIL)) states that Strategic Industrial Locations should be managed proactively through a plan-led process to sustain them as London's largest concentrations of industrial, logistics and related capacity for uses that support the functioning of London's economy and that Boroughs, in their Development Plans, should define the detailed boundary of SILs in policies maps having regard to the scope for intensification, co-location and substitution.

211 LPP E5 also states that development proposals for uses in SILs other than those set out in Part A of Policy E4 Land for industry, logistics and services to support London's economic function, (including residential development, retail, places of worship, leisure and assembly uses), should be refused except in areas released through a strategically co-ordinated process of SIL consolidation. This release must be carried out through a planning framework or Development Plan Document review process and adopted as policy in a Development Plan or as part of a co-ordinated masterplanning process in collaboration with the GLA and relevant borough.

212 LPP E7 (Industrial intensification, co-location and substitution) states that Development Plans and planning frameworks should be proactive and consider, in collaboration with the Mayor, whether certain logistics, industrial and related functions in selected parts of SIL or LSIS could be intensified to provide additional industrial capacity. Intensification can also be used to facilitate the consolidation of an identified SIL or LSIS to support the delivery of residential and other uses, such as social infrastructure, or to contribute to town centre renewal. This approach should only be considered as part of a plan-led process of SIL or LSIS intensification and consolidation (and the areas affected clearly defined in Development Plan policies maps) or as part of a co-ordinated masterplanning process in collaboration with the GLA and relevant borough, and not through ad hoc planning applications. In LSIS (but not in SIL) the scope for co-locating industrial uses with residential and other uses may be considered. This should also be part of a plan-led or masterplanning process.

213 The processes outlined above must ensure that:

- 1) the industrial uses within the SIL or LSIS are intensified to deliver an increase (or at least no overall net loss) of capacity in terms of industrial, storage and warehousing floorspace with appropriate provision of yard space for servicing
- 2) the industrial and related activities on-site and in surrounding parts of the SIL, LSIS or Non-Designated Industrial Site are not compromised in terms of their continued efficient function, access, service arrangements and days/hours of operation noting that many businesses have 7-day/24-hour access and operational requirements
- 3) the intensified industrial, storage and distribution uses are completed in advance of any residential component being occupied
- 4) appropriate design mitigation is provided in any residential element to ensure compliance with 1 and 2 above with particular consideration given to:
 - a) safety and security
 - b) the layout, orientation, access, servicing and delivery arrangements of the uses in order to minimise conflict
 - c) design quality, public realm, visual impact and amenity for residents
 - d) agent of change principles
 - e) vibration and noise
 - f) air quality, including dust, odour and emissions and potential contamination.

214 Draft Local Plan Policy EC2 (Protecting employment sites and delivering new workspace) Proposals for the co-location of employment and other compatible uses will only be supported at selected SIL sites, and where it can be suitably demonstrated that the requirements of London Plan policies E5 (Strategic Industrial Locations) and E7 (Industrial intensification, co-location and substitution), and other relevant Local Plan policies, are satisfied. Further detailed requirements are set out in the corresponding site allocation policies for the following sites:

- a) Apollo Business Centre (Surrey Canal Road SIL)
- b) Trundleys Road (Surrey Canal Road SIL)
- c) Evelyn Court (Surrey Canal Road SIL)

215 The Council is now preparing a Draft Lewisham Local Plan (Regulation 18 stage "Preferred Approach" document) to replace the 2011 Core Strategy, DMLP and other documents and states that the co-location of employment and other compatible uses will be supported on this site. The Local Plan was considered and approved by the Council on 25 November 2020. Consultation of the new Local Plan is taking place from 15th January 2021 to 11th April 2021. This sets out the plan-led approach for the consolidation and intensification of the SIL uses in the borough, as well as the release of certain sites from SIL as per draft policy EC2 above. The Lewisham Local Plan is seen as material consideration, having been endorsed by Council. However, no weight is afforded to the document as it is not been out for public consultation to date.

Discussion

216 As set out, the Site currently falls within the wider Surrey Canal Strategic Industrial Location (SIL) where the existing industrial uses are protected by adopted and emerging planning policy. Policy E5 of the London Plan details the types of uses appropriate to SILs.

- 217 The wider policy objective of the London Plan is to ensure there is no net loss of industrial floorspace capacity across London within designated SIL (Policy E4). As such, any release of industrial land should be facilitated through the processes of industrial intensification, co-location and substitution set out in Policy E7.
- 218 Accordingly, Policy E7 sets out that boroughs should identify parts of SIL that could be intensified to provide additional industrial capacity and to facilitate a process of consolidation of an identified SIL to support the delivery of residential and other uses. This approach should be undertaken as part of a plan-led process of SIL intensification and consolidation as identified by the borough.
- 219 The Lewisham Employment Land Study (2019) provides an up-to-date assessment of the future need for industrial land and floorspace in the borough plus a qualitative assessment of the currently designated employment locations and sites. This assessment recognises the constraints and deficiencies of the Trundleys Road Site and notes that this is of significantly poorer quality than the rest of the Surrey Canal SIL. As such, it recommends that the Site is designated for colocation of employment and other uses, including residential uses, through a plan-led process of intensification and co-location.
- 220 The draft Local Plan seeks to retain the employment generating function of the Trundleys Road site whilst allowing flexibility for a wider range of uses, including residential, to secure the long-term viability of commercial uses. This is reflected in the emerging Site Allocation for the site which proposes the site is allocated for comprehensive employment-led redevelopment and co-location of compatible commercial, residential and complementary main town centre uses. The draft Local Plan therefore seeks the release of the Trundleys Road site from SIL. This is part of a plan-led process where the Council has also identified additional areas of land to be designated as SIL including land at the Bermondsey Dive Under. In line with London Plan Policy E7 this provides a compensatory process to ensure there is no loss of SIL within the borough.
- 221 Notwithstanding the above, it is acknowledged that the Core Strategy recognises that SIL uses should be protected. However, the new London Plan provides an updated policy basis for SIL release and co-location of industrial and residential uses – this forms the basis of the draft new Local Plan on which the Council is currently consulting and it is considered that the proposed scheme aligns with the Regulation 18 Consultation Document.
- 222 In relation the criteria set out by LPP E7, the industrial uses proposed would increase industrial capacity and provide appropriate servicing areas (assessed below). The existing site is not a typical SIL site in that a substantial part of it (approximately 43%) is occupied by non-SIL uses comprising retail (A1 shop and A3 restaurant) and residential use (3 no. 1 bed and 3 no. 2 bed flats). The site currently includes 1,320sqm GIA of SIL uses plus yard space.
- 223 The existing industrial uses are significantly intensified as part of the development proposals, which result in an increase in industrial capacity of 168% compared to the existing floorspace. The proposed development has been designed to provide flexible commercial floorspace with units that can accommodate a range of large, or small and micro businesses for industrial and warehouse uses or light industrial and creative industrial workshop uses. Additionally, the proposed external yard space is proposed that provides adequate space for servicing and deliveries.
- 224 The application site functions largely in isolation away from the Surrey Canal SIL, separated by physical barriers including the railway line and Surrey Canal Road. Notwithstanding this, the proposed development has been designed to ensure the continued function of the surrounding uses.

- 225 In addition to the above, the applicant has adopted a wider masterplan approach to the wider site including Juno Way and the Apollo Business Centre demonstrating that the proposed development will not prejudice future development of neighbouring sites.
- 226 In relation the relationship of existing and proposed residential and commercial uses co-existing, the proposed development has been designed with measures intended to mitigate and manage the potential impacts arising from the proposed on-site commercial use to the proposed residential receptors. The development proposals have been designed to physically separate the commercial units from the residential and student accommodation above, including the access and servicing arrangements. More detail is included within the Agent of Change section of this report.
- 227 With regard to safety, the proposals have been designed in accordance with the principles of Secured by Design, including with regard to fire and emergency egress. If the application were to be approved, it is recommended that a Secured by Design condition is imposed.
- 228 The layout, orientation, access, servicing and delivery arrangements for the three proposed uses (commercial, student and residential) have been designed to minimise conflict between the uses. This is discussed in further detail in the Transport section of this report
- 229 The proposed residential accommodation has been designed to meet residential design standards in terms of space standards, amenity space and play provision. The student accommodation and residential accommodation have also been designed to a high quality and to ensure a good level of amenity for future occupants. This is discussed further in the quality of accommodation section of this report below.
- 230 Additionally, in relation to the final requirements of LPP E7, the Agent of Change principle, impacts in terms of noise and vibration, air quality are all assessed in the relevant parts of this report below.
- 231 The application site is not a conventional SIL site in terms of its existing land use, location and context. For this reason, the evidence base for the emerging Lewisham Local Plan recommends that the site is designated for co-location of employment residential use. Accordingly, the draft Local Plan seeks the release of the Site from SIL as part of a planned approach to intensification and co-location which includes identifying other areas of land within the borough to be designated as SIL to ensure there is no net loss.
- 232 In addition, the proposed development represents an increase in industrial uses on the site of 168% compared to existing and therefore there is no net loss of industrial capacity on the Site. The proposed scheme has also been sensitively designed in order to maintain the functionality of the surrounding uses and work compatibly with the residential and student accommodation uses also proposed on-site.
- 233 As set out in the applicant's Employment and Marketing Strategy, the proposed commercial floorspace will generate between 31 and 61 FTE jobs on site based on the Homes and Communities Agency Employment Density Guide 3rd edition (November 2015). The site currently provided 15 FTE jobs and therefore the proposed development represents a significant uplift in the employment provision and optimises the use of the Site. The overall uplift in floorspace and jobs creation is outlined in the Table below:

Table 4: Existing and Proposed Floorspace and Jobs

	Existing	Proposed
Industrial floorspace	1320sqm	2200sqm

Yard space	1280sqm	990sqm
Total industrial floorspace	2600sqm	3190sqm
Jobs	15 jobs	31-61 jobs

234 The proposed uses are considered acceptable giving the nature of the area, and location on the fringe of the existing SIL designation. The surrounding area is subject to several emerging developments which would have a positive employment impact on the character of the area, and the proposed development sits comfortably within that context.

Table 5: Emerging Developments in Vicinity of Site

Development (planning ref. no.)	Distance from Site (approx.)	Commercial Uses Approved
Neptune Wharf (DC/10/075331)	0.2 miles	274sqm of A1 and 99sqm of A3
Arklow Road Trading Estate	0.3 miles	2,794sqm flexible A1/A2/A3/B1/D1/D2 uses
Deptford Timberyard	0.3 miles	10,413sqm of non-residential floorspace (A1/A2/A3/A4/A5/B1/D1/D2)
Surrey Canal Triangle	0.4 miles	Up to 6,300sqm of retail floorspace (Class A1-A5) floorspace; up to 15,000sqm of business floorspace (Class B1); up to 10,000sqm of non-residential institution floorspace (Class D1); up to 15,800sqm of assembly and leisure floorspace (Class D2)
Convoys Wharf	0.8 miles	Up to 5,810sqm of A1/A2, 4,520sqm A3/A4 and 13,000sqm of D1/D2

235 The Site falls within the Lewisham, Catford and New Cross Opportunity Area, for which the London Plan sets an indicative target of 13,500 new homes. The 189 residential dwellings proposed will contribute towards (11% of the annual London Plan target) meeting these targets.

236 As outlined above, the draft Local Plan identifies the site at Trundleys Road as one of three sites that will be released from SIL to provide mixed use development (the adjacent Apollo Business Centre and Evelyn Court being the other two sites). The draft site allocation associated with the Trundleys Road site confirms that the site will be released from SIL, and envisages that the site will support “comprehensive employment-led redevelopment” with “co-location of compatible commercial, residential and complementary town centre uses”.

237 In conjunction with this strategy to release SIL, the draft Local Plan confirms that a new area of SIL will be designated as part of the Surrey Canal SIL in compensation for the released sites, at the “Bermondsey Dive Under” site, approximately 500 metres north-west of the application site. The new SIL boundaries have been outlined on the Council’s draft Policies Map.

- 238 It has now been demonstrated that the Council has begun a plan-led process of SIL release and consolidation, in accordance with Policies E4 and E7 of London Plan. This has been acknowledged by the GLA.
- 239 Further to the above, the GLA have noted that notwithstanding the current SIL designation, it is acknowledged that the site is potentially a suitable location for a mixed-use employment and residential development as it would contribute to the consolidating the urban form in this part of Lewisham. The site is on the eastern edge of the designated SIL area to the north and west and is close to the residential neighbourhoods to the south, north and east. There is a large park at Folkstone Gardens opposite that would provide good outlook and amenity space for residential occupiers. It is also noted that the site is not currently wholly industrial in nature as retail and residential use currently forms 43% of the site. The site could also be released in isolation without compromising the integrity of the larger area of SIL to the north, and the release of the site for residential uses would not result in a residential development surrounded by industrial use.
- 240 As required by the GLA and LPP, the Council has now published its local plan documents for consultation and provided evidence with regard to the proposed approach to SIL consolidation.
- 241 Officers acknowledge the non-compliance of the proposed development from the 2011 Core Strategy which has strict protection over SIL sites. The applicant in this instance has sought to make optimal use of a site which has characteristics of both employment and other uses including existing residential and retail in a location which borders a park and other civic features including a primary school and adjacent regeneration schemes. The scheme is a departure from the Core Strategy but has been designed to the principles of the new London Plan and is in accordance with the direction of travel of the new draft Local Plan. Whilst the Local Plan has no planning weight it is a material consideration and officers consider the scheme acceptable for the following given the existing non SIL uses on-site (43% of the overall floorspace approximately), the location of the site on the fringe of the SIL adjacent to the features outlined above, the uplift in overall industrial floorspace in terms of quantum and quality (which would be secured in perpetuity), an increase of job provision and given that the proposals are in accordance with the direction of travel of the draft Local Plan.
- 242 Given the above, the principle of co-location of industrial and residential units is considered acceptable in accordance with the requirements of the adopted London Plan, and is an acceptable departure from the Councils Core Strategy.

Principle of Development Summary

- 243 The demolition of the existing buildings on the application site is considered acceptable in principle as discussed above.
- 244 The industrial uses proposed would increase industrial capacity and provide appropriate servicing areas for such. The existing site is not a typical SIL site in that a substantial part of it (approximately 43%) is occupied by non-SIL uses comprising retail and residential use. The proposed commercial floorspace would generate between 31 and 61 FTE jobs, a significantly uplift on the existing 15 FTE provided on site. The existing industrial uses are intensified as part of the development proposals, which result in an increase in industrial capacity of 168% compared to the existing floorspace.
- 245 The site is identified as a suitable location for a mixed-use employment and residential development as it would contribute to the consolidating the urban form in this part of Lewisham. The site is isolated on the eastern edge of the designated SIL area to the north and west and is close to the residential neighbourhoods to the south, north and east; as well as Folkstone Gardens to the east that would provide good outlook and amenity space for residential occupiers.

- 246 Furthermore, the Council has begun a plan-led process of SIL release and consolidation, in accordance with Policies E4 and E7 of the London Plan.
- 247 As required by the LPP, the Council has now published its local plan documents for consultation and provided evidence with regard to the proposed approach to SIL consolidation. The GLA have been included in the consultation and have advised that the approach taken by the Council is acceptable, and in accordance with the aims of the DLPP.
- 248 Given the above, the principle of demolition of existing buildings on site, and redevelopment for mixed-use employment and residential development is considered.

7.2 HOUSING

249 This section covers: (i) the contribution to housing supply, including density; (ii) the dwelling size mix; (iii) the standard of accommodation; and (iv) total affordable housing proposed and its tenure split.

7.2.1 Density

Policy

250 National and regional policy promotes the most efficient use of land.

251 The NPPF states that housing applications should be considered in the context of the presumption in favour of sustainable development. The NPPF sets out the need to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.

252 The NPPF encourages the efficient use of land subject to several criteria set out in para 122. Para 123 applies where there is an existing or anticipated shortage of land for meeting identified housing needs and strongly encourages the optimal use of the potential of each site.

253 LPPs H1, H2 and D6 support the most efficient use of land and development at the optimum density. Defining optimum is particular to each site and is the result of the design-led approach. Consideration should be given to: (i) the site context; (ii) its connectivity and accessibility by walking and cycling and existing and planned public transport (including PTAL); and (iii) the capacity of surrounding infrastructure.

254 The new London Plan removes the density matrix and focuses on a design-led approach in accordance with London Plan Policy D2.

Discussion

255 The density of the Site has been calculated in line with the Mayor's Housing SPG (2016) which states "in calculating density in vertically mixed schemes (i.e. where housing is on top of non-residential uses), it may be appropriate for the size of the site to be reduced by an amount that is equivalent to the proportion of total floorspace allocated to non-residential uses (both below and above ground, measured as GIA) before calculating residential density in the normal way." Following this guidance, the residential element applies to 0.34 hectares of the application site and the non-residential element applies to 0.04 hectares (proportionally of the 0.38 hectare total site area)

256 Applying this area to the density calculations, the proposed density of the development is 556 units per hectare or 1,482 habitable rooms per hectare which is in excess of what the previous London Plan recommended for an "urban" location with a PTAL of 2-3 (taking into account the existing and future PTAL). The recommended units per hectare for this location are 70-170 units per hectare and 200-700 habitable rooms per hectare.

257 However, the relevant policy in the new London Plan signals a shift towards greater flexibility around housing density and a less mechanistic / numerical approach. Draft Policy D6 (Optimising housing potential) does not include the London Plan (2016) SRQ density matrix. Instead, a design-led approach to optimising density is being taken forward.

258 The London Plan is clear policy has now moved away from a mechanistically applied density matrix approach. It is considered that the development proposals would optimise an existing brownfield site that form part of an emerging Strategic Site Allocation. Furthermore, the Site falls within the Lewisham, Catford and New Cross Opportunity Area,

for which the London Plan sets a target for 13,500 new homes. Additionally, the GLA are supportive of the density as currently proposed.

259 Policy GG2 seeks to create high density, mixed use places that make the best use of land. The development of Opportunity Areas, brownfield land, sites which are well connected by existing or planned tube and rail stations, small sites, and sites within and on the edge of town centres must be prioritised. Higher density development is promoted, particularly on sites that are well-connected by public transport, applying a design-led approach.

260 Policy H1 requires boroughs to optimise the potential for housing delivery on all suitable and available brownfield sites in order to ensure that housing targets are met. Sites with existing or planned PTALs of 3-6 which are located within 800m of a tube or rail station or town centre boundary; and industrial sites that have been identified for change of use through a planned process, are identified as key sources of capacity. Where new sustainable transport infrastructure is planned, boroughs should re-evaluate the appropriateness of land use designations and the potential to accommodate higher density residential and mixed use development, taking into account future public transport capacity and connectivity levels.

261 Similarly, Policy D6 requires development proposals to make the most efficient use of land and be developed at the optimum density. The optimum density should result from a design-led approach to determine the capacity of the site. Particular consideration should be given to site context; its connectivity and accessibility by walking and cycling, and existing and planning public transport (including PTAL); and the capacity of surrounding infrastructure. It makes clear that the density of development proposals should be based on, and linked to, the provision of future planned levels of infrastructure rather than existing. Para 3.61 clarifies that to meet the policy requirement to make the most efficient use of land, this will mean developing at densities above those of the surrounding area on most sites following a design-led approach. Para 3.6.3 states that the capacity of existing and future public transport services is a key element in determining the optimum density of a site, making clear that in general the higher the public transport access and connectivity of the site and the closer it is to a town centre or station, the higher the density should be.

262 Whilst the PTAL of the application site is on the lower end of the scale, the PTAL of the area is anticipated to increase to 3 with the delivery of the new overground station at Surrey Canal Road. The proposed scale and density of development is consistent with emerging development as outlined in table 3 above.

263 Given the thrust of current policy, and the optimisation of this brownfield site demonstrated by the proposed development, the proposed density is considered to be acceptable in this instance.

7.2.2 Contribution to Housing Supply

Policy

264 National and regional policy avoids specifying prescriptive dwelling size mixes for market and intermediate homes.

265 NPPF para 61 expects planning policies to reflect the need for housing size, type and tenure (including affordable housing) for different groups in the community.

266 The new London Plan, sets Lewisham's annual housing target at 1,667. The LP (table 2.1) also indicates that the New Cross / Lewisham / Catford Opportunity Area has the potential to deliver an indicative 13,500 new homes.

267 CSP 1 echoes the above with several other criteria however expects the provision of family housing (3+ bedrooms) in major developments.

Discussion

268 The new London Plan has increased Lewisham’s annual housing target to 1,667.

269 The development proposal of 189 new homes (at a 69/31 split in favour of London Affordable Rent) and commercial floorspace. The residential provision attributes to 11% of the annual output for the adopted London Plan. This would represent a valuable contribution to the current annual target for Lewisham which officers attach considerable weight.

270 The proposed development would make a valuable contribution to housing supply and as such is acceptable in this regard.

Housing Mix and Tenure

Policy

271 National and regional policy avoids specifying prescriptive dwelling size mixes for market and intermediate homes.

272 NPPF para 61 expects planning policies to reflect the need for housing size, type and tenure (including affordable housing) for different groups in the community.

273 CSP 1 echoes the above with several other criteria however expects the provision of family housing (3+ bedrooms) in major developments. the Council will seek a mix of 42% as family dwellings (3+ bedrooms), having regard to criteria specified in the Policy relating to the physical character of the site, access to private gardens or communal areas, impact on car parking, the surrounding housing mix and the location of schools and other services

274 With regard tenure split CSP1 states to ensure a mixed tenure and promote mixed and balanced communities, the affordable housing component is to be provided as 70% social rented and 30% intermediate housing.

275 Determining an appropriate mix of dwelling sizes for a site depend on several criteria in CSP 1, relating to: (i) the site’s character and context; (ii) previous or existing use of the site; (iii) access to amenity space for family dwellings; (iv) likely parking demand; (v) local housing mix and population density; and (vi) social and other infrastructure availability and requirements.

Discussion

276 The proposed housing mix across the development and both the private and affordable tenures is outlined in Table 5 below.

Table 6: Dwelling Size by Tenure

Type	London Affordable Rent		Shared Ownership		Private		Total Units
	Unit	Habitable Room	Unit	Habitable Room	Unit	Habitable Room	
Studio	0	0	0	0	1	1	1
1B	14	28	10	28	60	120	84
2B	13	39	14	30	50	150	77

3B	15	60	0	0	12	48	27
Total	42	127	24	58	123	319	189

277 Lewisham CSP1 seeks an appropriate mix of dwellings within a development, including 42% as family dwellings (3+ bedrooms) in the affordable housing tenure. The proposed development would provide 23% of the overall affordable units as London Affordable Rent 3 bedroom units. When this is considered as part of the overall affordable rent offer, the percentage of 3 beds increases to 36%.

278 The application would provide a tenure split of 64% London Affordable Rent (Social Rent) to 36% Shared Ownership (Intermediate). As such, the proposals are broadly in accordance with the requirements of CSP1.

279 Given the site's location and the existing and emerging PTAL, the proposed housing mix and tenure is considered acceptable in this instance. The overall affordable housing percentage will be considered below.

280 Given the above, Core Strategy, the scheme would overall provide an appropriate mix of dwellings and a valuable contribution to the provision of family housing in the borough.

7.2.3 Affordable Housing

Affordable Housing Percentage

Policy

281 CSP1 and DMP7 reflect the above, with an expectation of 50% affordable housing, subject to viability.

282 LPP H4 Delivering Affordable housing states that strategic target is for 50 per cent of all new homes delivered across London to be genuinely affordable. Specific measures to achieve this aim include requiring major developments which trigger affordable housing requirements to provide affordable housing through the threshold approach (Policy H5 Threshold approach to applications). In order to qualify for fast track approach, schemes on Strategic Industrial Land must provide at least 50% affordable housing. Those which do not are subject to the viability tested route.

Discussion

283 The application as originally submitted proposed to provide 40 London Affordable rent units and 23 Shared Ownership units amounting to a total affordable housing percentage offer of 33% by unit and 35% by habitable room.

284 The Planning Service instructed GL Hearn to undertake a review of the applicant's FVA. Following review, and discussion with the applicant team in relation to several assumptions made in the FVA, GL Hearn concluded that the proposed scheme did not present a surplus profit, which could be transposed into, and additional affordable housing offer.

285 Notwithstanding the GL Hearn review, following negotiations with Planning Officers, the applicant agreed to further increase the affordable housing offer to provide 42 London Affordable Rent units and 24 Shared Ownership units. This amounts to a total affordable housing percentage offer of 35% by unit and 37% by habitable room.

286 Given the time that had elapsed since GL Hearn's original review (undertaken in July 2018), Planning Officers instructed GL Hearn to undertake a refresh to the review in

February 2021. This additional review also concluded that the affordable housing offer made by the applicant was in excess of the maximum offer that could be required of the applicant, and the scheme did not result in any additional surplus which could be transposed into a further increased affordable housing offer.

287 As such the proposed affordable housing offer at 35% by unit and 37% by habitable room is considered acceptable. Additionally, it is recommended that early and late stage reviews (discussed further below) are secured through legal agreement meaning that if a surplus is identified at either of these stages, the affordable housing offer would be reviewed.

288 The proposed affordable housing percentage therefore meets the requirements of LPP H4 and H5, CSP1 and DMP7, and as such, the scheme is acceptable in this regard.

Location of Affordable Housing

Policy

289 The MHCLG National Design Guide (October 2019) places an emphasis on social inclusivity in reference to the delivery of a mix of housing tenures.

290 The guidance states that where different tenures are provided, that these should be well-integrated and designed to the same high quality to create tenure neutral homes and spaces, where no tenure is disadvantaged.

Discussion

291 The proposed London Affordable Rent units and the majority of Shared Ownership units would be located within Block B. The proposed private units and 8no. Shared Ownership units would be located in Block A.

292 Both blocks encompassing all three tenures would be of an equal design quality and the external finish of both tenures would be on par. Block A and Block B would both be accessed from Trundleys Road and neither entrance would be disadvantaged in terms of size, quality or location. Furthermore, all would have equal access to the communal amenity space located at level 01 (this would be secured in the S106).

293 In order to promote the maximum degree of inclusivity and social integration in accordance with the MHCLG National Design Guide, a planning obligation is recommended which would require the applicant use all reasonable endeavours to promote pepper potting of the affordable units amongst the open market units, following liaison with Registered Providers and submission to be made to the Council for approval.

294 Given the above, the location of the proposed affordable housing is considered acceptable.

Review mechanisms

295 Taking account of London Plan Policy H5 and the guidance in the Mayor's Affordable Housing and Viability SPG, officers recommend that s106 obligations require the proposed level of affordable housing is subject to review.

296 An early stage (delayed implementation) and late stage (when 75% of the units are sold) review mechanism would be secured in accordance with Policy H5 of the London Plan and the Mayor's SPG.

Summary of Affordable housing

- 297 The application proposes 42 London Affordable Rent units and 24 Shared Ownership units amounting to an affordable offer of that 35% by unit and 37% by habitable room. Notably the scheme also provides 15 London Affordable Rent 3 bedrooms family units.
- 298 The amount of affordable housing has been reviewed by the Planning Service's independent viability consultant and it has been concluded that 35% by unit and 37% by habitable room is the maximum possible quantum that the site can deliver. The viability assessment is attached as Appendix 2.
- 299 Given the above, the proposed development is policy compliant with regard to affordable housing provision, a planning benefit to which officers attach significant weight.

7.2.4 Residential Quality

General Policy

- 300 NPPF para 127 sets an expectation that new development will be designed to create places that amongst other things have a 'high standard' of amenity for existing and future users. This is reflected in relevant policies of the London Plan, the Core Strategy (CS P15), the Local Plan (DMP 32) and associated guidance (Housing SPD 2017, GLA; Alterations and Extensions SPD 2019, LBL).
- 301 The main components of residential quality are: (i) space standards; (ii) outlook and privacy; (iii) overheating; (iv) daylight and sunlight; (v) noise and disturbance; (vi) accessibility and inclusivity; and (vii) children's play space.

Internal and Private Amenity Space Standards

Policy

- 302 Nationally Described Space Standards (NDSS) were released by the Department of Communities and Local Government in March 2015 to replace the existing different space standards used by local authorities. It is not a building regulation requirement, and remains solely within the planning system as a new form of technical planning standard. The national housing standards are roughly in compliance with the space standards of the London Plan and its Housing Supplementary Planning Guidance (2016). These standards have been transposed and adopted into the new London Plan (2021).
- 303 In addition to this, DM Policy 32 seeks to ensure that new residential development provides a satisfactory level of privacy, outlook, direct sunlight and daylight. It also states that new housing should be provided with a readily accessible, secure, private and usable external space and includes space suitable for children's play.
- 304 With regard to private amenity space, Policy D6 of the London Plan states that 'a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm should be provided for each additional occupant'.
- 305 Standard 31 of the London Plan Housing SPG states that "A minimum ceiling height of 2.5 metres for at least 75% of the gross internal area is strongly encouraged".
- 306 London Plan Policies require 10% of residential units to be designed to Building Regulation standard M4(3) 'wheelchair user dwellings' i.e. being designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users, with the remaining 90% being designed to M4(2) 'accessible and adaptable'.

Discussion

- 307 All residential units have been designed to meet or exceed the National Technical Standards in terms of overall unit sizes and the internal space standards of individual rooms and storage space as set out in Table 3.1 in Policy D6 of the London Plan and DM Policy DM 32. All residential units would have a minimum ceiling height of 2.5 metres.
- 308 The orientation of the building and layout of the accommodation has been designed to maximise the number of dual aspect units and provide a significant proportion of the accommodation with an outlook across Folkestone Gardens. Where units do have a façade overlooking the servicing yard to the rear of the Site, these are largely provided with a secondary window to improve outlook. The proposed scheme has a high level of dual aspect units (67%) and none of the proposed units would be single aspect and north facing.
- 309 The application is accompanied by a daylight, sunlight and overshadowing report which includes an assessment of the internal daylight assessment for the residential element, and confirms that the proposed units perform well against the internal daylight targets recommended by the BRE Guidance. This is assessed further below.
- 310 Additionally, all residential units that are west facing are served by a winter garden. This is to ensure there is not a noise impact from the proposed industrial units and ensure a good level of residential amenity – this is also assessed further below. Full details of the proposed wintergardens including acoustic performance would be secured by condition.

Outlook & Privacy

Policy

- 311 Standard 28 of the Housing SPG requires that design proposals demonstrate how habitable rooms within each dwelling are provided with an adequate level of privacy in relation to neighbouring property, the street and other public spaces.
- 312 DM Policy 32 requires new residential development provides a satisfactory level of privacy, outlook and natural lighting both for its future residents and its neighbours.

Discussion

- 313 The proposed scheme presents a good level of outlook and privacy for all proposed residential units. The layout and floorplan has been designed in such a way so as to reduce overlooking between proposed units. Where tight adjacencies exist between the proposed blocks, habitable rooms and windows have been orientated away from adjacent blocks so as to minimise overlook and to maximise outlook.
- 314 Outlook for all units is generally good with open aspects to the west and the east where Folkestone Gardens lies. There would also be a green wall provided along the western boundary of the development that would provide an improved outlook for the westerly units.

Overheating

Policy

- 315 The Building Regulations Part F: Ventilation control the construction of buildings in England. Policy 5.9: Overheating and cooling of the London Plan provides the policy basis for considering development proposals, with a focus on energy efficient design, elevational design, passive ventilation, mechanical ventilation (where essential) and other measures. DM Policy 32 outlines a presumption against single aspect units to, amongst other factors, help prevent overheating.

Discussion

- 316 The application has been submitted with an overheating analysis in accordance with TM59 requirements.
- 317 The development has inset balconies on the residential block to maximise shading. Blinds have been specified to allow individual occupant control of solar gain, and will be included within the base build. The development will use blinds that are either fixed to the windows or a slotted blind design, such as venetian or vertical blinds, that allow air flow and do not interfere with the effective opening area and allow effective ventilation. Details of such will be required by condition.
- 318 The residential development has a reinforced concrete frame which provides a significant amount for thermal mass. This provides a damping effect, allowing the development to buffer itself from extremely high temperatures outside.
- 319 The development has been modelled with windows with a limited opening angle. The applicant has outlined that this would allow the residents to leave windows in unoccupied rooms open at night without it being a security risk. This would allow effective night time purging of heat, which combined with the thermal mass of the development would allow effective heat management.
- 320 Mechanical Ventilation and Heat Recovery would be provided throughout the proposed development which allows for background ventilation throughout the building without the requirement for opening windows.
- 321 The GLA and the Council's Sustainability Manager have indicated that they are satisfied the proposed development with regard to overheating and the mitigation provided. Given the above, the proposed development is acceptable with regard to overheating.

Daylight and Sunlight (Proposed Units)

Policy

- 322 Daylight and sunlight is generally measured against the Building Research Establishment (BRE) standards. This is not formal planning guidance and should be applied flexibly according to context. The BRE standards set out below are not a mandatory planning threshold.
- 323 In new dwellings, the BRE minimum recommended average daylight factor (ADF) is 1 % for bedrooms, 1.5% for living rooms and 2 % for kitchens.

Discussion

Daylight

- 324 The results of the technical assessments show very good levels of daylight and sunlight in the scheme with 97% of the proposed habitable rooms at lower floor level (up to second floor), meeting or exceeding the recommended levels of ADF. The four rooms that did not meet the recommended target were living kitchen dining areas which still achieved a good level of daylight. Each of the rooms in questions also were well proportioned, provided good outlook and a good general standard of accommodation.
- 325 Overall, the development is considered to achieve a very high standard of daylight for the proposed residential units.

Sunlight

- 326 The results show that of technical assessment outline that of the main living areas assessed (40no.), 32 (80%) achieve the default BRE target of 25% of total APSH with at least 5% in winter. One further room comfortably achieves the 25% annual target but

achieves 3% of winter APSH meaning sunlight amenity to this room is very marginally below guidance.

327 Three of the four rooms which fell marginally short of the BRE recommendations, have a northerly aspect and therefore a lower expectation of high levels of sunlight amenity.

328 The exception is a westerly facing main living area at first floor level, which is set back behind a recessed balcony. This is common in achieving a balance of adequate the outdoor amenity space provided by the balcony and the shading caused as a result. Overall, despite the marginal shortfall in relation to the BRE recommendations, the room and unit are considered to provide a high quality of amenity overall.

329 Overall, the applicant team has designed a balanced scheme, providing future occupants with good levels of daylight and sunlight whilst all units still have access to balconies / wintergardens. As such it is considered that the daylight and sunlight performance of the proposed building to be acceptable.

Noise and Disturbance

Policy

330 With regard to internal noise levels of the residential units, Part E of the Building Regulations controls noise transmission between the same uses and is usually outside the scope of Planning.

331 Planning controls the effect of noise from external sources on residential uses and noise transmission between different uses. The relevant standard is BS: 8233:2014. This states the internal noise levels within living rooms must not exceed 35dB(A) during the daytime (0700-2300) and 30 dB(A) in bedrooms during the night –time (2300-0700).

332 With respect to external areas, BS 8233:2014 recommends that external noise level does not exceed 50dB LAeq,T with an upper guideline of value of 55dB LAeq,T.

Discussion

333 The application has been submitted with a Noise Assessment (Arden, report reference 170350-02) which was informed by a 48-hour Environmental Noise Survey, which was conducted in relation to the proposed development. The survey was undertaken to enable mitigation advice to be provided in relation to provision of suitable glazing and ventilation specifications to mitigate against road traffic and rail noise, as well as noise associated with the existing TfL substation and the proposed commercial yard and units.

334 The proposed mitigation measures identified are as follows:

- Wintergardens proposed to all western facing residential units. External sound levels on the west façade will exceed those set out in the guidance by up to 9dBA
- External building fabric: non-glazed elements – the floor slab between the commercial and residential elements will be designed to exceed the building regulations requirement by 5dB. The proposed external material would contribute towards a significant reduction of ambient noise levels
- External building fabric: non-glazed elements – Use of suitable glazing to mitigate attenuation to all proposed units
- Units to be fitted with mechanical ventilation to allow an alternative form of ventilation in the event that end users do not wish to open windows

- 335 A condition would be imposed to ensure that the residential units (including student accommodation) shall be designed so as to provide sound insulation against external noise and vibration, to achieve levels not exceeding 30dB LAeq (night) and 45dB L_{Amax} for bedrooms, 35dB LAeq (day) for other habitable rooms, with windows shut and other means of ventilation provided; in accordance with the relevant British Standards.
- 336 Furthermore, a condition would be imposed which would restrict the use of the commercial units prohibiting them from being used other than between the hours of 07.00 and 22.00.
- 337 The Council's Environmental Protection Officer has reviewed the proposed development and mitigation measures and has advised that the mitigation measures as outlined in the Noise Assessment are sufficient for the scheme to be acceptable in this regard. It is recommended that details of acoustic mitigation are secured by condition.

Agent of Change

Policy

- 338 Policy D13 'Agent of Change' of the London Plan places the responsibility for mitigating impacts from existing noise generating activities or uses on the proposed new noise-sensitive development. Policy D13 goes on to state that Boroughs should ensure that planning decisions reflect the Agent of Change principle and take account of existing noise generating uses in a sensitive manner when new development is proposed nearby.

Discussion

- 339 DLPP 13 'Agent of Change' states that the Agent of Change principle places the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on the proposed new noise-sensitive development. Boroughs should ensure that Development Plans and planning decisions reflect the Agent of Change principle and take account of existing noise and other nuisance-generating uses in a sensitive manner when new development is proposed nearby. Development should be designed to ensure that established noise and other nuisance-generating uses remain viable and can continue or grow without unreasonable restrictions being placed on them.
- 340 DLPP 13 goes on to state that development proposals should manage noise and other potential nuisances by:
1. ensuring good design mitigates and minimises existing and potential nuisances generated by existing uses and activities located in the area
 2. exploring mitigation measures early in the design stage, with necessary and appropriate provisions including ongoing and future management of mitigation measures secured through planning obligations
 3. separating new noise-sensitive development where possible from existing noise-generating businesses and uses through distance, screening, internal layout, sound-proofing, insulation and other acoustic design measures.

- 341 With regard to the Agent of Change principle, the most significant source of noise are from road traffic, the railway and the TfL substation to the west of the application site.

- 248 As above, the planning application is accompanied by a comprehensive Noise Assessment. This assessment has had particular regard to the above policy context and has recommended mitigation measures to provide a suitable internal noise environment for future occupiers to minimise noise impacts from existing noise generating receptors, including those referred to above. The assessment demonstrates this could be achieved through use of high specification glazing and mechanical ventilation, in addition to natural

ventilation. The application would be conditioned to ensure that glazing and ventilation is installed as per the recommendations of the assessment.

342 The scheme has been designed to include measures to mitigate and manage the impacts from the proposed commercial floorspace and protect the proposed residential accommodation and neighbouring residents. These measures include the following:

- A thick concrete slab between the ground floor commercial units and the first floor residential uses which will offer enhanced protection to future occupiers from noise generated in the commercial space below;
- Provision of clear, separate entrances for all uses to avoid conflict between users;
- The orientation of the building and layout of the accommodation has been designed to maximise the number of dual aspect units and provide a significant proportion of the accommodation with an outlook across Folkestone Gardens. Where units do have a façade overlooking the servicing yard to the rear of the Site, this is generally a secondary window;
- The provision of winter gardens as private amenity space for the residential units overlooking the servicing yard in order to protect residents from noise from the rear service yard and railway;
- Widening of the footpath along Trundleys Road to make an improved pedestrian environment adjacent to larger vehicles that use Trundleys Road associated with Surrey Canal CIL; and
- The proposed servicing arrangements for the Site have been designed to minimise conflict between the proposed uses.

343 Given the above, and with appropriate conditions in relation to the management and the acoustic performance of the development, the proposals are considered to meet the Agent of Change principles.

Accessibility and Inclusivity

Policy

344 London Plan Policies require 10% of residential units to be designed to Building Regulation standard M4(3) 'wheelchair user dwellings' i.e. being designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users, with the remaining 90% being designed to M4(2) 'accessible and adaptable'.

Discussion

345 The scheme proposes 10% wheelchair dwellings across the scheme, amounting to a total of 19 units. The units would be located proportionally amongst the tenures with 9 units being provided as private, 6 units as London Affordable Rent and 4 units being provided as Shared Ownership.

346 The scheme would be ensure that these units are secured by legal agreement with the remaining units achieving to M4(2) 'accessible and adaptable'.

Children's play space

Policy

347 LPP S4 Play and Informal Recreation states housing proposals should make appropriate provision for play and informal recreation

348 The Mayor's Shaping Neighbourhoods: Children and Young People's Play and Informal Recreation SPG recommends 10sqm of play space per child. The GLA divide the requirements of children's play space into three categories: (i) under 5s, described as doorstep play and generally considered as part of the plot; (ii) ages 5-11; and (iii) children 12 plus.

349 The child occupancy and play space requirement for the proposed dwelling and tenure has been calculated using the Mayor's Play Space Calculator Tool, as below.

Table 7: Children's Playspace Requirements and Provision

	No. of Children	Playspace Requirement (sqm)	Proposal (sqm)
Under 5s	30.6	306	308
5-11 years	23.3	233	0
12+ years	15.8	158	0
Total	69.7	697	308

350 Table 4.7 of the Mayor's Play and Informal Recreation SPG states that for new developments with a child yield of 10-29, on-site playable space is required as 'doorstep play'. For 5-11s it is permissible for facilities to be provided off-site, providing they are within 400m of the Site. For 12+years, facilities can be provided off-site, providing they are within 800m of the Site.

351 The application proposes in excess of the London Plan requirements for under 5s to be provided on-site. In addition to the playspace to be provided on site, the following open spaces are located within walking distance from the application site:

Table 8: Open space within walking distance

Open Space	Walking Distance from nearest part of the Site	Play Facilities
Folkestone Gardens	20 m (2 min walk)	Play equipment; Skate Park; Multi-Use Games Area
Deptford Park	150 m (3 min walk)	Play equipment, outdoor gym, football pitch, cricket square
Bridgehouse Meadows	650 m (8 min walk)	Open space (£1 million contribution towards improvements including playspace secured in Surrey Canal Triangle extant permission)
Fordham Park	800 m (11 min walk)	Play equipment, table tennis tables, area for ball games, informal football pitch
Charlottenburg Park	1 km (13 min walk)	Play equipment; Multi-Use Games Area
Eckington Gardens	1.1 km (15 min walk)	Play equipment; ball court
Pepys Park	1.1 km (15 min walk)	Play equipment; ball pitch
Sayes Court Park	1.1 km (15 min walk)	Play equipment (£560,000 secured by Convoys Wharf development)

		towards improvements to Sayes Court Park and others in the area)
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Discussion

- 352 In terms of the London Plan requirements, the proposed development would provide just over the required space requirements for the under 5 age group on-site.
- 353 The proposed development would fail to provide on-site play space for the 5-11 years and 12+ year cohorts with the shortfall amounting to 389sqm.
- 354 As demonstrated in Table 8 above, there are several open spaces within 800m of the application site of varying size and nature, the most notable of which being Folkestone Gardens which is located directly opposite the site.
- 355 In accordance with the Council’s Planning Obligations Supplementary Planning Document a contribution towards the undelivered playspace at a rate of £300 per square metre is required. This results in a contribution of £116,700 – this would be secured as a S106 obligation.
- 356 Whilst it is desirable that all play is located on site, it is not always possible on dense urban sites and ones where the thrust of planning policy places a strong priority on the provision of high levels of employment space. In this instance, officers consider that this approach is appropriate given proximity to existing playspace, at the interface of several parks. This is also in accordance with the approach set out in the Mayor’s Play and Informal Recreation SPG

Internet Connectivity

- 357 The applicant is advised that Approved Document R of the Building Regulations has a requirement for in-building physical infrastructure which enables copper or fibre-optic cables or wireless devices capable of delivering broadband speeds greater than 30Mbps to be installed.

7.2.5 Housing Conclusion

- 358 Following justification of the principle of development, the applicant has demonstrated that the proposed development would provide a substantial uplift in housing over that which existed previously. The delivery of affordable housing (and uplift of employment floorspace) is considered to accord with the aims and objectives of adopted policy.
- 359 The proposals would utilise this brownfield site, providing an appropriate dwelling mix and tenure split with a high-quality standard of residential provided for all potential future occupiers providing a substantial number of high-quality new homes within the Borough.
- 360 Notably, the proposed development provides 66 affordable homes including 42 at London Affordable Rent incorporating 15 three-bedroom family units and 24 shared ownership units. This results in an overall affordable provision of 37% by habitable room and 35% by unit, which has been determined to be in the maximum that the scheme could viably provide. This material public benefit is afforded substantial weight by officers.

7.3 EMPLOYMENT

7.3.1 Proposed Employment

Policy

362 Para 80 of the NPPF states “Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development”

363 LPP GG5 sets out the Mayor of London’s approach to the continued growth and economic development of all parts of London.

364 Core Strategy Spatial Policy 2 of the Local Plan supports development of offices on sites within Regeneration and Growth Areas.

Discussion

365 The application proposes a range of employment generating uses, including the potential for some flexible office space. The applicant has demonstrated that the proposed units would be flexible for a range of workspace activities with large floor plates free from columns, double height space that allows for production and industrial activity. A roller shutter to the rear of the units allows vehicle servicing (up to a 7.5 tonne box van) to enter into the units which is considered supported in demonstrating that the units would be realised for genuine industrial employment, rather than standard office space only. The employment offer is summarised in Table 9 below.

Table 9: Proposed Employment Offer

Use Class	Proposed Floorspace (sqm)	Job Density (sqm)	Total Jobs (FTE)
B1c/B2/B8	2,220	47/36/70	31-61

366 The figures above have been derived from the Homes & Community Agency (HCA) Employment Density Guide. This indicates that the proposed development would create at 31 full time jobs if all units were used as B8 (final mile distribution) and up to 61 full time jobs if all units were to be used as B2 (industrial and manufacturing).

367 This presents a significant uplift in Full Time Employment (FTE) figures over the estimated existing FTE level which is estimated to be 15 full time jobs across the existing uses. This is a planning merit to which offers significant weight.

7.3.2 Local Labour

368 The Council’s Planning Obligations SPD states that the Council will require both financial and non-financial obligations with regard to Local Labour. The applicant has agreed to a Local Labour Business Strategy as required by the SPD this would be secured by S106 obligation.

369 In addition to this, a financial contribution of £124,550 would be secured in accordance with the SPD to support both capital and revenue costs of a range of services provided by the Local Labour and Business Scheme for residents and small and medium-sized businesses in the borough.

7.3.3 Affordable Workspace

Policy

370 LPP E3 (affordable workspace) states that planning obligations may be used to secure affordable workspace (in the B Use Class) at rents maintained below the market rate for that space for a specific social, cultural or economic development purpose.

Discussion

371 The applicant has advised that they would commit to providing 10% of the overall workspace to be provided as affordable workspace which would be provided at a discounted rent. The affordable workspace could be provided either as:

- 10% of the overall commercial floorspace to be affordable (which would reduce the price of 1 of the 4 commercial units); or
- For a smaller, affordable unit to be created within one of the 4 commercial units that comprises 10% of the commercial floorspace

372 Discussions regarding the nature of the affordable workspace are ongoing with the Council's Economic Development team. However, the 10% affordable workspace would be secured as a planning obligation.

7.3.4 Employment Conclusion

373 The nature of the proposed employment uses present a significant uplift in the existing employment figures. The development is considered to provide a valuable contribution towards employment and local labour in accordance with the aims and objectives of the NPPF and the existing and emerging Local Plan, as well as the provision of affordable workspace.

7.4 URBAN DESIGN

General Policy

- 374 The NPPF at para 124 states the creation of high quality buildings and places is fundamental to what the planning and development process should achieve.
- 375 Urban design is a key consideration in the planning process. The NPPF makes it clear that Government places great importance on the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. The NPPF states that it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes. Paragraph 124 of the NPPF states the creation of high quality buildings and places is fundamental to what the planning and development process should achieve.
- 376 LPP D9 Tall Buildings sets out the requirements for tall building development.
- 377 DM Policy 33 seek to protect and enhance the Borough's character and street frontages through appropriate and high-quality design.
- 378 Core Strategy Policy 15 High quality design for Lewisham repeats the necessity to achieve high quality design but also confirms a requirement for new developments to minimise crime and the fear of crime.
- 379 CS Policy 18 provides parameters associated with the location and design of tall buildings. It identifies that the location of tall buildings should be informed by the Lewisham Tall Buildings Study (2012). It sets out a clear rationale for tall buildings in design terms, outlining where tall buildings might be considered as being inappropriate.
- 380 DMLP Policy 30, Urban design and local character states that all new developments should provide a high standard of design and should respect the existing forms of development in the vicinity. The London Plan, Lewisham Core Strategy and Lewisham DMLP policies further reinforce the principles of the NPPF setting out a clear rationale for high quality urban design.

7.4.1 Appearance and Character

Policy

- 381 Planning should promote local character. The successful integration of all forms of new development with their surrounding context is an important design objective (NPPG).
- 382 In terms of architectural style, the NPPF encourages development that is sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (para 127). At para 131, the NPPF states great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area.
- 383 LPP D4 Delivering good design expects development to have regard to the form, function and structure of an area, place or street and the scale, mass and orientation of surrounding buildings.

Layout

Policy

384 LPP D3 Optimising site capacity through the design-led approach states that development proposals must enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions

Discussion

385 The application site is long and linear in nature facing onto Folkstone Gardens. The application proposes the primary frontage facing Folkestone Gardens with a clearly defined yard space to the rear along its western edge. The proposed design has sought to create a clear and distinct commercial base with two blocks above containing conventional residential units with podium level amenity spaces. The applicants have demonstrated how all three uses can coexist as part of an integrated mixed- use development with sufficient mitigation measures adopted to allow for industrial activities to function on the ground floor and yard areas.

386 The approach to create a primary frontage along Trundleys Road, with the building set back from the existing building line to create a generous zone of public realm facing the park is supported.

387 The applicant has assessed the proposed design against the wider strategic context and has demonstrated that the scheme's layout and public realm strategy is designed to respond and connect with the wider network of public realm and spaces. However, in the draft site allocation, wider improvements to pedestrian and cycle routes towards public transport, in order to support an active travel network and the introduction of a significant number of new residents into this area. Appropriate planning obligations will be sought in this regard and are discussed further in the Transport Impact section of this report below.

388 Vehicular servicing and access to the industrial yard space is provided at the southern end of the site to allow the potential for consistent active frontage across the remainder of the Trundleys Road frontage. The applicant has provided indicative internal layouts of the commercial spaces demonstrate the use would help activate the ground floor.

389 The massing and orientation of the buildings as well as the use distribution studies have been informed by the ambition of providing several aspects to the residential accommodation and minimising single aspect north facing apartments.

390 Overall, through an iterative design process, the design team have demonstrated that the layout now proposed is optimum for the site, providing a high quality of residential accommodation, attractive communal space, and improvements to public realm

Form, Scale and the Masterplan Approach

Policy

391 LPP E8 recognises the role tall buildings have to play in helping accommodate growth as well as supporting legibility. The policy sets out an extended criteria for design rational and assessment and also states that publically accessible areas should be incorporated into tall buildings where appropriate, particularly more prominent tall buildings.

Discussion

392 Building heights, scale and massing vary across the surrounding context. To the north of the Trundleys Road site beyond the railway lies an area of Victorian terraces that surround Deptford Park, extending towards Surrey Quays. To the south of the site is an area of post-war blocks of flats and terraced houses, spreading all the way to New Cross Road.

The built context to the west of the is mostly made up of industrial and commercial warehouses.

393 In terms of immediate context, Folkestone Gardens lies to the east of the application site, with the closest residential development being located to the south of the site in Delta Court which ranges from 5 storeys at the point closest to the application site, stepping down to three storeys to the south, and the Sanford Housing Co-op to the southwest which stands at three storeys in height. Immediately to the west of the site lies the TfL substation, with the train line beyond, and to the north lies the Juno Way site, currently in use as a scrapyard.

394 The most notable tall buildings in close proximity to the site are the 12 storeys approved building at Neptune Wharf, the 22 storey tower at Anthology, Deptford Foundry and the 23 storey Hawke Tower to the south east of the site. Slightly further afield to the east is the Deptford Timberyard which would exhibit building heights of up to 24 storeys, and to the east lies the Surrey Canal Triangle Strategic Allocation which would also exhibit a range of tall buildings, consented up to 23 storeys.

395 As part of the design process, the applicant has undertaken a masterplanning exercise with the adjacent Juno Way, Apollo Business Centre and the approved Neptune Wharf development to demonstrate the emerging context in the area, as well as how the Juno Way and Apollo Business Centre sites could come forward in the future, and that the proposed development would not preclude this. The application site is shown in this context in the image below:

Image 3: Relationship with Surrounding Sites

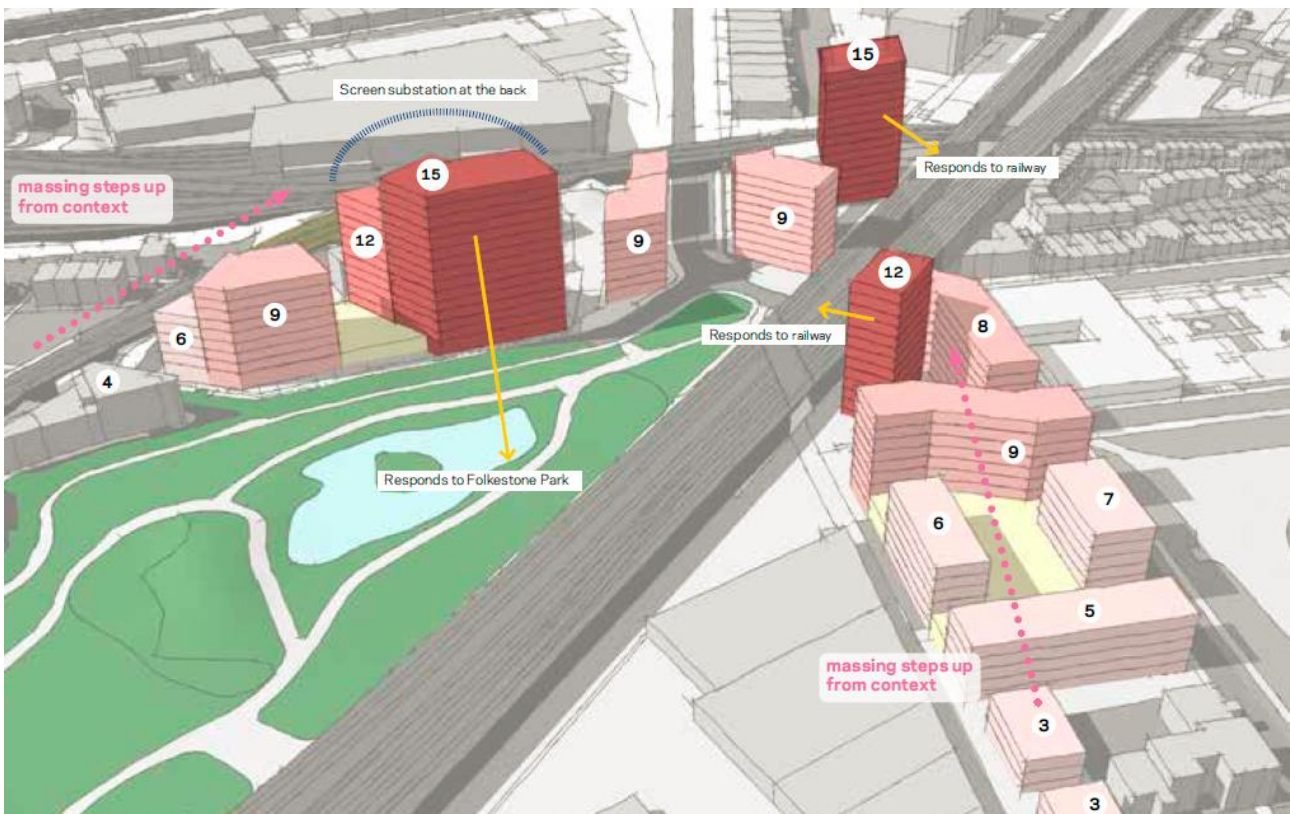


396 The applicant has demonstrated how the scheme would relate to a wider masterplan area as outlined above. This approach is welcomed and indicates how this cluster of sites can come forward to collectively enhance the quality of public realm and street frontage along Trundleys Road/Surrey Canal Road and the park edge.

397

The applicant has also tested a variety of massing and heights options in conjunction with the neighbouring sites, ensuring that the proposed scale and form of blocks responds positively to the character of future townscape in long and short-range views. The submitted verified views suggest that while the scheme will represent an uplift in scale in relation to the surrounding townscape, the massing and heights configuration responds successfully to the park edge and is consistent with the scale and proportions of emerging development in the wider area, including Neptune Wharf. The proposed massing is shown against potential development for the Juno Way and Apollo Business Centre sites, as well as the approved Neptune Wharf development in the image below.

Image 4: Proposed Massing and Masterplan Approach



398

Whilst the scale of the proposed development is generally larger and more dense than that of the existing built context, the application has demonstrated how the proposals reflect the emerging context of the area. The design team have sought to reduce the buildings impact on the surrounding area by through careful articulation of the massing, combined with a very high quality of detail and materiality as outlined below. Overall, the proposals are considered to sit comfortably within the existing built context and would make a positive contribution to the character and appearance of the surrounding area whilst optimising the quantum of development on site.

Detailing and Materials

Policy

399

Attention to detail is a necessary component for high quality design. Careful consideration should be given to items such as doors, windows, porches, lighting, flues and ventilation, gutters, pipes and other rain water details, ironmongery and decorative features. Materials should be practical, durable, affordable and attractive. The colour, texture, grain and reflectivity of materials can all support harmony (NPPG).

400

Policy D3 Optimising site capacity through the design-led approach states that developments should respond to the existing character of a place by identifying the special

and valued features and characteristics that are unique to the locality and respect, enhance and utilise the heritage assets and architectural features that contribute towards the local character. Development should also be of high quality, with architecture that pays attention to detail, and gives thorough consideration to the practicality of use, flexibility, safety and building lifespan through appropriate construction methods and the use of attractive, robust materials which weather and mature well.

Discussion

- 401 The mixed use nature of the scheme is reflected in the massing, which comprises of an industrial base, with a residential mass above. The industrial base creates a strong presence and active frontage to Trundleys Road, with the residential massing responding to its prevalent adjacency to Folkestone Gardens.
- 402 The design team have outlined that the articulated massing of the building form is complemented and de-constructed by the following design features.
- open corner balconies
 - recessed balconies
 - setback between massing blocks
 - colour differentiation between massings
 - verticality created through facade pilasters
 - horizontality emphasized with monochromatic sill banding
- 403 The proposed facade is based on a repetitious and modular design. There is a slight variation in the module between the blocks, denoting the different residential typologies between conventional residential, and student accommodation.
- 404 The conventional residential accommodation has tall, floor-to-ceiling glazing with operable side panels. The facade uses the same language to ground the building, creating a cohesive composition that defines a strong edge to Folkestone Gardens, whilst maintaining and 'industrial' feel. "Open corners' are provided to both blocks, to soften the edges of the proposal.
- 405 The industrial facade facing Trundleys Road simultaneously creates a strong edge to Folkestone Gardens, and provides an active frontage to the street. The facade is a solid, more 'heavy' language of the building above, denoting its industrial character. The repetition and high proportioned height gives it a strong formal character. The solidity of the facade negotiates between the need to conceal the industrial uses behind, whilst still providing daylight into the space, and activation to the street.
- 406 The industrial facade at the rear employs a different, more informal character. The facade set-out is traced to the ground, with large apertures punched in to allow for access of industrial vehicles.
- 407 The materials and elements of the facade are utilitarian, requiring very durable materials. These include pre-cast elements, roller shutters, metal doors, and toughened glazing. Large portions of glazing ensure large amounts of daylighting into the industrial spaces. An image of how the commercial base meets the residential and student uses above is show below:

Image 5: CGI of Architectural Detail at the Building Base



408 This In terms of materiality, the following materials are proposed:

- fibre cement panels
- rockwool panels
- glazed wintergardens
- metal balconies and balustrades

409 The majority of the facades will be clad in fibre cement panels of various colours, ranging from light grey to terracotta red, earthbrown, and white. The use of different textures (from smooth to coarse) help articulate the various elements comprising the elevations. The colours and textures are demonstrated in the image below:

Image 6: Proposed Colours and Textures



410 The railway side of the buildings will feature glazed wintergardens, whilst the rest of the blocks would have open balconies with a metal balustrade. All west balconies and exposed soffits would be clad in a composite laminate light-weight panels.

411 Overall, the design team has demonstrated a high quality of materiality and detailing. Exact specifications of all materials would be captured by condition to ensure that this design quality is carried through to construction of the proposals.

7.4.2 Public Realm

Policy

412 Streets are both transport routes and important local public spaces. Development should promote accessibility and safe local routes. Attractive and permeable streets encourage more people to walk and cycle.

413 LPP D3 Optimising site capacity through the design-led approach states that new development should provide active frontages and positive reciprocal relationships between what happens inside the buildings and outside in the public realm to generate liveliness and interest.

414 LPP D8 Public realm states that development proposals should ensure the public realm is well-designed, safe, accessible, inclusive, attractive, well-connected, related to the local and historic context, and easy to understand, service and maintain. Landscape treatment, planting, street furniture and surface materials should be of good quality, fit-for-purpose, durable and sustainable. Lighting, including for advertisements, should be carefully considered and well-designed in order to minimise intrusive lighting infrastructure and reduce light pollution.

Discussion

415 The proposed development would include an improved section of public realm along Trundleys Road, significantly widening the existing narrow pavement in this location from 3m to widths ranging from 3m up to over 7m for the majority of the Trundleys Road Frontage. The improvements to public realm are outlined in the figure below. The existing back of pavement line is outlined in blue.

Image 87: Proposed Public Realm



416 The proposals would also include an additional 5 medium sized street trees along the Trundleys Road frontage. The materials proposed here are robust and of high quality, presenting a significant benefit over the existing arrangement.

417 Overall, given the addition of new street trees, high quality materials and widening of the existing public realm, the proposals are considered to present a material planning benefit in this regard, a benefit to which officers attach significant weight. It is noted that full details of all hard and soft landscaping would be secured by condition and the delivery of the public realm would be secured by planning obligation.

7.4.3 Urban Design Conclusion

418 The overall design approach would result in a form of development which would not detract or appear at odds with the wider character and appearance of the immediate locality or heritage assets. The proposals are considered to be appropriate in terms of layout and scale and have been designed cognisant of the emerging context and in a manner that would not preclude the delivery of adjacent sites.

419 The proposals achieve a high quality design in both the proposed building and public realm, and the scheme overall presents significant planning benefits as outlined in detail above. As such, it is considered that the proposal is acceptable with regard to urban design and accords with the aims and objectives of the existing and emerging Development Plan.

7.5 TRANSPORT IMPACT

General policy

- 420 Nationally, the NPPF requires the planning system to actively manage growth to support the objectives of para 102. This includes: (a) addressing impact on the transport network; (b) realise opportunities from existing or proposed transport infrastructure; (c) promoting walking, cycling and public transport use; (d) avoiding and mitigating adverse environmental impacts of traffic; and (e) ensuring the design of transport considerations contribute to high quality places. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and a choice of transport modes.
- 421 Para 109 states “Development should only be prevented or refused on transport grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.
- 422 Regionally, the Mayor’s Transport Strategy (‘the MTS’, GLA, March 2018) sets out the vision for London to become a city where walking, cycling and green public transport become the most appealing and practical choices. The MTS recognises links between car dependency and public health concerns. This is captured in the new London Plan within transport policies at Chapter 10.
- 423 The Core Strategy, at Objective 9 and CSP14, reflects the national and regional priorities.

7.5.1 Access

Policy

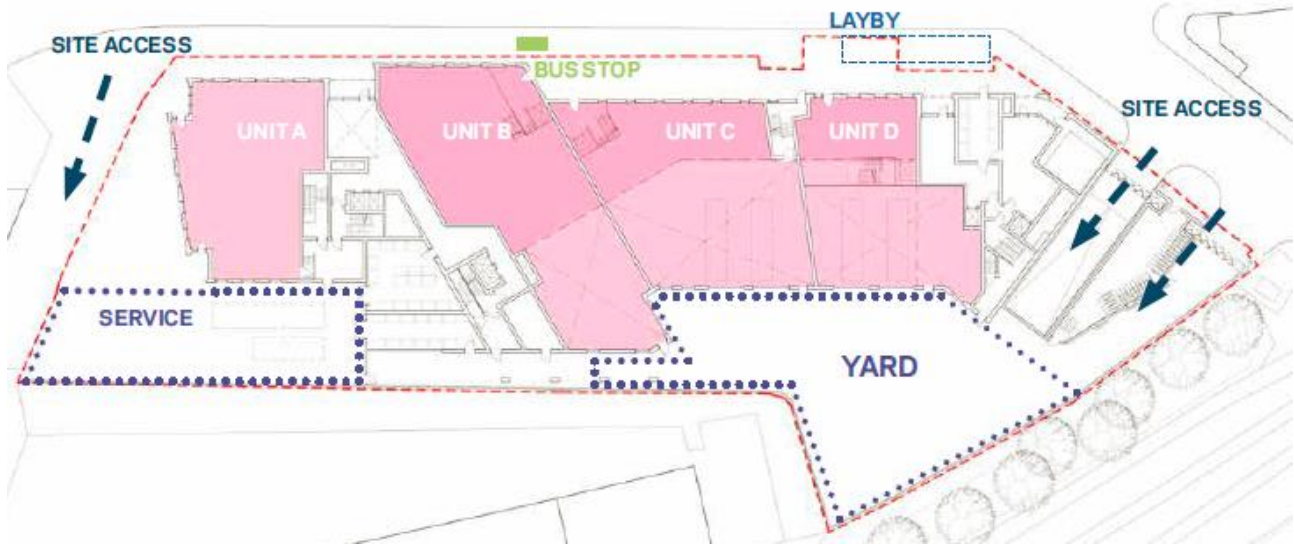
- 424 The NPPF requires safe and suitable access for all users. Paragraph 108 states that in assessing applications for development it should be ensured that appropriate opportunities to promote sustainable transport modes can – or have been taken up and that amongst other things safe and suitable access to the site can be achieved for all users.
- 425 CSP 14, amongst other things, states that the access and safety of pedestrians and cyclists will be promoted and prioritised; that a restrained approach to parking provision will adopted; and that car-free status for new development can only be assured where on-street parking is managed so as to prevent parking demand being displaced from the development onto the street.
- 426 DMP 29 identifies that car limited major residential will be supported in areas with a PTAL of 4 or above and that amongst other factors development should not have a detrimental impact on on-street parking provision in the vicinity. It outlines that measures such as car-clubs and cycle storage will be expected to ensure that sustainable transport modes are encouraged.

Discussion

- 427 Currently there are four vehicular access points serving the site. There are two located along Sanford Street, a single access directly onto Trundleys Road and one onto Juno Way, which in turn leads to Trundleys Road.
- 428 Three access points are proposed to serve the site, as shown in the image below. The first access is located at the south of the site off Sandford Street and leads to a basement level car park. A second access is located immediately to the west of the first, also off Sandford Street, and leads to a servicing area to the rear of the commercial units. A third access is situated off Juno Way to the north and will be used for delivery/service vehicles.

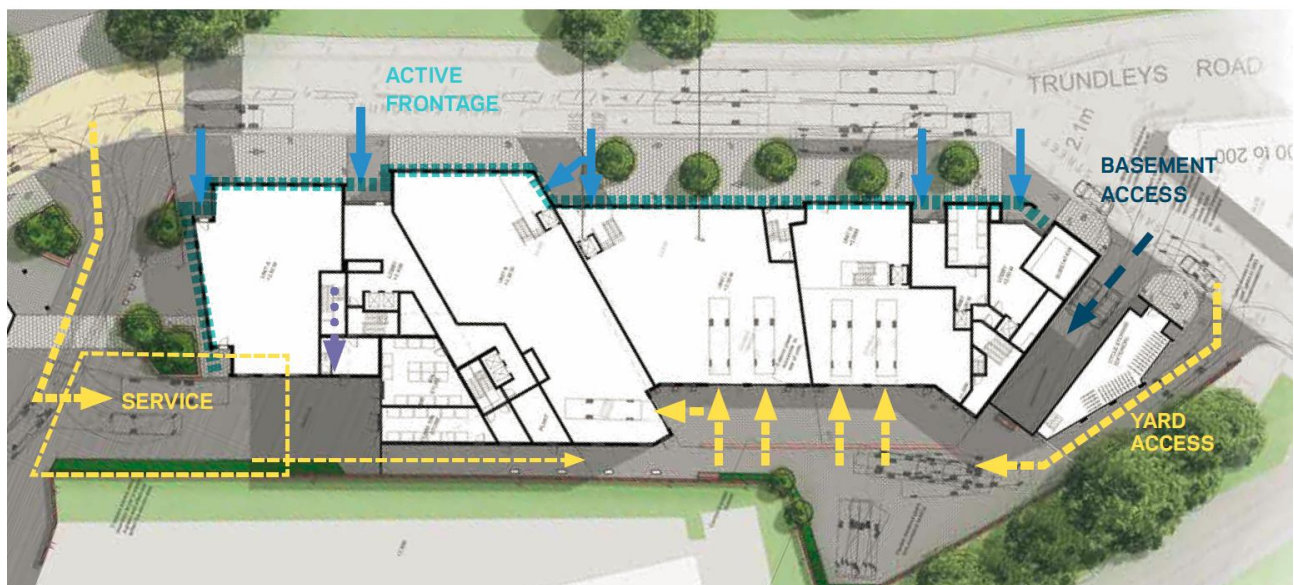
429 A TfL sub-station is currently accessed via Juno Way, which will retain access as existing during both the construction and operation phases of the development.

Image 8: Proposed Vehicular Access



430 Several pedestrian accesses would also be provided across the frontage of the site that will provide access to each respective commercial and residential cores. These are shown by the blue arrows on the image below.

Image 9: Proposed Pedestrian Access



431 Additionally, all commercial units would have pedestrian access provided at both the front and rear of the building.

432 The proposals for access have been reviewed by officers, including the Council's Highways Officer and Transport for London and are considered to be safe and appropriate for the proposed development.

7.5.2 Local Transport Network

Policy

- 433 The NPPF states that significant impacts on the transport network (in terms of capacity and congestion) should be mitigated to an acceptable degree
- Discussion*
- 434 The site has relatively low access to public transport with a Public Transport Accessibility Level (PTAL) of 1a to 2. However this would increase to 3 with the delivery of the new overground station at Surrey Canal Road.
- 435 Trundleys Road is a single carriageway road which measures approximately 6.1m wide adjacent to the site. A ghost island is present on the site frontage and there are 2.0m wide footways on both sides of the carriageway. Trundleys Road also benefits from being lit and is subject to a 20mph speed limit.
- 436 Bus route 225 serves the bus stop located along the eastern boundary of the application site on Trundleys Road, whilst three further bus routes (47, 188 and 199) run along Evelyn Street and serves a stop located around 750m (a 9-minute walk) from the application site. Additionally, the night service route N1 also calls at the bus stop along Evelyn Street and therefore the site benefits from 24/7 bus services.
- 437 The nearest railway station is New Cross station (1.2km / 15 minutes' walk) and provides both mainline rail services and London Overground services. The proposed new overground station at Surrey Canal Road is set to be constructed along Surrey Canal Road; which is 550m / 7 minutes' walk from the site, and will increase the sites PTAL, as above. Some of the enabling works for this station have already been completed.
- 438 The development will provide 13 disabled car parking spaces within the proposed basement, split between:
- Residential: 9 spaces
 - Commercial: 4 spaces
- 439 The level of parking provision is consistent with policy guidance contained in the new London Plan (March 2021) and Lewisham Local Plan, which advocates a restraint-based approach to car parking provision with maximum standards, and supports car free development in appropriate locations. In addition to this, the accessible car parking provision meets and exceeds the 3% accessible car parking provision as outlined within the new London Plan.
- 440 A car parking capacity survey was undertaken and the results illustrated that within both 200m and 400m of the site and there were an average of 69 and 222 spaces available respectively over two evenings. On this basis it is reasonable to suggest that there should be enough capacity to meet any potential overspill.
- 441 It has been agreed by the applicant to provide a financial contribution of £30,000 toward the consultation exploring the implementation of a Controlled Parking Zone (CPZ). The applicant has agreed that any resident of the proposed development would be exempt from applying for a parking permit, save for those who qualify for blue disabled parking badges should a CPZ be adopted. This would be secured via legal agreement.
- 442 A Draft Residential Travel Plan and Framework Workplace Travel Plan have been prepared as standalone documents to accompany the planning submission. At this stage, the occupier(s) of the commercial use of the development are not known. Furthermore, the development has been designed as flexible commercial space, able to accommodate multiple occupiers or a single occupier.
- 443 The Travel Plans include further details of existing travel behaviour and sets out a range of measures and initiatives to encourage a reduction in car use. They also include details

of the management and implementation of the Travel Plans as well as initial targets, monitoring and review programme.

444 A range of measures are proposed in the Travel Plan to seek to encourage the use of sustainable and active modes of travel for trips associated with the employment element of this development, including:

- Measures to promote the Travel Plan and actively engage staff in the process.
- Measures and events to promote the benefits of active travel.
- Measures to encourage cycling, including ensuring secure cycle parking, and promotion of the Cycle to Work scheme.

445 In order to adequately manage parking on-site and on the surrounding transport network, a Parking Management Plan outlining the following would be secured by legal agreement

- How the off-street parking will be allocated / managed
- How informal parking (i.e. in the public realm, and service yard) will be enforced.
- A periodic review mechanism that ensures any increase in demand for electric vehicles charging is addressed.
- Details of how parking would be managed on Juno Way

446 A full Residential Travel Plan and Workplace Travel Plan be secured to help promote sustainable and active travel and discourage car-use. This will help further mitigate against increased on-street demand for parking.

447 Additionally, a Construction Traffic Management Plan would be conditioned requiring approval of the Local Planning Authority in consultation with Transport for London.

448 Subject to the above, the proposed development is acceptable with regard to impacts on the Local Transport Network.

7.5.3 Servicing and Refuse

Policy

449 The NPPF states development should allow for the efficient delivery of goods and access by service and emergency vehicles.

450 LPP Policy T6(G) and T7(B)(3) state that rapid electric vehicle charging points should be provided for servicing vehicles.

451 Storage facilities for waste and recycling containers should meet at least BS5906:2005 Code of Practice for waste management in Buildings in accordance with London Plan Housing Supplementary Planning Guidance (2016) standard 23.

Discussion

452 Servicing of the proposed development would be provided from three locations:

- Trundleys Road at kerbside via a proposed inset layby (suitable to cater for 1 large HGV or 2 smaller delivery vehicles).
- Loading area to the north of the site, which is accessed via Juno Way (suitable to cater for 2 large HGVs or 2+ smaller delivery vehicles).
- Service Yard area at podium level accessed from Sandford Street (suitable to cater for 2+ large HGVs or 2+ smaller delivery vehicles).

453 The proposed servicing arrangement is shown in Image 10 above.

- 454 The proposed commercial units would be serviced from the service yard and the loading area to the north of the site.
- 455 All servicing areas are within suitable drag distances from the respective residential refuse stores. The inset layby has been designed in line with TfL's standards and would not result in any detrimental impact to the operation of the bus stop (which has been subject to a Stage 1 Road Safety Audit as set out below).
- 456 Transport for London and the Council's Highways Officer have reviewed the application and requested that a Delivery and Servicing Plan be secured by condition.
- 457 A detailed refuse management plan would also be secured by condition.
- 458 Subject to securing a Delivery and Servicing Plan and a refuse management condition, the proposed development is acceptable in this regard,

7.5.4 Transport modes

Walking and cycling

Policy

- 459 LPP T5 cycling states that Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards.¹⁸⁶ Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.
- 460 CSP 14, amongst other things, states that the access and safety of pedestrians and cyclists will be promoted and prioritised.

Discussion

- 461 Footways run along both sides of Trundleys Road and measure at circa 2.0m wide with regular street lighting present in the vicinity of the site. Towards the north of the site at the junction between Surrey Canal Road and Trundleys Road, there is an uncontrolled pedestrian crossing that incorporates dropped kerbs, pedestrian islands and tactile paving.
- 462 Folkestone Gardens park to the east contains several shared use paths that lead to a signed route that travels eastwards underneath the adjacent railway track.
- 463 The proposed development would have a positive impact on the walking environment around the application site through significantly widening the pavement along Trundleys Road, as well as a range of other wider public realm and highway improvements which would be secured by S106 agreement, as follows:
- Improvement works (adjacent to the site) along the frontages of the site, including Trundleys Road, Sanford Street, Juno Way and Surrey Canal Road including the provision of dropped kerbs/tactile information at the vehicular entrances to the site
 - Improvement works to the crossing facilities on Trundleys Road between the application site and the Park - at the Trundleys Road / Surrey Canal Road junction, and the Trundleys Road / Sanford Street junction.
 - Lighting under the railway bridge adjacent to the site

- 464 With regard to cycling infrastructure, Quietway 1 runs long the north of the site. Quietway 1 leads from Greenwich in the east to Waterloo bridge to the west and runs along Surrey

Canal Road and through Folkestone Gardens in the vicinity of the site. National Cycle Route (NCR) 425 runs along Surrey Canal Road between Camberwell and Rotherhithe and intersects the NCR 4 near Greenland Dock. The NCR in turn runs between central London and Greenwich. London Cycle Network (LCN) Route 20 starts in Folkestone Gardens and leads to Sidcup.

465 Cycle Superhighway 4 will run from between Tower Bridge and Greenwich, via Evelyn Street which is approximately 700m east from the site or a 3 minute cycle and could be accessed via LCN Route 20.

466 With regard to proposed cycle parking, the applicant has had detailed discussions with Transport for London and the Council's Highways Officer regarding cycle parking provision. The proposed quantum of cycle parking provision is as follows:

Table 10: Proposed Cycle Parking

	Long Stay Provision	Short Stay Provision
Residential	333	6
Commercial	10	3

467 Cycle parking would be provided in line with the London Plan and guidance set out within Chapter 8 of LCDS, with the scheme providing:

- Suitable aisle widths between tiered stands, depending on whether these are back-to-back or a single row;
- 10% provision of Sheffield Stands for the student/commercial element, and 20% for the residential element;
- 5% stands provided as larger accessible bays, comprising Sheffield stands; and
- 1.8m spacing between the wider spaced Sheffield Stands; 1.0/1.2m between the standard Sheffield Stands.

468 Long stay cycle parking is located within cycle stores at basement level for the residential/student element, and on the ground floor for the commercial element. Short stay cycle parking would be situated at street level in an easily accessible location in proximity to the respective entrances.

469 End user facilities are also provided in close proximity to these stores, including shower facilities within the commercial cycle store at ground floor; and a cycle workstation including pump, tools etc. within the basement store.

470 The application is policy compliant with regard to cycle provision in terms of both quantity and meeting the requirements of the London Cycle Design Standards.

471 Subject to the above, the proposed development is acceptable with regard to walking and cycling.

Public transport

Discussion

472 To assist with the additional impact on the local and London bus network, a contribution of £90,000 would be secured towards the provision of an additional 225 bus service.

Car clubs

Discussion

473 To further discourage car ownership and promote more sustainable modes of transport, the Council's Highways Officer has requested that the applicant provide further details of the Car Club Strategy for the site. The strategy should include details of car club membership for all residents for 3 years and include a review of the existing car club infrastructure in the vicinity of the site to determine that there is sufficient car club vehicle provision / capacity to accommodate the demand generated by the development.

474 The applicant has agreed to the Car Club Strategy which would be secured by planning obligation.

Private Cars (including disabled and electric charging points)

Policy

475 LPP T6 states that 20% of parking spaces should be provided with Electric Vehicle Charging points with the remaining spaces providing passive provision

476 CSP 14 states that the Council will take a restrained approach to parking provision. DMP 29 requires wheelchair parking to be provided in accordance with best practice standards and London Plan Standard 18 requires designated wheelchair accessible dwellings to have a designated disabled car parking space.

Discussion

477 As outlined above, the development would provide 13 disabled car parking (amended from the 16 spaces including 10 disabled spaces originally proposed following TfL comments) spaces within the proposed basement, split between:

- Residential: 9 spaces
- Commercial: 4 spaces

478 The level of parking provision is consistent with policy guidance contained in the new London Plan (March 2021), which advocates a restraint-based approach to car parking provision with maximum standards, and supports car free development in appropriate locations. In addition to this, the accessible car parking provision meets and exceeds the 3% accessible car parking provision as outlined within the new London Plan.

479 As already stated, the application was accompanied by a car parking capacity survey which has demonstrated that the proposed development would not have an unreasonable impact on on-street parking. Additionally, the applicant would make a £30k contribution towards CPZ and an undertaking that residents could not access parking permits should the CPZ be implemented.

480 With regard to Electric Vehicle Charging Points (EVCP) the applicant has confirmed that 20% of the off-street parking spaces would be provided with EVCPs and the remaining spaces would be provided with passive provision. Full details of EVCPs would be secured by condition.

7.5.5 Transport Impact Conclusion

481 The proposal would not result in unreasonable harm to the local highway network or pedestrian or highway safety subject to the imposition of conditions and financial contributions. The planning obligations sought are summarised as follows:

- CPZ implementation contribution - £30,000 and undertaking for no permits for future residents

- Car Club Strategy including details for membership for all residents for 3 years including review of existing car club infrastructure
- Additional 225 service contribution - £90,000
- Legible London wayfinding contribution - £8,000
- Stage 2 Road Safety Audit
- Travel plan for all uses
- Contribution towards improved lighting under the existing railway bridge on Sanford Street - £25,000
- Enter into a Section 278 agreement to secure the following:
 - Improvement works (adjacent to the site) along the frontages of the site, including Trundleys Road, Sanford Street, Juno Way and Surrey Canal Road including the provision of dropped kerbs/tactile information at the vehicular entrances to the site
 - Improvement works to the crossing facilities on Trundleys Road between the application site and the Park - at the Trundleys Road / Surrey Canal Road junction, and the Trundleys Road / Sanford Street junction.
 - The creation of the proposed loading bay (lay-by), and the associated Traffic Regulation Orders
- Parking Management Plan outlining:
 - How the off-street parking will be allocated / managed
 - How informal parking (i.e. in the public realm, and service yard) will be enforced.
 - A periodic review mechanism that ensures any increase in demand for electric vehicles charging is addressed.
 - Details of how parking would be managed on Juno Way

482 Officers consider that this should be afforded considerable weight in light of the proposed public benefits of the development.

7.6 LIVING CONDITIONS OF NEIGHBOURS

General Policy

483 NPPF para 127 sets an expectation that new development will be designed to create places that amongst other things have a 'high standard' of amenity for existing and future users. At para 180 it states decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health and living conditions.

484 This is reflected in relevant policies of the London Plan (LPP D3, D4, D5, D6), the Core Strategy (CP15), the Local Plan (DMP32) and associated guidance (Housing SPD 2017, GLA; Alterations and Extensions SPD 2019, LBL).

485 DMP 32(1)(b) expects new developments to provide a 'satisfactory level' of privacy, outlook and natural lighting for its neighbours.

486 Further guidance is given in Housing SPD 2017, GLA; Residential Standards SPD 2012, LBL. The Council has published the Alterations and Extensions SPD (2019) which establishes generally acceptable standards relating to these matters (see below), although site context will mean these standards could be tightened or relaxed accordingly.

487 *Overview*

488 The relationship of the proposed development with surrounding buildings and residential uses is outlined in image 9 below.

489 The nearest residential properties to the proposed development lie to the south of the application site. The properties are within three residential blocks as follows:

- Delta Court, 200-202 Trundleys Road
- 14 Sandford Walk
- 15-20 Sandford Walk

Image 10: Relationship of the proposed development with surrounding built context



7.6.1 Enclosure and Outlook

Policy

490 Overbearing impact arising from the scale and position of blocks is subject to local context. Outlook is quoted as a distance between habitable rooms and boundaries.

Discussion

491 The proposed development would be located some 42 to 45m approximately, away from the residential buildings at 15-20 and 14 Sanford Walk. The proposed building at the closest point to these buildings would be 7 storeys in height stepping up to 10 storeys in height further north. The proposed development would be separated from these buildings by the existing railway which runs between the two sites.

492 Given the generous separation distance and the existing railway between the application site and the buildings at 15-20 and 14 Sanford Walk, there would be no unreasonable impact on the occupants of these buildings by way of enclosure or loss of outlook.

493 The relationship between the proposed development and Delta Court would be more proximate, with the development being located 14m from the gable elevation of Delta Court on the opposite side of Sanford Street. This elevation of Delta Court is a secondary elevation with a small number of windows serving the flats within. On each floor, there are 3 windows serving a living area, a bathroom and a kitchen. There is also a door and window which serves a bedroom at ground floor level, these are partially obscure glazed for privacy.

494 The living areas are located on the corner and benefit from outlook towards Folkestone Gardens which would be unaffected by the proposed development. The kitchens and the bathrooms would be impacted more so by the proposed development, experiencing a degree of loss of outlook as a result of the proposals. However, the proposed building would be located on the opposite side of Trundleys Road and this arrangement and relationship is typical of an urban environment and would not warrant refusal of the application, particularly given the planning merits of the scheme outlined elsewhere in this report.

7.6.2 Privacy

Policy

- 495 Privacy standards are distances between directly facing existing and new habitable windows and from shared boundaries where overlooking of amenity space might arise.
- 496 DMPP 32 states that adequate privacy is an essential element in ensuring a high level of residential amenity. Unless it can be demonstrated that privacy can be maintained through design, there should be a minimum separation of 21 metres between directly facing habitable room windows on main rear elevations. This separation will be maintained as a general rule but will be applied flexibly dependent on the context of the development.

Discussion

- 497 As above, the proposed development would be located some 42 to 45m approximately, away from the residential buildings at 15-20 and 14 Sanford Walk and would be separated from the proposed development by the existing railway. This relationship is considered sufficient to mitigate any unreasonable loss of privacy to the occupants of these properties.
- 498 The proposed development would be located on the opposite side of Trundleys Road, some 14m away from the gable elevation of the residential block at Delta Court. This elevation of Delta Court is a secondary elevation with a small number of windows serving the flats within. On each floor, there are 3 windows serving a living area, a bathroom and a kitchen. There is also a door and window believed to serve a bedroom at ground floor level, these are partially obscure glazed for privacy.
- 499 Given this relatively proximate relationship, there would be a degree of loss of privacy between the new proposed units and the existing units at Delta Court. However, the affected elevation at Delta Court is a secondary elevation on the gable end of the building, and would be separated from the proposed development by Sanford Road. As above, this arrangement is typical of an urban environment and would not warrant refusal of the application, particularly given the planning merits of the scheme outlined elsewhere in this report.

7.6.3 Daylight and Sunlight

Policy

- 500 Daylight and sunlight is generally measured against the Building Research Establishment (BRE) standards however this is not formal planning guidance and should be applied flexibly according to context.
- 501 The NPPF does not express particular standards for daylight and sunlight. Para 123 (c) states that, where there is an existing or anticipated shortage of land for meeting identified housing need, LPAs should take a flexible approach to policies or guidance relating to daylight and sunlight when considering applications for housing, where they would otherwise inhibit making efficient use of a site.
- 502 The GLA states that 'An appropriate degree of flexibility needs to be applied when using BRE guidelines to assess the daylight and sunlight impacts of new development on surrounding properties, as well as within new developments themselves. Guidelines should be applied sensitively to higher density development, especially in opportunity areas, town centres, large sites and accessible locations, where BRE advice suggests considering the use of alternative targets. This should take into account local circumstances; the need to optimise housing capacity; and scope for the character and form of an area to change over time.' (GLA, 2017, Housing SPG, para 1.3.45).

503 Alternatives may include 'drawing on broadly comparable residential typologies within the area and of a similar nature across London.' (ibid, para 1.3.46).

504 It is therefore clear that the BRE standards set out below are not a mandatory planning threshold.

505 In the first instance, if a proposed development falls beneath a 25 degree angle taken from a point two metres above ground level, then the BRE say that no further analysis is required as there will be adequate skylight (i.e. sky visibility) availability.

506 Daylight is defined as being the volume of natural light that enters a building to provide satisfactory illumination of internal accommodation between sun rise and sunset. This can be known as ambient light. Sunlight refers to direct sunshine.

Daylight Guidance

507 The three methods for calculating daylight are as follows: (i) Vertical Sky Component (VSC); (ii) Average Daylight Factor (ADF); and (iii) No Sky Line (NSL).

508 The VSC is the amount of skylight received at the centre of a window from an overcast sky. The ADF assesses the distribution of daylight within a room. Whereas VSC assessments are influenced by the size of obstruction, the ADF is more influenced factors including the size of the window relative to the room area and the transmittance of the glazing, with the size of the proposed obstruction being a smaller influence. NSL is a further measure of daylight distribution within a room. This divides those areas that can see direct daylight from those which cannot and helps to indicate how good the distribution of daylight is in a room.

509 In terms of material impacts, the maximum VSC for a completely unobstructed vertical window is 39.6%. If the VSC falls below 27% and would be less than 0.8 times the former value, occupants of the existing building would notice the reduction in the amount of skylight. The acceptable minimum ADF target value depends on the room use: 1% for a bedroom, 1.5% for a living room and 2% for a family kitchen. If the NSL would be less than 0.8 times its former value, this would also be noticeable.

510 While any reduction of more than 20% would be noticeable, the significance and therefore the potential harm of the loss of daylight is incremental. The following is a generally accepted measure of significance:

- 0-20% reduction – Negligible
- 21-30% reduction – Minor Significance
- 31-40% reduction – Moderate Significance
- Above 40% reduction – Substantial Significance

511 It is important to consider also the context and character of a site when relating the degree of significance to the degree of harm.

512 It is also noted that recent planning decisions (including appeal decisions made by the Planning Inspectorate) in London and Inner London have found retained VSC values in the mid-teens to be acceptable. It is also noted that given the cleared brownfield nature of the application site, proposals are likely to result in some change to daylight and sunlight amenity.

Sunlight Guidance

513 Sunlight is measured as follows: (i) Annual Probable Sunlight Hours (APSH); and (ii) Area of Permanent Shadow (APS)

514 The APSH relates to sunlight to windows. BRE guidance states that a window facing within 90 degrees due south (windows with other orientations do not need assessment) receives adequate sunlight if it receives 25% of APSH including at least 5% of annual probable hours during the winter months. If the reduction in APSH is greater than 4% and is less than 0.8 times its former value then the impact is likely to be noticeable for the occupants. The APS relates to sunlight to open space: the guidance states that gardens or amenity areas will appear adequately sunlit throughout the year provided at least half of the garden or amenity area receives at least two hours of sunlight on 21st March.

Discussion

515 The application has been submitted with a Daylight and Sunlight Assessment (dated February 2018) prepared by Point 2 Surveyors. This Daylight and Sunlight Assessment has been prepared in relation to the three residential blocks at Sanford Walk and Delta Court as outlined above.

Delta Court

516 As above, the proposed development is located 14m from the gable elevation of Delta Court on the opposite site of Sanford Street. This elevation of Delta Court is a secondary elevation with a small number of windows serving the flats within. On each floor, there are 3 windows serving a living area, a bathroom and a kitchen. There is also a door and window which serves a bedroom at ground floor level, these are partially obscure glazed for privacy.

517 The windows which bathrooms on this elevation are not material in terms of a BRE daylight assessment. Reductions to five site facing residential windows are all fully compliant with default BRE VSC guidance. The windows which experience loss of daylight in excess of the recommendations are discussed below.

518 The secondary windows (3no.) serving living/dining rooms would experience transgressions with regard to the BRE guidelines with proposed VSCs all within the mid-teens. Each of these rooms is also served by three other windows that do not directly face the site and will not be materially impacted by the development. The overall impact to these rooms is therefore not material. This is supported by the NSL analysis that shows that the reductions to these rooms are small and fully compliant with BRE guidance.

519 The three windows which serve small galley style kitchens (approximately 5m² in area), would also experience transgressions with regard to the BRE guidelines. The retained VSC value to these windows range between 16% to 19%. This still a reasonable level of daylight for an urban location. Additionally, BRE guidance places less weight on kitchens of this size.

520 The ground floor bedroom window and glazed door would experience proportional VSC reductions that are slightly in excess of BRE guidance. However, the retained values of 23% and 25% are very good for an urban location. Considering a good proposed NSL is envisaged, the reductions to this room are small and generally compliant with guidance.

521 Finally, two fourth floor windows would experience proportional VSC reductions in excess of guidance, both of these windows would retain good levels of daylight after development with VSC levels in the high teens.

522 With regard to loss of sunlight, the site facing windows for this block are not orientated within 90 degrees of south so loss of sunlight testing is not required in accordance with the BRE guidelines.

14 and 15-20 Sanford Walk

All of the windows in these properties remain fully compliant with the BRE recommendations with regard to daylight.

The site facing windows for this block are not orientated within 90 degrees of south so loss of sunlight testing is not required in accordance with the BRE guidelines.

Daylight and Sunlight Conclusion

- 523 The submission has been accompanied by a comprehensive Daylight and Sunlight assessment in relation to the Proposed Development. The technical analysis has been undertaken in accordance with the BRE Guidelines.
- 524 Throughout the design process at a pre-application stage, the scheme has been subjected to testing to minimise the Daylight and Sunlight impacts to the surrounding residential properties. However, it is acknowledged that when constructing buildings in an urban environment particularly on low density sites, alterations in Daylight and Sunlight to adjoining properties are often unavoidable. As outlined above, the numerical guidance given in the BRE document should be treated flexibly, especially in urban environments.
- 525 The submitted technical analysis shows that following the implementation of the proposals, some windows to Delta Court would experience changes outside of the BRE recommendations.
- 526 Overall, whilst some windows would experience a degree of loss of sunlight and daylight, based upon the existing context of the application site and the existing surrounding built environment, the proposed development would have impacts within a range that would be expected for a major development. Importantly, the majority of windows would retain BRE compliant levels of daylight and those most impacted tend to be secondary windows or non-habitable rooms.
- 527 It is not considered that the proposed development would give rise to an unreasonable degree of loss of light or such that would warrant refusal of the proposed development, particularly when considered against the proposed planning merits of the scheme outlined in detail elsewhere in this report.

7.6.4 Overshadowing

Policy

- 528 Daylight and sunlight is generally measured against the Building Research Establishment (BRE) standards however this is not formal planning guidance and should be applied flexibly according to context.
- 529 The BRE Guidelines suggest that Sun Hours on Ground assessments should be undertaken on the equinox (21st March or 21st September). It is recommended that at least half of a garden or amenity area should receive at least two hours of sunlight on 21st March, or that the area which receives two hours of direct sunlight should not be reduced to less than 0.8 times its former value (i.e. there should be no more than a 20% reduction).
- 530 Again, it must be acknowledged that in urban areas the availability of sunlight on the ground is a factor which is significantly controlled by the existing urban fabric around the site in question and so may have very little to do with the form of the development itself. Likewise there may be many other urban design, planning and site constraints which determine and run contrary to the best form, siting and location of a proposed development in terms of availability of sun on the ground.

Discussion

- 531 The submitted overshadowing assessment has identified and tested Folkestone Gardens in accordance with the BRE Sunlight Hours on Ground assessment.
- 532 The results show that almost all of Folkstone Gardens would receive at 2 hours of direct sunlight on 21st March after the proposed development, well in excess of the 50% recommended by the BRE guidelines. As such, there would be no discernible difference to this area with regard to overshadowing as a result of the proposed development. Full assessment of the ecological impact including any overshadowing as a result the proposed development is included in the Ecology and Biodiversity section of this report below.

7.6.5 Noise and disturbance

Policy

- 533 PPG states LPAs should consider noise when new developments may create additional noise and when new developments would be sensitive to the prevailing acoustic environment.
- 534 Construction and demolition activity can result in disturbance from among things noise, vibration, dust and odour. This can harm living conditions for the duration of construction. Since some disturbance is inevitable, such impacts are usually not considered to be material planning considerations. In certain circumstances, particularly large or complex works may require specific control by planning.
- 535 A range of other legislation provides environmental protection, principally the Control of Pollution Act. It is established planning practice to avoid duplicating the control given by other legislation.

Discussion

- 536 Given the nature of the proposed development itself, being largely residential with re-provision of a higher quality employment floorspace, it is unlikely that the proposals would result in unreasonable levels of noise pollution over and above the existing arrangement where neighbouring residential properties are located adjacent to Strategic Industrial Land.
- 537 However, noise and the agent of change principle are assessed in detail within the noise pollution and housing sections of this report.

7.6.6 Impact on neighbours conclusion

- 538 As above, it is acknowledged that when constructing buildings in an urban environment particularly on low density sites, alterations in Daylight and Sunlight to adjoining properties are often unavoidable. As outlined above, the numerical guidance given in the BRE document should be treated flexibly, especially in urban environments.
- 539 Overall, whilst some windows would experience a degree of loss of amenity, based upon the existing context of the application site and the existing surrounding built environment, the proposed development would have impacts within a range that would be expected for a major development.

7.7 SUSTAINABLE DEVELOPMENT

General Policy

540 NPPF para 148 sets an expectation that planning will support transition to a low carbon future.

541 This is reflected in relevant policies of the new London Plan and the Local Plan.

542 CS Objective 5 sets out Lewisham's approach to climate change and adapting to its effects. CSP 7, CSP 8 and DMP 22 support this.

7.7.1 Energy and Carbon Emissions Reduction

Policy

543 LPP SI 2 Minimising Greenhouse Gas Emissions states that major development should be net zero-carbon. This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the following energy hierarchy:

- 1) be lean: use less energy and manage demand during operation
- 2) be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly
- 3) be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site
- 4) be seen: monitor, verify and report on energy performance

544 LPP SI 2 also states that a minimum on-site reduction of at least 35 per cent beyond Building Regulations is required for major development. Residential development should achieve 10 per cent, and non-residential development should achieve 15 per cent through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either:

- 1) through a cash in lieu contribution to the borough's carbon offset fund, or
- 2) off-site provided that an alternative proposal is identified and delivery is certain.

545 CSP8 seeks to minimise the carbon dioxide (CO₂) emissions of all new development and encourages sustainable design and construction to meet the highest feasible environmental standards.

546 DMP22 require all developments to maximise the incorporation of design measures to maximise energy efficiency, manage heat gain and deliver cooling using the published hierarchy.

Discussion

547 The application is accompanied by a (revised) Energy Assessment prepared by JAW, which sets out the measures to be taken to reduce carbon emissions. These are outlined and assessed below.

Be Lean

548 The residential element of the scheme achieves a 18% improvement over Part L, which is in excess of the 10% requirements. The commercial floorspace falls short of the target achieving 8%.

549 The applicant has outlined that all reasonable endeavours have been used to reduce the energy demand through passive measures. The fabric proposed is optimal, while ensuring non-flammable insulation. The passive measures are balanced to reduce overheating as well as heat demand.

550 However, the wider energy strategy has been developed to significantly reduce carbon emissions associated with it. The commercial floorspace is proportionally only a small part of the development and the shortfall here is also improved on significantly in other elements of the Energy Strategy.

Be Clean

551 The applicant is prioritising a connection to the SELCHP network is operated by Veolia. Preliminary discussions have taken place with the operators about the potential to connect to this network. A copy of the minutes has been provided with the applicant’s submission. The extension of the network is currently still under development, although currently it is expected that it will be under construction imminently. The strategy for the development is therefore to connect to this heat network. There may be a short period between completion of the development and heat on for the extended network. An interim strategy is therefore proposed utilising a gas boiler, which will provide all the necessary infrastructure to facilitate connection as soon as the network is available.

552 Following a connection with SELCHP, the proposed residential units would achieve an improvement in carbon emissions of 52% over the baseline, with the commercial floorspace achieving a 54% improvement.

Be Green

553 The applicant has identified solar PV as the most appropriate technology for the residential (including student) parts of the development, and air source heat pumps for the commercial.

554 With this technology employed, the residential units would achieve a 11% improvement over the baseline

555 The total percentage improvement over the notional baseline levels for the development is demonstrated in the tables below.

Table 11: CO₂ savings – Residential Units

Energy Hierarchy Stage	CO₂ emissions (T/yr)	CO₂ savings (T/yr)	Percentage Saving
Building regulations baseline	190.40		
Be lean	156.50	33.89	18
Be clean	58.08	98.43	52
Be green	38.08	20.00	11
Total savings		152.32	80

Table 12: CO₂ savings – Commercial

Energy Hierarchy Stage	CO2 emissions (T/yr)	CO2 savings (T/yr)	Percentage Saving
Building regulations baseline	53.76		
Be lean	49.32	4.44	8
Be clean	20.10	29.22	54
Be green	20.10	0.00	0
Total savings		33.66	63

556 With regards to operational costs, the applicant has considered the cost to residents to run their homes as part of the energy strategy. All practical measures have been taken to reduce the energy demand through energy efficiency measures, assisting to keep long term operational costs down. Within the building, the communal system would be designed to CIBSE standards to maximise efficiency and reduce waste heat.

557 Running costs for heat and hot water have been estimated to be an average of £160-170 per annum per unit. This is based on a predicted price per unit of heat, which incorporates maintenance and plant replacement, as well as overheads for running the system, billing etc. This price would be negotiated with the network operator as discussions continue regarding the details of the connection. Veolia, who operate the heat network, have Heat Trust accreditation, ensuring that their prices will be kept fair and transparent, with tariff options provided. The applicant has outlined that there would also be options for pre-payment meters.

Be Seen

558 All major plant will be fitted with meters to allow remote monitoring of energy used by the communal heating systems and electrical distribution boards and commercial heat pumps. Additionally, a contract would be put in place to monitor the readings so that they could be compared with the predicted energy performance, and this information will be reported, in accordance with the details in the GLA 'Be Seen' guidance.

Carbon Offset

559 In accordance with the Council's Planning Obligations SPD, the applicant is required to make a payment of £448,534 towards carbon offsetting. This has been calculated at £104 per tonne x 4312.83 tonnes (over 30 years).

560 In the event a connection to SELCHP does not occur, an alternative carbon offset payment of £488,604 would be required (4698 tonnes over 30 years).

Summary

561 The development follows the energy hierarchy, heating hierarchy and cooling hierarchy. The development would connect to the SELCHP heat network as soon as it is available, which results in significant carbon reductions. Additionally, the PV system is the largest that the roof can accommodate. The development will further achieve 'zero carbon' through an offset payment in line with the London Plan guidance

562 Following initial comments, the Council's Sustainability has advised that the revised Energy Strategy is acceptable.

563 The proposal would meet the carbon reduction targets and would contribute towards sustainable development, subject to a condition securing the Photovoltaic Panels as well

as and an obligation securing the carbon offset payment and as such is acceptable in this regard.

7.7.2 Urban Greening

Policy

564 DLPP G5 expects major development to incorporate measures such as high-quality landscaping (including trees), green roofs and green walls.

565 CSP 7 expects urban greening and living roofs as part of tackling and adapting to climate change. DMP 24 requires all new development to take full account of biodiversity and sets standards for living roofs.

Urban Greening Factor

566 The applicant has submitted details indicating that the proposed development would achieve an Urban Greening Factor of 0.43 where London Plan Policy G5 recommends an UGF of at least 0.4 for residential development. As such, the proposed development is acceptable in this regard.

Living Roofs

567 LPP G5 Urban greening states that major development proposals should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage.

568 The proposed development proposes 1269sqm of intensive green roofs across the entire roofscape of the development and has maximised the provision of living roof across the proposed development. Full details of the proposed intensive green roofs would be captured by condition.

7.7.3 Flood Risk

Policy

569 NPPF para 155 expects inappropriate development in areas at risk of flooding to be avoided by directing development away from areas at highest risk. Para 163 states development should only be allowed in areas at risk of flooding where mitigation measure can be included.

570 LPP SI12 expects development proposals to ensure that flood risk is minimised and mitigated.

571 CSP 10 requires developments to result in a positive reduction in flooding to the Borough.

572 Further guidance is given in the NPPG and the GLA Sustainable Design and Construction SPG.

Discussion

573 The proposed development has been submitted with a Flood Risk Assessment which has been reviewed by both the Lead Local Flood Risk Authority and the Environment Agency (EA).

574 The EA have advised that the site lies in Flood Zone 3 and is located within an area benefitting from flood defences. Whilst the site is protected by the River Thames tidal flood

defences up to a 1 in 1000 (0.1%) chance in any year, our most recent flood modelling (December 2017) shows that the site is at risk if there was to be a breach in the defences.

575 The EA have stated that the scheme is acceptable with regard to flood risk subject to conditions as follows:

1. The finished floor levels of the mezzanine level residential accommodation must be set no lower than 7.37 metres above Ordnance Datum (mAOD).
2. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved, verified and reported to the satisfaction of the Local Planning Authority.
3. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.
4. Whilst the principles and installation of sustainable drainage systems (SuDS) are to be encouraged, no drainage systems for the infiltration of surface water drainage in to the ground are permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

576 The Lead Local Flood Risk Authority (LLFRA) initially raised objections with regard to flood risk, requesting that the applicant clearly demonstrate that the proposed development discharge rates and proposed drainage strategy comply with the London Plan over the lifetime of the development.

577 The applicant subsequently provided the requested material and the LLFRA advised that the scheme was acceptable in this regard.

578 The GLA commented that the Flood Risk the proposed development complies with Policy SI.12, however more detail should be provided as to flood resilient design in the basement and ground floor. The proposed development does not comply with London Plan Policy y SI.13. While the reduction in peak runoff rate is broadly compliant, the approach to managing surface water does not sufficiently comply with the drainage hierarchy. Incorporation of rainwater harvesting and nature-based SuDS options, as well as integration with the landscape strategy, should be provided. If these strategies are not possible, more robust justification should be provided. The proposed development is compliant with London Plan Policy SI5, which should be maintained through detailed design.

579 Following further correspondence between the applicant and the GLA, and submission of a Flood Risk Addendum, the GLA advised that the application was acceptable with regard to flood risk.

580 Given the above, the proposed development is considered acceptable with regard to flood risk.

7.7.4 Sustainable Urban Drainage

Policy

- 581 The NPPF at para 165 expects major development to incorporate sustainable urban drainage systems (SUDS) unless there is clear evidence it is inappropriate.
- 582 LPP SI13 expects development to achieve greenfield run-off rates in accordance with the sustainable drainage hierarchy.
- 583 CSP 10 requires applicants demonstrate that the most sustainable urban drainage system that is reasonably practical is incorporated to reduce flood risk, improve water quality and achieve amenity and habitat benefits.
- 584 Further guidance is given in the London Plan's Sustainable Design and Construction SPG, the London Sustainable Drainage Action Plan, the Non-Statutory Technical Standards for Sustainable Drainage Systems and CIRIA C753 The SuDS Manual.

Discussion

- 585 The application is accompanied by a Flood Risk Assessment which includes details of the proposed drainage strategy. This sets out the measures to be taken to reduce flood risk and to promote Sustainable Urban Drainage.
- 586 The submission has been reviewed by the Lead Local Flood Risk Authority who have not objected to the proposed development but required further information with regard to SuDS, as follows:
- Justification for the non-inclusion of rainwater harvesting or above-ground SuDS features.
 - Completion of a geotechnical investigation using more recent borehole analysis to justify whether infiltration is feasible.
 - Justification as to why a restriction to (or closer to) the greenfield runoff rate is not proposed.
 - Existing and proposed runoff volume calculations.
 - Confirmation of methods to manage any exceedance routing.
 - Evidence of consultation with Thames Water regarding the proposed connection to the combined system, to ensure there is sufficient capacity within the existing network to accept the discharge.
- 587 The applicant responded providing the additional detail as requested and the LLFRA subsequently advised that the development would be acceptable subject to a detailed microdrainage condition securing the following:
1. A detailed drainage design plan and the attenuation volume that will be provided by each drainage feature. This should be based on the 100 year critical storm duration with climate change for the site and the allowable discharge rate. Flood Studies Report (FSR) rainfall data should be used for storm durations less than 1 hour and Flood Estimation Handbook (FEH) rainfall data should be used for storm durations greater than 1 hour when identifying the critical storm duration.
 2. Demonstrate the infiltration rate on site if infiltration is part of the final drainage design.
 3. Show a drainage map that includes a clear exceedance route for flood waters.
 4. Provide the existing surface water run-off rates from the site (whole area of contributing runoff). Provide detailed calculations of the post development

discharge rates and an explanation of methodology of the calculation. It is expected this should be at greenfield rate for existing greenfield sites and it is strongly encouraged that brownfield sites discharge at the original pre-development (greenfield) rate where possible.

5. Modelling of all the proposed SuDS system for the site (e.g. Microdrainage), showing the behaviour of the site for the main rainfall events (Qbar, 30 year, 100 year, 100 year + climate change).
6. Typical operation of the system for low rainfall and first-flush events, with indication of how treatment of surface water will be achieved
7. Demonstrate how runoff will be treated of pollutants and explore the risk to groundwater flooding if infiltration is to be utilised.
8. A site-specific Maintenance Plan is required from the applicant, which includes:
 - i. Description of maintenance schedule
 - ii. Please provide details of who will maintain the proposed drainage system together with the full list of Sustainable Urban Drainage System elements over the lifetime of the development, confirming any adoption arrangements.
 - iii. Confirm who will maintain the proposed drainage system with individual SuDS elements over the lifetime of the development, confirming any adoption arrangements.
 - iv. Provide evidence that access (e.g. easement or rights of way for access) will be physically possible for maintenance to be carried out as SuDS features should be located within public space.
 - v. Provide a plan for the safe and sustainable removal and disposal of waste periodically arising from the drainage system. A maintenance manual should also be produced to pass to the future maintainer. If other parties are responsible for different parts of a scheme, this should be clearly shown on the plan.
 - vi. Outline clearly the frequency of maintenance activities/timetables associated with each drainage system and SuDS elements, linking these into the site plan. Some of these information can be obtained through each proprietary product's manufacturer's instructions and specifications.

588 The Environment Agency have advised that a standalone condition should be added which would require consent from the Local Planning Authority before any SuDS is installed. It is considered that the detailed microdrainage condition as discussed above would achieve the aims of the EA's suggested condition. The EA would be consulted prior to the discharge of any such condition.

589 Subject to the above detail being captured by condition, the proposed application is considered acceptable with regard to Sustainable Urban Drainage.

7.7.5 Sustainable Infrastructure Conclusion

590 Overall, the proposed development would achieve a reduction in carbon emissions in excess of those required over the 2013 Building Regulations; and subject to conditions is acceptable with regard to Energy and Carbon Emission reduction.

591 Furthermore, subject to conditions as outlined above, the proposed development is acceptable with regard to Flood Risk and Sustainable Urban Drainage.

7.8 NATURAL ENVIRONMENT

General Policy

- 592 Contributing to conserving and enhancing the natural environment and reducing pollution is a core principle for planning.
- 593 The NPPF and NPPG promote the conservation and enhancement of the natural environment (chapter 15) and set out several principles to support those objectives.
- 594 The NPPF at para 180 states decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the sensitivity of the site or wider area to impacts that could arise from the development.
- 595 LPP G1 Green Infrastructure sets out the Mayor of London's vision for Green Infrastructure as a multifunctional network that brings a wide range of benefits including among other things biodiversity, adapting to climate change, water management and individual and community health and well-being.

7.8.1 Ecology and biodiversity

Policy

- 596 Section 40 of the Natural Environment and Rural Communities Act 2006 places a duty on all public authorities in England and Wales to have regard to the purpose of conserving biodiversity.
- 597 NPPF para 170 states decisions should minimise impacts on and provide net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. NPPF para 175 sets out principles which LPAs should apply when determining applications in respect of biodiversity.
- 598 CSP 12 seeks to preserve or enhance local biodiversity.
- 599 DMP 24 require all new development to take full account of biodiversity in development design, ensuring the delivery of benefits and minimising of potential impacts on biodiversity.

Discussion

- 600 The application has been submitted with a Preliminary Ecological Appraisal prepared by the Ecology Partnership. The key objectives of a PEA are to
- Identify the likely ecological constraints associated with a project;
 - Identify any mitigation measures likely to be required, following the 'Mitigation Hierarchy' (CIEEM 2016; BSI 2013, Clause 5.2);
 - Identify any additional surveys that may be required to inform an Ecological Impact Assessment (EclA); and
 - Identify the opportunities offered by a project to deliver ecological enhancement.
- 601 A survey was undertaken at the application site on 17th July 2017 and an update survey was undertaken on 6th July 2020.
- 602 The site does not fall within or adjacent to any statutory designated areas. The nearest designation is the Sue Godfrey Local Nature Reserve (LNR) approximately 1.4km southeast. There are no other statutory designations within 2km of the site.

603 In terms of non-statutory designations, there are nine Sites of Nature Conservation Importance (SINCs) within 2km of the site. Those closest to site are listed in the table below. It should be noted that one SINC lies immediately adjacent to site and another within 30m.

Table 13: SINCs in proximity to the application site

SINC	Distance from site (approx.)	Designation level	Reason for designation
New Cross and New Cross Gate railsides	Adjacent to site (south west)	Site of Borough Importance (Grade II)	A wooded railway cutting linking several wildlife sites.
Folkestone Gardens	20m east	Site of Local Importance	Landscape park with large pond, which supports a range of insects. Supports chaffinch which is rare in Lewisham
Senegal Railway Banks	300m north west	Site of Borough Importance (Grade II)	Railway banks containing significant areas of woodland and a vital green corridor.
Bridgehouse Meadows	400m south west	Site of Local Importance	A park with flowery meadows and areas of dense of scrub.
Rainsborough Avenue Embankments	550m north west	Site of Local Importance	Former railway embankments with birch woodland, scrub and flower-rich acid grassland
Sayes Court Park	750m east	Site of Local Importance	Park with fine trees including an ancient black mulberry and flower-rich acid grassland

604 The report outlines that the application site has negligible ecological value dominated by buildings and hardstanding. The site only supports small areas of ruderal vegetation on the edges of the plots. The vegetation covering is not considered to be significant in terms of ecological value. The existing buildings are considered to have negligible potential for roosting bats and the site's location and habitats provide negligible bat foraging or commuting potential. Given the lack of suitable habitat and its location, the site is not considered to be constrained by other protected species that could feasibly occur, namely common reptiles and great crested newt.

605 The site lies adjacent to the New Cross and New Cross Gate railsides SINC on the southern aspect. There are opportunities for the redevelopment of the site to enhance this feature as outlined in the ecological initiatives below. Folkestone Gardens, located to the east of the site, but separated from the site by a busy road, is not considered to be directly impacted. However, indirect impacts resulting on potential increase of footfall are possible – a financial obligation towards improvements to recreational facilities would be secured by S106.

606 A range of ecological initiatives are proposed across the landscape scheme. These draw on the aims and intent of the Ecological Report and the Lewisham Biodiversity Action Plan (LBAP).

607 The key ecological initiatives proposed by the scheme include;

- Trees and shrubs be planted along the southern aspect of the site adjacent to the SINC to add to the green infrastructure of the local area

- Trees be planted around the buildings and on the road frontage to add to the green infrastructure of the local area and provide new street tree planting
- Planters and raised beds should also be incorporated into areas at ground level within amenity space areas. These should include species which provide nectar opportunities for invertebrates but also provide good amenity value
- Provision of green and brown roofs
- Additional habitat may be provided for species including birds and insects in the form of green walls.
- Nest boxes should be installed in order to provide new nesting opportunities for birds, particularly urban birds such as swifts and house sparrows
- Bat boxes

608 Full details of all ecological mitigation measures are proposed to be secured by condition.

609 Full details of landscaping and species selection is also recommended to be captured by condition to ensure native species are promoted and that species selection promotes biodiversity across the application site and wider area. Also relevant to promotion of biodiversity on site, it is recommended that a lighting strategy be captured by condition.

610 The Council's Ecological Regeneration Manager commented that impact assessment did not assess the impacts of increased shadowing on the pond at Folkestone Gardens.

611 Subsequently, the applicant provided an assessment with regard to the impact on the pond which outlined that any loss of light (identified as being very minor) would not affect the whole of the pond ecosystem, and the changes are not considered to be significant. The levels of sunlight reaching the pond would still be considered to be at an acceptable level throughout the year. Notably during the summer growing months, much of the pond still received over 11 hours of sunlight, however, some of the edge habitats have reduced levels, which may provide some respite for pond residence in significant periods of hot weather.

612 Following this response, the Ecological Regeneration Manager has indicated support for the proposed development subject to the mitigation outlined above being secured.

613 Subject to the above, the application is acceptable with regard to ecology and biodiversity.

7.8.2 Green Spaces and Trees

Policy

614 S.197 of the Town and Country Planning Act gives LPAs specific duties in respect of trees.

615 NPPF para 170 expects development to contribute to and enhance the natural and local environment.

616 LPP G7 expects development proposals to ensure that, wherever possible, existing trees of value are retained. Where it is necessary to remove trees, adequate replacement is expected based on the existing value of the benefits of the trees removed, determined by, for example, i-tree or CAVAT or other appropriate valuation system.

617 CSP 12 seeks to protect trees and prevent the loss of trees of amenity value, with replacements where loss does occur.

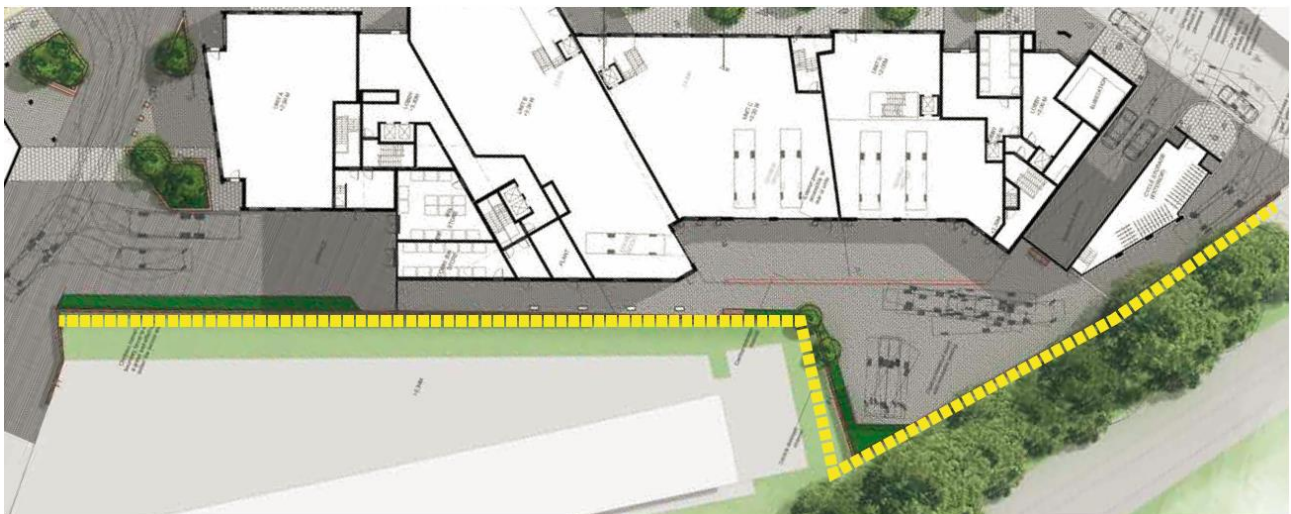
618 DMP 25 states that development schemes should not result in an unacceptable loss of trees, especially those that make a significant contribution to the character or appearance of an area, unless they are considered dangerous to the public by an approved

Arboricultural Survey. Where trees are removed as part of new development, replacement planting will normally be required. New or replacement species should be selected to avoid the risk of decline or death arising from increases in non-native pests and diseases.

Discussion

- 619 The application was submitted with an Arboricultural Survey prepared by PJC consultancy.
- 620 The report identified that two groups of trees run down the western and southern edge of the application site (within the railway boundary). Three individual trees were also identified in the vicinity of the site with two located to the south of the site adjacent to the bridge which passes over Sanford Road, and one located to the north of the site on the corner of Juno Way.
- 621 Given the off-site location of the trees, and their location in relation to the proposed development, as well as the existing buildings and uses on the application site, it is unlikely that these individual or groups of trees would be unreasonably impact by the proposed development. However, to ensure these trees are not unreasonably impacted upon by the proposed development, it is recommended that a Tree Protection Plan and Arboricultural Method Statement are secured by condition.
- 622 The scheme proposes a green wall along the western boundary of the development which would accommodate various planting and shrubbery. This would make a significant contribution to improving the character and appearance of the service yard to west of the site, as well as improving outlook for future occupants. The location of the green wall is as follows (yellow dash):

Image 11: Proposed Green Wall



- 623 With regard to tree planting, a total of five street trees (net gain of 5) are proposed to the public realm to the front of the site, providing a significant improvement over the existing poor quality public realm when considered with the general public realm improvements and widening as a result of the proposed development. Additionally further planning is proposed to the service yard to the west of the site and to the north of the site. Full details of all hard and soft landscaping would be secured by condition.
- 624 Subject to the above, the application is acceptable with regard to impact on trees.

7.8.3 Ground pollution

Policy

- 625 Failing to deal adequately with contamination could cause harm to human health, property and the wider environment (NPPG, 2014). The NPPF at para 170 states decisions should among other things prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil pollution. Development should help to improve local environmental conditions.
- 626 The NPPF states decisions should contribute to and enhance the natural and local environment by remediating and mitigating contaminated land, where appropriate (para 170). Further, the NPPF at para 178 and NPPG states decisions should ensure a site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination.
- 627 Contaminated land is statutorily defined under Part 2A of the Environmental Protection Act 1990 (EPA). The regime under Part 2A does not take into account future uses which need a specific grant of planning permission. To ensure a site is suitable for its new use and to prevent unacceptable risk from pollution, the implications of contamination for a new development is considered by the LPA.
- 628 The test is that after remediation, land should not be capable of being determined as “contaminated land” under Part 2A of the EPA.
- 629 If there is a reason to believe contamination could be an issue, developers should provide proportionate but sufficient site investigation information (a risk assessment) to determine the existence or otherwise of contamination, its nature and extent, the risks it may pose and to whom/what (the ‘receptors’) so that these risks can be assessed and satisfactorily reduced to an acceptable level. Defra has published a policy companion document considering the use of ‘Category 4 Screening Levels’ in providing a simple test for deciding when land is suitable for use and definitely not contaminated land. A risk assessment of land affected by contamination should inform an Environmental Impact Assessment if one is required.
- 630 The risk assessment should also identify the potential sources, pathways and receptors (‘pollutant linkages’) and evaluate the risks. This information will enable the local planning authority to determine whether further more detailed investigation is required, or whether any proposed remediation is satisfactory.
- 631 At this stage, an applicant may be required to provide at least the report of a desk study and site walk-over. This may be sufficient to develop a conceptual model of the source of contamination, the pathways by which it might reach vulnerable receptors and options to show how the identified pollutant linkages can be broken.
- 632 Unless this initial assessment clearly demonstrates that the risk from contamination can be satisfactorily reduced to an acceptable level, further site investigations and risk assessment will be needed before the application can be determined. Further guidance can be found on the Environment Agency website.

Discussion

- 633 The application has been submitted with a Geo-Environmental & Geotechnical Assessment (Ground Investigation) by Jomas Associates Limited.
- 634 The Environment Agency and the Council’s Environmental Protection Officer have reviewed the report as submitted by the applicant and have no objections to the proposed development subject to a planning condition securing a full desktop study and site assessment, site investigation report and closure report including verification details have been submitted to and approved by the local planning authority.

635 The Environment Agency have advised that a standalone condition in relation to any new contamination being encountered. It is considered that the detailed ground contamination condition as discussed above would achieve the aims of the EA's suggested condition. The EA would be consulted in relation to the discharge of any such condition.

636 Subject to the above, the proposed development is acceptable with regard to ground pollution.

7.8.4 Air pollution

Policy

637 NPPF para 170 states decisions should among other things prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of air pollution. Development should, wherever possible, help to improve local environmental conditions such as air quality. Proposals should be designed and built to improve local air quality and reduce the extent to which the public are exposed to poor air quality. Poor air quality affects people's living conditions in terms of health and well-being. People such as children or older people are particularly vulnerable.

638 LPP SI 1 Improving air quality states that 1 Development proposals should not:

- a) lead to further deterioration of existing poor air quality
- b) create any new areas that exceed air quality limits, or delay the date at which compliance will be achieved in areas that are currently in exceedance of legal limits
- c) create unacceptable risk of high levels of exposure to poor air quality.

639 CSP 7 reflects the London Plan. CSP 9 seeks to improve local air quality. DMP 23 sets out the required information to support application that might be affected by, or affect, air quality.

640 Further guidance is given in the Mayor of London's Air Quality Strategy.

Discussion

641 This development falls within an Air Quality Management Area (AQMA). An AQMA is declared where it appears that any air quality standards or objectives are not being achieved, or are unlikely to be achieved within the relevant period, the local authority has to identify any parts of its area in which it appears that those standards or objectives are not likely to be achieved within the relevant period.

642 The application has been submitted with an Air Quality Assessment indicating that the proposed development would achieve the London Plan target of being 'Air Quality Neutral' with regard to building emissions but would not meet the target for transport emissions. As such, the scheme proposes mitigation though providing reduced car parking, but where this has been provided the spaces are suitable for electric vehicles; as well as providing car club provision to contribute towards the reduction in transport ownership.

643 There needs to therefore be a proportionate cost towards the management of air quality and where development increases the number of people being exposed to poor air quality and/or increases transport trips to and from the area then costs towards management is important.

- 644 The Council has an existing air quality monitoring network, which allows for verification and validation of air quality prediction models. This is important for assessing the affects and changes to transport schemes and other actions being introduced that are aimed to improve the air quality in the Borough and within the development area. It also is introducing air quality actions within the area, which need to be funded.
- 645 There are also construction management responsibilities that the Environmental Protection Team have, these consist of monitoring and on-site meetings with the Contractors in order to check compliance with the Council's 'Good Practice Guide – Control of pollution and noise from demolition and construction sites'.
- 646 The Council's Environmental Protection Officer has reviewed the proposed application and has stated to ensure the above can be carried out there would need to be £21,000 costs towards these expenses.
- 647 The Air Quality Assessment has also assessed the potential impact on local air quality from demolition and construction activities at the site and appropriate mitigation set out. The site is considered a "Medium Risk Site" overall, therefore, a Construction Management Plan and Dust Management Plan in relation to the proposed development should be submitted and all the measures recommended for Medium Risk Site contained in Appendix 7 of the Mayor's SPG.
- 648 Any plan should pay particular attention to measures to prevent deposition of mud on the highway; dust mitigation and suppression measures to control the spread of dust from demolition, disposal and construction, and measures to minimise the impact of construction activities.
- 649 Subject to the above being secured by condition and legal agreement, the proposed development would be acceptable with regard to air quality.

7.8.5 Water quality

Policy

- 650 The NPPF at para 170 states decisions should among other things prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of water pollution or. Development should, wherever possible, help to improve local environmental conditions such as water quality, taking into account relevant information such as river basin management plans

Discussion

- 651 Given the nature of the proposed development, a residential led mixed-use scheme, the proposals are not considered to give rise to potential unacceptable impacts on water quality.
- 652 Thames Water have been consulted on the proposed application and have raised no objections with regard to water quality. Additionally, the applicant has submitted a pre-development capacity check to Thames Water.

7.8.6 Wind and Microclimate

Policy

- 653 LPP D3 Optimising site capacity through the design-led approach emphasises the importance of creating a comfortable pedestrian environment with regard to levels of sunlight, shade, wind, and shelter from precipitation.

654 LPP D8 Public Realm states that consideration should also be given to the local microclimate created by buildings, and the impact of service entrances and facades on the public realm

Discussion

655 The application has been submitted with a Wind and Microclimate Analysis Report prepared by XCO2.

656 This report assesses the likely effects of the Trundleys Road development on the local wind conditions. The analysis used Computational Fluid Dynamic (CFD) modelling to predict what effect the proposed development will have on wind conditions and relates the findings to industry standards on pedestrian comfort. The results are based on the local weather data details.

657 The microclimate analysis for the proposed development incorporates the assessment of 50 receptor locations identified to be in areas of interest and in close proximity to the proposed development. This includes a mix of doorway entrances, amenity spaces, main pedestrian routes as well as roads and car parks.

658 A cumulative assessment has also been provided which includes massing of the neighbouring Neptune Wharf development (and the constructed Anthology development), located to the north-east of the site.

659 The results of the microclimate assessment demonstrate that no significant adverse effects are anticipated in the proposed and cumulative development scenarios. The vast majority of receptors demonstrate a negligible or beneficial impact upon the existing wind conditions. A limited number of areas reported an adverse impact but aren't considered to be of concern, as the adversity is generally low and limited to moderate in only several instances. Additionally, In order to provide conservative analysis at early stage, worst-case scenarios have been modelled which excludes parapets and vegetation which would likely have a sheltering effect.

660 Overall, with regard to wind and microclimate, the proposed development provides some beneficial impacts as well as some adverse impacts which are generally at the minor end of the scale and have been modelled to a worst case scenario. As such, the proposed development is considered acceptable with regard to wind and microclimate.

7.8.7 Waste and Circular Economy

Policy

661 LPP SI7 states resource conservation, waste reduction, increases in material re-use and recycling, and reductions in waste going for disposal will be achieved by the Mayor, waste planning authorities and industry working in collaboration to:

- 1) promote a more circular economy that improves resource efficiency and innovation to keep products and materials at their highest use for as long as possible
- 2) encourage waste minimisation and waste prevention through the reuse of materials and using fewer resources in the production and distribution of products
- 3) ensure that there is zero biodegradable or recyclable waste to landfill by 2026
- 4) meet or exceed the municipal waste recycling target of 65 per cent by 2030
- 5) meet or exceed the targets for each of the following waste and material streams:

- a) construction and demolition – 95 per cent reuse/recycling/recovery
 - b) excavation – 95 per cent beneficial use¹⁶⁸
- 6) design developments with adequate, flexible, and easily accessible storage space and collection systems that support, as a minimum,

Discussion

662 The application was submitted with a Circular Economy Statement which considers resource conservation, waste reduction, increases in material re-use and recycling, and reductions in waste going for disposal.

663 The statement sets the following strategic targets for the proposed development:

Table 14: Strategic Targets for Circular Economy

Aspect	Phase / Building / Area	Steering Approach	Target
Circular economy approach for existing site	Existing buildings on site	Demolish and recycle	95% diversion from landfill at end of life
Circular economy approach for the new development	Residential development	Longevity	95% diversion from landfill at end of life
	Commercial development	Adaptability	95% diversion from landfill at end of life
Circular economy approach for municipal waste during operation	Residential municipal waste	Recycle	65% diversion from landfill

664 The strategic targets and key commitments as outlined within the Circular Economy Statement accord with the requirements of the London Plan. A condition would be imposed requiring details of performance and monitoring against these strategic targets and key commitments to be agreed with the Local Planning Authority prior to commencement.

665 Given the above, the proposed development is in accordance with the aims and objectives of the London and Local Plan, and acceptable with regard to waste and circular economy.

7.9 PUBLIC HEALTH, WELL-BEING AND SAFETY

General Policy

- 666 The NPPF and NPPG promote healthy communities. Decisions should take into account and support the health and well-being of all sections of the community. The NPPG recognises the built and natural environments are major determinants of health and wellbeing. Further links to planning and health are found throughout the whole of the NPPF. Key areas include the core planning principles (para 15) and the policies on transport (chapter 9), high quality homes (chapter 5), good design (chapter 12), climate change (chapter 14) and the natural environment (chapter 15).
- 667 The NPPG sets out a range of issues that could in respect of health and healthcare infrastructure, include how development proposals can support strong, vibrant and healthy communities. Development, where appropriate, should encourage active healthy lifestyles that are made easy through the pattern of development, good urban design, good access to local services and facilities; green open space and safe places for active play and food growing, and is accessible by walking and cycling and public transport. The creation of healthy living environments for people of all ages can support social interaction.
- 668 Para 127 Good design create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 669 LPP D1 Safety, Security and Resilience states that boroughs should work to maintain a safe and secure environment and reduce the fear of crime.

7.9.1 Public Health and Well-being

Discussion

- 670 The application has been designed with two areas of communal outdoor amenity space which would provide a multifunctional public realm facilitating opportunities for a range of activities from fitness, relaxation, to spaces for socialising which would be available for people of all age ranges.
- 671 The proposed development is considered to deliver a high quality of design, which is inclusive, promotes health and wellbeing as well as community cohesion with all communal amenity areas (both student and residential) being equally accessible to all tenures.
- 672 When considered in the emerging context of the area, the development presents good access to local services and facilities; green open space and safe places for active play and food growing, and is accessible by walking and cycling, with further improvements to walking and cycling connections planned. The public transport connections for the site are at the lower end of the accessibility scale but it is acknowledged that this would improve with the delivery of the nearby new overground station at Surrey Canal Road and improvements to local bus services.
- 673 Given the above, the proposed scheme is considered acceptable with regard to public health and wellbeing.

7.9.2 Public safety

Policy

- 674 Para 127 Good design create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 675 Section 17 of the Crime and Disorder Act 1998 requires all local authorities to exercise their functions with due regard to their likely effect on crime and disorder, and to do all they reasonably can to prevent crime and disorder
- 676 LLP D10 states measures to design out crime should be integral to the proposals, taking into account the principles of the Secured by Design scheme. Development should maintain a safe and secure environment and reduce the fear of crime.
- 677 CSP 15 requires development to minimise crime and the fear of crime.

Discussion

- 678 The applicant team have met with the Metropolitan Police's Designing Out Crime Officer who has had input on the design of the proposals from an early stage in the process.
- 679 The current proposal has been assessed by the Metropolitan Police Designing Out Crime Officer. The Officer concluded that the development would be suitable to achieve secured by design accreditation and would sought to have a planning condition attached where this development should incorporate security measures to minimise the risk of crime and to meet the specific security needs of the development in accordance with the principles and objectives of Secured by Design.
- 680 As such, it is recommended that a Secured by Design condition be secured.

8 LOCAL FINANCE CONSIDERATIONS

681 Under Section 70(2) of the Town and Country Planning Act 1990 (as amended), a local finance consideration means:

- a grant or other financial assistance that has been, or will or could be, provided to a relevant authority by a Minister of the Crown; or
- sums that a relevant authority has received, or will or could receive, in payment of Community Infrastructure Levy (CIL).

682 The weight to be attached to a local finance consideration remains a matter for the decision maker.

683 The CIL is therefore a material consideration.

684 £1,777,778 Lewisham CIL and £622,222 MCIL (including affordable relief) is estimated to be payable on this application, subject to any valid applications for relief or exemption, and the applicant has completed the relevant form. This would be confirmed at a later date in a Liability Notice.

9 EQUALITIES CONSIDERATIONS

685 The Equality Act 2010 (the Act) introduced a new public sector equality duty (the equality duty or the duty). It covers the following nine protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

686 In summary, the Council must, in the exercise of its function, have due regard to the need to:

- eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act;
- advance equality of opportunity between people who share a protected characteristic and those who do not;
- foster good relations between people who share a protected characteristic and persons who do not share it.

687 The duty continues to be a “have regard duty”, and the weight to be attached to it is a matter for the decision maker, bearing in mind the issues of relevance and proportionality. It is not an absolute requirement to eliminate unlawful discrimination, advance equality of opportunity or foster good relations.

688 The Equality and Human Rights Commission has recently issued Technical Guidance on the Public Sector Equality Duty and statutory guidance entitled “Equality Act 2010 Services, Public Functions & Associations Statutory Code of Practice”. The Council must have regard to the statutory code in so far as it relates to the duty and attention is drawn to Chapter 11 which deals particularly with the equality duty. The Technical Guidance also covers what public authorities should do to meet the duty. This includes steps that are legally required, as well as recommended actions. The guidance does not have statutory force but nonetheless regard should be had to it, as failure to do so without compelling reason would be of evidential value. The statutory code and the technical guidance can be found at: <https://www.equalityhumanrights.com/en/publication-download/technical-guidance-public-sector-equality-duty-england>

689 The Equality and Human Rights Commission (EHRC) has previously issued five guides for public authorities in England giving advice on the equality duty:

- The essential guide to the public sector equality duty
- Meeting the equality duty in policy and decision-making
- Engagement and the equality duty
- Equality objectives and the equality duty
- Equality information and the equality duty

690 The essential guide provides an overview of the equality duty requirements including the general equality duty, the specific duties and who they apply to. It covers what public authorities should do to meet the duty including steps that are legally required, as well as recommended actions. The other four documents provide more detailed guidance on key areas and advice on good practice. Further information and resources are available at: <https://www.equalityhumanrights.com/en/advice-and-guidance/public-sector-equality-duty-guidance>

691 The planning issues set out above do not include any factors that relate specifically to any of the equalities categories set out in the Act, and therefore it has been concluded that there is no impact on equality.

10 HUMAN RIGHTS IMPLICATIONS

692 In determining this application the Council is required to have regard to the provisions of the Human Rights Act 1998. Section 6 of the Human Rights Act 1998 prohibits authorities (including the Council as local planning authority) from acting in a way which is incompatible with the European Convention on Human Rights. "Convention" here means the European Convention on Human Rights, certain parts of which were incorporated into English law under the Human Rights Act 1998. Various Convention rights are likely to be relevant including:

- Article 8: Respect for your private and family life, home and correspondence
- Article 9: Freedom of thought, belief and religion
- Protocol 1, Article 1: Right to peaceful enjoyment of your property
- Protocol 1, Article 2: Right to education

693 This report has outlined the consultation that has been undertaken on the planning application and the opportunities for people to make representations to the Council as Local Planning Authority.

694 Members need to satisfy themselves that the potential adverse amenity impacts are acceptable and that any potential interference with the above Convention Rights will be legitimate and justified. Both public and private interests are to be taken into account in the exercise of the Local Planning Authority's powers and duties. Any interference with a Convention right must be necessary and proportionate. Members must therefore, carefully consider the balance to be struck between individual rights and the wider public interest.

695 This application has the legitimate aim of providing a new building with employment and residential uses. The rights potentially engaged by this application are not considered to be unlawfully interfered with by this proposal.

11 LEGAL AGREEMENT

696 The National Planning Policy Framework (NPPF) states that in dealing with planning applications, local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. It further states that where obligations are being sought or revised, local planning authorities should take account of changes in market conditions over time and, wherever appropriate, be sufficiently flexible to prevent planned development being stalled. The NPPF also sets out that planning obligations should only be secured when they meet the following three tests:

- (a) Necessary to make the development acceptable
- (b) Directly related to the development; and
- (c) Fairly and reasonably related in scale and kind to the development

697 Paragraph 122 of the Community Infrastructure Levy Regulations (April 2010) puts the above three tests on a statutory basis, making it illegal to secure a planning obligation unless it meets the three tests.

698 It is recommended that the following items are secured by legal agreement, with financial payments index linked using the relevant index:

Affordable and Wheelchair Housing

- Minimum 35% affordable housing by unit and 37% by habitable room
- Dwelling mix: London Affordable Rent 42 units and Shared Ownership 24 units. The mix of such units are as follows:

Unit Type	London Affordable Rent	Shared Ownership	Total
1 bed	14	10	24
2 bed	13	14	27
3 bed	15	0	15
Total	42	24	66

- 19no. Wheelchair accessible homes to meet M4(3) (Unit numbers: A1.3, A2.3, A3.3, A4.3, A5.3, A6.3, A7.3, A9.3, A10.3, BM.2, B1.4, B2.4, B3.4, B4.4, B5.4, B6.3, B7.3, B8.3) and remaining units to meet M4(2) and remaining units to meet M4(2)
- Location – plot plans for the affordable units to be secured.
- Timing of delivery – 100% of affordable units shall be practicably completed and ready for occupation before occupation of more than 75% of the Market / Private dwellings.
- Review mechanism – Early stage review (Upon substantial implementation - completion of basement works - if the planning permission has not been implemented within two years) and a late stage review (when 75% of homes are sold or occupied should they be rented and where developer returns meet or exceed an agreed level in accordance with the London Plan Affordable Housing and Viability SPG).

- Access of occupiers of Affordable Housing and Market Housing to the communal roof terrace on Levels 01 shall be on equal terms.
- Require all reasonable endeavours to promote pepper potting of the affordable units amongst the open market units, following liaison with Registered Providers and submission to be made to the Council for approval.

Transport and Public Realm

- No access of future residents to permits and CPZ implementation contribution - £30,000
- Car Club Strategy including details for membership for all residents for 3 years including review of existing car club infrastructure
- Additional 225 bus service contribution - £90,000
- Legible London wayfinding contribution - £8,000
- Contribution towards improved lighting under the existing railway bridge on Sanford Street - £25,000
- Stage 2 Road Safety Audit
- Travel plan for all uses
- Enter into a Section 278 agreement to secure the following:
 - Improvement works (adjacent to the site) along the frontages of the site, including Trundleys Road, Sanford Street, Juno Way and Surrey Canal Road including the provision of dropped kerbs/tactile information at the vehicular entrances to the site
 - Improvement works to the crossing facilities on Trundleys Road between the application site and the Park - at the Trundleys Road / Surrey Canal Road junction, and the Trundleys Road / Sanford Street junction.
 - The creation of the proposed loading bay (lay-by), and the associated Traffic Regulation Orders
- Parking Management Plan outlining:
 - How the off-street parking will be allocated / managed
 - How informal parking (i.e. in the public realm, and service yard) will be enforced.
 - A periodic review mechanism that ensures any increase in demand for electric vehicles charging is addressed.
 - Details of how parking would be managed on Juno Way
 - Details of access, security and lighting for basement parking

Employment & Training

- Local labour and business contribution of £124,550 prior to commencement
- A Local Labour and Business Strategy to be submitted to and agreed with the Council's Economic Development Officer prior to the commencement (including demolition) of development.

Energy Strategy

- Carbon offset contribution of £409,032
- Alternative carbon offset contribution where connection to SELCHP is not established of £488,604
- Connection to SELCHP

Industrial Use

- Ensure that the industrial units are retained within B1c/B2/B8 use classes in perpetuity
- Affordable workspace – 10% of commercial floorspace
- Developer to undertake initial fit-out of the industrial units prior to occupation of 50% of the private residential units to include:
 - Service connections for gas, electricity, water and foul drainage;
 - Provision for telecommunication services and broadband services;
 - Wall and ceiling finishes;
 - Wheelchair accessible entrances;
 - Screed floors;
 - Glazing solution.

Playspace

- Financial contribution towards off-site play facilities - £116,700

Air Quality

- Air Quality neutral contribution - £21,000 (£100/residential unit and £100/100 sqm industrial)

Monitoring and Costs

- Meeting the Council's reasonable costs in preparing and monitoring the legal obligations

699 Officers consider that the obligations outlined above are appropriate and necessary in order to mitigate the impacts of the development and make the development acceptable in planning terms. Officers are satisfied the proposed obligations meet the three legal tests as set out in the Community Infrastructure Levy Regulations (April 2010).

12 CONCLUSION

- 700 The application has been assessed against the adopted Development Plan, as required by Section 38(6) of the Planning and Compulsory Purchase Act.
- 701 The proposals have been developed in the context of pre-application consultation with Council Officers, and the Greater London Authority. The applicant has also undertaken pre-application consultation in relation to the proposed development.
- 702 The proposals represent an opportunity to regenerate this underutilised part of New Cross, to provide a high quality development on a sustainably located site, which benefits from a favourable location on the fringe of the SIL designation adjacent existing residential development and a large open space, as well a site allocation within the draft Local Plan for redevelopment.
- 703 The proposed development represents an increase in industrial uses on the site of 168% compared to existing and therefore results in a significant uplift in industrial capacity on the site. The proposed scheme has also been sensitively designed in order to maintain the functionality of the surrounding uses and work compatibly with the residential and student accommodation uses also proposed on-site. It is also envisaged that the proposals would sustain. The proposed commercial floorspace will generate between 31 and 61 full time jobs presenting a notable uplift in the 15 full time jobs currently provided on-site. Whilst the land is currently designated as SIL, the proposed development has demonstrated that the industrial use would be retained and intensified, as well as being compatible with the proposed residential use required by the agent of change principles, with compensatory SIL land having been identified by the draft new Local Plan.
- 704 The proposal would provide a substantial quantum of residential units to help meet the Borough's housing needs. Notably, 35% by unit and 37% by habitable room of the residential offer would be within an affordable tenure with 42 London Affordable Rent (including 15no. 3 bedroom family units) and 24 Shared Ownership being proposed. This is a significant benefit to be weighed in the planning balance as the proposal would assist in addressing its housing need which has increased substantially under the new London Plan housing targets.
- 705 The proposals reflect the principles of the highest quality design, ensuring an exemplary built environment for visitors and residents. The favourable location and emerging built context surrounding the application site supports a high density scheme. The officer assessment has identified some impacts upon occupants of neighbouring residential properties in relation to loss of light. However, on balance the benefits and planning merits of the scheme are considered to substantially outweigh any harm identified.
- 706 The proposed development would also result in the delivery of significant public realm enhancements, specifically through widening and improving the quality of the existing constrained footway in this location. Various improvements to the existing highways network and lighting to the bridge on Sanford Street would also be secured by legal agreement. Additionally a financial contribution would be secured to improve existing play facilities in the area.
- 707 In conclusion, the proposed development is considered to be in accordance with the relevant national planning policy guidance and development plan policies. The proposals are wholly sustainable development in accordance with the NPPF and will make an important contribution to the borough, in respect of housing supply and importantly retaining and increasing the industrial capacity at the site. The proposals are therefore considered to be both appropriate and beneficial. Therefore, on balance, any harm arising from the proposed development is considered to be significantly outweighed by the benefits listed above.

13 RECOMMENDATIONS

RECOMMENDATION A

- 1 Agree the proposals and refer the application and this Report and any other required documents to the Mayor for London (Greater London Authority) under Article 5 of the Town and Country Planning (Mayor of London) Order 2008 (Categories 1A, 3E and 3F of the Schedule of the Order).

RECOMMENDATION B

- 2 Subject to no direction being received from the Mayor of London, to authorise officers to negotiate and complete a legal agreement under Section 106 of the 1990 Act (and other appropriate powers) to cover the principal matters outlined in Section 11 above including such other amendments as considered appropriate to ensure the acceptable implementation of the development.

RECOMMENDATION C

- 3 Subject to completion of a satisfactory legal agreement, authorise the Head of Planning to **GRANT PERMISSION** subject to conditions, including those set out below and with such amendments as are considered appropriate to ensure the acceptable implementation of the development.

13.1 CONDITIONS

1. Full Planning Permission Time Limit

The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which the permission is granted.

Reason: As required by Section 91 of the Town and Country Planning Act 1990.

2. Drawing Numbers

The development shall be carried out strictly in accordance with the application plans, drawings and documents hereby approved and as detailed below:

6561-D1000 Rev 00; 6561-D1100 Rev 00; 6561-D1101 Rev 00; D1501 Rev 00; 6561-D9100 Rev 02; 6561-D9100-M Rev 01; 6561-D9101 Rev 01; 6561-D9102 Rev 01; 6561-D9106 Rev 01; 6561-D9109 Rev 01; 6561-D9111 Rev 01; 6561-D9112 Rev 01; 6561-D9113 Rev 01; 6561-D9120 Rev 02; 6561-D9199 Rev 02; 6561-D9201 Rev 01; 6561-D9202 Rev 01; 6561-D9203 Rev 01; 6561-D9204 Rev 01; 6561-D9501 Rev 01; 6561-D9502 Rev 01; 6561-D9503 Rev 01; 6561-D9504 Rev 01; 6561-D9510 Rev 00; 6561-D9900 Rev 05; 6561-D9602 Rev 00; 6561-SK-023 Rev 00; 6561-SK-024 Rev 00; 6561-SK-025 Rev 00; 6561-SK-026 Rev 00; 6561-SK-027 Rev 01; 17.334-P-210; 17.334-P-211; 17.334-P-202 Rev C; 17.334-P-203 Rev C; 17.334-P-204; 20.040-BOSK-00-DR-L-1002; 20.040-BOSK-00-DR-L-1004 rev P01

Reason: To ensure that the development is carried out in accordance with the approved documents, plans and drawings submitted with the application and is acceptable to the local planning authority.

3. Approved Quantum

The development shall be implemented in accordance with the following approved details:

- a) 2,220sqm flexible commercial floorspace (Use Class B1c/B2/B8);
- b) 189 residential units (Use Class C3);
- c) 2no. buildings: Block A part 11, part 15 storeys and Block B part 6, part 9 storeys.

Reason: To ensure that the development is implemented as approved and is acceptable to the local planning authority.

4. Materials

No development of the relevant part of the development above ground shall take place until a detailed schedule and samples have been submitted to and approved in writing by the local planning authority. The following samples should be provided for viewing on site:

- a) 2m x 2m sample panel of all cladding materials
- b) Samples of materials to be used for wintergardens and balconies
- c) Samples of all windows, including joinery and fixing.

The details should generally accord with the Design and Access Statement. The development shall be carried out in complete accordance with the approved details.

Reason: To ensure that the local planning authority may be satisfied as to the external appearance of the building(s) and to comply with Policy 15 High quality design for Lewisham of the Lewisham Core Strategy (June 2011) and Development Management Local Plan (November 2014) DM Policy 30 Urban design and local character.

5. Soft Landscaping

- a) A scheme of soft landscaping (including details of any trees or hedges to be retained and proposed plant numbers, species, location and size of trees and tree pits, and full details of the green wall proposed to the servicing yard) and details of the management and maintenance of the landscaping for a period of five years shall be submitted to and approved in writing by the local planning authority prior to development above the commercial plinth.
- b) All planting, seeding or turfing shall be carried out in the first planting and seeding seasons following the completion of the development, in accordance with the approved scheme under part (a). Any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species.

Reason: In order that the local planning authority may be satisfied as to the details of the proposal and to comply with Core Strategy Policy 12 Open space and environmental assets, Policy 15 High quality design for Lewisham of the Core Strategy (June 2011), and DM Policy 25 Landscaping and trees and DM Policy 30 Urban design and local character of the Development Management Local Plan (November 2014).

6. Hard Landscaping (excluding Section 278 works)

- a) No development above the commercial plinth shall take place until detailed design proposals for hard landscaping have been submitted to the local planning authority for their approval.

- b) The development shall be implemented in accordance with the details approved by the local planning authority.

Reason: In order that the local planning authority may be satisfied as to the details of the proposal and to comply with Policy 15 High quality design for Lewisham of the Lewisham Core Strategy (June 2011) and Development Management Local Plan (November 2014) Policy 25 Landscaping and trees, and DM Policy 30 Urban design and local character; and Policies SI 12 Flood risk management and SI 13 Sustainable drainage of the London Plan (March 2021).

7. Construction Logistics Plan

No development shall commence on site until a Construction Logistics Management Plan has been submitted to and approved in writing by the local planning authority in consultation with London Overground Infrastructure Protection. The plan shall demonstrate the following:-

- a) Rationalise travel and traffic routes to and from the site.
- b) Provide full details of the number and time of construction vehicle trips to the site with the intention and aim of reducing the impact of construction vehicle activity.
- c) Measures to deal with safe pedestrian movement.

The measures specified in the approved details shall be implemented prior to commencement of development and shall be adhered to during the period of construction.

Reason: In order to ensure satisfactory vehicle management and to comply with Policy 14 Sustainable movement and transport of the Core Strategy (June 2011), and Policy T7 Deliveries, servicing and construction and Policy SI 1 Improving air quality of the London Plan (March 2021).

8. Commercial Frontage Design

- a) The development shall not be occupied until plans, elevations and sectional details at a scale of 1:10 or 1:20 showing the proposed frontages to the commercial units have been submitted to and approved in writing by the local planning authority.
- b) The development shall be constructed in full accordance with the approved details, and completed prior to first occupation of the building.

Reason: In order that the local planning authority may be satisfied with the details of the proposal and to accord with Policy 15 High quality design for Lewisham of the Lewisham Core Strategy (June 2011)

9. Construction Environmental Management Plan

No development shall commence on site until such time as a Construction Environmental Management Plan has been submitted to and approved in writing by the local planning authority in consultation with London Overground Infrastructure Protection. The plan shall cover:-

- a) risk assessment and appropriate mitigation measures to minimise dust and emissions based on the Mayor's Best Practice Guidance (The Control of Dust and Emissions from Construction and Demolition) of the London Plan 'Control of emissions from construction and demolition' SPG

- b) An inventory and timetable of dust generating activities
- c) Emission control measures
- d) Air Quality Monitoring
- e) The location and operation of plant and wheel washing facilities
- f) Details of best practical measures to be employed to mitigate noise, vibration and air quality arising out of the construction process
- g) Details of the training of site operatives to follow the Construction and Environmental Management Plan requirements
- h) Details of construction traffic movements including cumulative impacts which shall demonstrate the following:-
 - (i) Rationalise travel and traffic routes to and from the site.
 - (ii) Provide full details of the number and time of construction vehicle trips to the site with the intention and aim of reducing the impact of construction related activity.
 - (iii) Measures to deal with safe pedestrian movement.

The works shall only be carried out in accordance with the approved plan agreed under Parts (a – i) of this condition.

Reason: In order that the local planning authority may be satisfied that the demolition and construction process is carried out in a manner which will minimise possible noise, disturbance and pollution to neighbouring properties and to comply with Policy 14 Sustainable movement and transport of the Core Strategy (June 2011), and Policy T7 Deliveries, servicing and construction and Policy SI 1 Improving air quality of the London Plan (March 2021).

10. Construction – Deliveries & Hours of Working

During the construction period, no work, other than vehicle movements to and from the site in accordance with an approved Construction Logistics Plan, shall take place on the site other than between the hours of 08.00 and 18.00 on Mondays to Fridays and 08.00 and 13.00 on Saturdays and not at all on Sundays or Public Holidays.

Reason: In order to ensure satisfactory vehicle management and to comply with Policy 14 Sustainable movement and transport of the Lewisham Core Strategy (June 2011).

11. Details of Demolition, Excavation and Construction Works

No demolition, excavation or construction works are to be carried out until the details including design and methodology of such works have been submitted to and approved in writing by the Local Planning Authority in consultation with London Overground Infrastructure Protection. Thereafter the works shall only be carried out in accordance with the approved details in a manner that does not endanger the safe operation of the railway, or the stability of the adjoining railway structures either in the short or long term.

Reason: To protect the safe operation of the railway.

12. Use of Vibro-compaction Machinery

No vibro-compaction machinery shall be used in the development until details of the use of such machinery and a method statement have been submitted to and approved in writing by the Local Planning Authority in consultation with London Overground Infrastructure Protection. The use of such vibro-compaction machinery shall only be carried out in accordance with the approved method statement.

Reason: To protect the safe operation of the railway.

13. Erection of Scaffolding

Prior to the erection of any scaffolding, plans for any proposed scaffolding in proximity of the railway shall be submitted to and approved by the Local Planning Authority in consultation with London Overground Infrastructure Protection. This should include risk assessment and method statement in addition to design details including certification.

Reason: To protect the safe and efficient operation of the railway.

14. Use of Cranes or Other Lifting Equipment

Prior to the erection of cranes or any other lifting equipment on the development site, a crane / lifting management plan for shall be submitted to the Local Planning Authority for approval in consultation with London Overground Infrastructure Protection.

The details submitted should include crane base design (including certification), risk assessment and method statement for siting, erection, lifting arrangements, operational procedure (including any radio communications), jacking up, derigging in addition to plans for loads, radius, slew restrictions and collapse radius.

Reason: To protect the safe and efficient operation of the railway.

15. Debris and Equipment Management

The applicant shall implement adequate safety measures into the construction of the development, to ensure that debris/equipment cannot fall or be blown onto the railway.

Reason: To protect the safe and efficient operation of the railway.

16. Radio Frequencies

The applicant must ensure site operatives have technically or geographically assigned frequencies by Ofcom and that the applicant ensures these do not conflict with the frequency adopted by London Overground for the running of the railway.

Reason: To ensure the construction of development does not interfere with the safe operation of the railway.

17. Radio Survey

- a) Prior to the commencement of development, a radio survey shall be submitted to the Local Planning Authority for approval in consultation with London Overground Infrastructure Protection to assess the level of impact the development has on LO's radio signal.
- b) The applicant shall agree a programme for submission of further surveys to London Overground Infrastructure Protection at interim stages of the development with the Local Planning Authority, and submit these surveys to London Overground Infrastructure Protection in accordance with the approved programme.

Reason: To ensure the development does not interfere with the safe operation of the railway.

18. Lighting (London Overground)

Permanent external lights and those installed during the construction period shall not shine directly onto London Overground's property.

Reason: To protect the safe operation of the railway.

19. Building Elevation Maintenance

No maintenance regime for the facades of the building elevations facing the railway shall be implemented which compromises the safe, efficient and economic operation of the railway.

Reason: To protect the safe operation of the railway

20. Non-Road Mobile Machinery

An inventory of all Non-Road Mobile Machinery (NRMM) shall be kept on-site and registered on <http://nrmm.London/> showing the emission limits for all equipment and shall be made available at the local planning authority's offices if required by the local planning authority.

Reason: In order that the local planning authority may be satisfied that the demolition and construction process is carried out in a manner which will minimise possible noise, disturbance and pollution to neighbouring properties and to comply with Policy T4 Assessing and mitigating transport impacts, Policy T7 Deliveries, servicing and construction and Policy SI 1 Improving air quality of the London Plan (2021).

21. Dust Management Plan

Prior to the commencement of development, a Dust Management Plan (DMP) shall be submitted to and approved, in writing, by the local planning authority. The DMP will need to detail the measures to reduce the impacts during the construction phase. The development shall be undertaken in accordance with the approved plan.

Reason: To manage and prevent further deterioration of existing low quality air across London in accordance Policy T7 Deliveries, servicing and construction and Policy SI 1 Improving air quality of the London Plan (2021).

22. Site Contamination

a) No development or phase of development (including demolition of existing buildings and structures, except where prior agreement with the Council for site investigation enabling works has been received) shall commence until :-

i) A desk top study and site assessment to survey and characterise the nature and extent of contamination and its effect (whether on or off-site) and a conceptual site model have been submitted to and approved in writing by the local planning authority.

ii) A site investigation report to characterise and risk assess the site which shall include the gas, hydrological and contamination status, specifying rationale; and recommendations for treatment for contamination encountered (whether by remedial works or not) has been submitted,

(including subsequent correspondences as being necessary or desirable for the remediation of the site) to and approved in writing by the Council.

- b) If during any works on the site, contamination is encountered which has not previously been identified (“the new contamination”) the Council shall be notified immediately and the terms of paragraph (a), shall apply to the new contamination. No further works shall take place on that part of the site or adjacent areas affected, until the requirements of paragraph (a) have been complied with in relation to the new contamination.
- c) The development or phase of development shall not be occupied until a closure report for the development or phase has been submitted to and approved in writing by the Council.

This shall include verification of all measures, or treatments as required in (Section (a) i & ii) and relevant correspondence (including other regulating authorities and stakeholders involved with the remediation works) to verify compliance requirements, necessary for the remediation of the site have been implemented in full.

The closure report shall include verification details of both the remediation and post-remediation sampling/works, carried out (including waste materials removed from the site); and before placement of any soil/materials is undertaken on site, all imported or reused soil material must conform to current soil quality requirements as agreed by the authority. Inherent to the above, is the provision of any required documentation, certification and monitoring, to facilitate condition requirements.

Reason: To ensure that the local planning authority may be satisfied that potential site contamination is identified and remedied in view of the historical use(s) of the site, which may have included industrial processes and to comply with DM Policy 28 Contaminated Land of the Development Management Local Plan (November 2014).

23. Thames Water (Waste Water)

The development shall not be occupied until confirmation has been provided that either:-

- a) Capacity exists off site to serve the development, or
- b) A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan, and
- c) All wastewater network upgrades required to accommodate the additional flows from the development have been completed.

Reason: Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents.

24. Thames Water (Water)

The development shall not be occupied until confirmation has been provided that either:-

- a) All water network upgrades required to accommodate the additional flows to serve the development have been completed; or –
- b) A development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied. Where a development and

infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

Reason: The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development.

25. Secured by Design

Prior to the commencement of above ground development, details of the measures to be incorporated into the development demonstrating how the principles and practices of the 'Secured by Design' scheme have been included shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Metropolitan Police Designing Out Crime Officers. Once approved, the development shall be carried out in accordance with the agreed details.

Reason: In order to ensure that the development is safe, secure and appropriately accessible in accordance with London Plan Policy D11 Safety, security and resilience to emergency (March 2021).

26. Opening Hours

The 'commercial units' hereby approved shall not be used for customer use other than between the hours of 07.00 and 22.00 on any day of the week.

Reason: To safeguard the amenities of the adjoining premises and the area generally and to comply with DM Policy 26 Noise and Vibration and DM Policy 32 Housing design, layout and space standards of the Development Management Local Plan (November 2014).

27. Fire Statement

No above ground development shall commence (except demolition) until a Fire Statement for the relevant uses has been submitted to and approved in writing by the Local Planning Authority. The Fire Statement shall be produced by an independent third party suitably qualified assessor which shall detail the building's construction, methods, products and materials used; the means of escape for all building users including those who are disabled or require level access together with the associated management plan; access for fire service personnel and equipment; ongoing maintenance and monitoring and how provision will be made within the site to enable fire appliances to gain access to the building. The relevant uses of the development shall be carried out in accordance with the approved details.

Reason: To ensure that the risk of fire is appropriately addressed in the proposed development, in accordance with London Plan Policy D12.

28. Photo Voltaic Panels

The PV panel array shall be installed as per the approved details outlined in drawing number D9120 revision 02, hereby approved. The PV panel array shall be retained as installed thereafter.

Reason: To promote sustainable forms of energy and to minimise carbon emissions in accordance with Core Strategy Policy 8 and Policy SI 2 Minimising greenhouse gas emissions and Policy SI 3 Energy infrastructure of the London Plan (March 2021).

29. Energy Strategy

The proposed development shall be carried out in accordance with the recommendations of the Energy Strategy Report prepared by JAW Sustainability dated 11th January 2021

Reason: To promote sustainable forms of energy and to minimise carbon emissions in accordance with Core Strategy Policy 8 and Policy SI 2 Minimising greenhouse gas emissions and Policy SI 3 Energy infrastructure of the London Plan (March 2021).

30. Living Roof Details

- a) The development shall be constructed with a biodiversity living roof laid out in accordance with drawing number 17.334-P-204, hereby approved, and maintained thereafter.
- b) The living roofs 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.
- c) Evidence that the roof has been installed in accordance with (a) shall be submitted to and approved in writing by the local planning authority prior to the first occupation of the development hereby approved.

Reason: To comply with Policy 12 Open space and environmental assets of the Core Strategy (June 2011), and DM Policy 24 Biodiversity, living roofs and artificial playing pitches of the Development Management Local Plan (November 2014), and policies G5 Urban greening, G6 Biodiversity and access to nature, SI 12 Flood risk management and SI 13 Sustainable drainage of the London Plan (March 2021).

31. Piling Design

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants, in line with the National Planning Policy Framework (NPPF) (Paragraph 170).

32. Lighting Strategy

- a) Prior to occupation of the development a scheme for any external lighting that is to be installed at the site, including measures to prevent light spillage shall be submitted to and approved in writing by the local planning authority.
- b) Any such external lighting as approved under part (a) shall be installed in accordance with the approved drawings and such directional hoods shall be retained permanently.
- c) The applicant should demonstrate that the proposed lighting is the minimum needed for security and working purposes and that the proposals minimise pollution from glare and spillage.

Reason: In order that the local planning authority may be satisfied that the lighting is installed and maintained in a manner which will minimise possible light pollution to the night

sky and neighbouring properties and to comply with DM Policy 27 Lighting of the Development Management Local Plan (November 2014).

33. Lighting Strategy - Biodiversity

Prior to occupation, a lighting design strategy for biodiversity in relation to the proposed development shall be submitted to and approved in writing by the local planning authority.

The strategy shall:

- a) Identify those areas/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and
- b) Show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places. All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

Reason: To comply with Policy 12 Open space and environmental assets of the Core Strategy (June 2011), DM Policy 24 Biodiversity, living roofs and artificial playing pitches and local character of the Development Management Local Plan (November 2014), and policies G5 Urban greening and G6 Biodiversity and access to nature of the London Plan (2021).

34. Ecological Enhancements

Full details of the ecological enhancements to be provided as part of the development hereby approved shall be submitted to and approved in writing by the local planning authority prior to commencement of above works above commercial plinth level, and shall be installed before occupation of the building and maintained in perpetuity.

Reason: To comply with Policy 12 Open space and environmental assets of the Core Strategy (June 2011), DM Policy 24 Biodiversity, living roofs and artificial playing pitches and local character of the Development Management Local Plan (November 2014), and policies G5 Urban greening and G6 Biodiversity and access to nature of the London Plan (2021).

35. Ecology Survey – Prior to Demolition

A final survey for the presence of bats shall be carried out prior to the demolition of the existing buildings on the application site.

Reason: To comply with Policy 12 Open space and environmental assets of the Core Strategy (June 2011), DM Policy 24 Biodiversity, living roofs and artificial playing pitches and local character of the Development Management Local Plan (November 2014), and policies G5 Urban greening and G6 Biodiversity and access to nature of the London Plan (2021).

36. Tree Protection

No development shall commence on site until a Tree Protection Plan (TPP) and Arboricultural Method Statement (AMS) have been submitted to and approved by the Council. The TPP should follow the recommendations set out in BS 5837:2012 (Trees in relation to design, demolition and construction – Recommendations). The TPP and AMS should clearly indicate on a dimensioned plan superimposed on the building layout plan and in a written schedule details of the location and form of protective barriers to form a construction exclusion zone, the extent and type of ground protection measures, and any additional measures needed to protect vulnerable sections of trees and their root protection areas where construction activity cannot be fully or permanently excluded.

Reason: To safeguard the health and safety of trees during building operations and the visual amenities of the area generally and to comply with Policy 12 Open space and environmental assets of the Core Strategy (June 2011), DM Policy 25 Landscaping and trees and DM Policy 30 Urban design and local character of the Development Management Local Plan (November 2014), and Policy G7 Trees and woodlands of the London Plan (March 2021).

37. Refuse Management Plan

- a) Details for the on-site storage, disposal and collection of refuse and recycling facilities shall be submitted to and approved in writing by the local planning authority prior the completion of above ground works of development hereby approved.
- b) The approved details shall be carried out in full prior to occupation of each phase of development and retained thereafter.

Reason: In order that the local planning authority may be satisfied with the provisions for recycling facilities and refuse disposal, storage and collection, in the interest of safeguarding the amenities of neighbouring occupiers and the area in general, in compliance with Development Management Local Plan (November 2014) DM Policy 30 Urban design and local character and Core Strategy Policy 13 Addressing Lewisham waste management requirements (2011).

38. Site Waste Management and Circular Economy

Prior to commencement of development, the applicant will submit a strategy outlining how performance against the Strategic Approach and the Key Commitments of the Circular Economy Statement prepared by JAW Sustainability dated 1st July 2020 version 01 would be monitored and reported to the Local Planning Authority. Monitoring and reporting shall be carried out in accordance with the approved document.

Reason: To comply with London Plan Policy SI7 to promote resource conservation, waste reduction, increases in material re-use and recycling, and reductions in waste going for disposal.

39. Delivery and Servicing Management Plan

- a) Prior to the first occupation of the development, a Delivery and Servicing Management Plan, including the proposed location of delivery and service areas, shall be submitted to and approved in writing by the local planning authority, to include details of how deliveries and servicing will be effectively managed at the development bays and any required changes to parking restrictions surrounding the development.
- b) The development will be operated in accordance with the Delivery and Servicing Management Plan approved under clause (a) of this condition.

Reason: To accord with Policy 14 Sustainable movement and transport in the Lewisham Core Strategy (June 2011) and Policies T4 Assessing and mitigating transport impacts and T7 Deliveries, servicing and construction of the London Plan (March 2021).

40. Electric Vehicle Charging Points

- a) Details of the number and/or location of electric vehicle charging points to be provided, and a programme for their installation and maintenance shall be submitted to and approved in writing by the local planning authority prior to construction of the above ground works.
- b) The electric vehicle charging points as approved shall be installed prior to occupation of the Development and shall thereafter be retained and maintained in accordance with the details approved under (a).

Reason: To reduce pollution emissions in an Area Quality Management Area in accordance with DM Policy 29 Car parking of the Development Management Local Plan (November 2014), and Policies SI 1 Improving air quality T6 Car parking and T6.1 Residential parking and Policy T7 Deliveries, servicing and construction of the London Plan (March 2021).

41. Cycle Parking

- a) The long-stay cycle parking spaces hereby approved for the residential units (333 no.) (including 5% accessible spaces for both) as shown on the Proposed Basement Plan (drawing ref. 6561 D9199 revision 02) shall be implemented and made ready for use prior to the first occupation of the development.
- b) The long stay parking spaces hereby approved for the commercial units (10no.), as shown on the Proposed Ground Floor Plan (drawing ref. 6561 D9100 revision 02), shall be implemented and made ready for use prior to occupation of the commercial units.
- c) Prior to commencement of development above ground-level, plans shall be submitted to and approved in writing by the local planning authority identifying the location and details of the 9no. short-stay cycle parking spaces within the public realm. Thereafter, the spaces shall be installed prior to occupation of the development
- d) The long-stay and short-stay cycle parking arrangements shall be maintained as installed and retained in perpetuity.

Reason: To accord with Policy 14 Sustainable movement and transport in the Lewisham Core Strategy (June 2011) and Policy T5 Cycling of the London Plan (March 2021).

42. Heat Interface Unit Specification

- a) Prior to development above commercial plinth level the applicant shall provide details of a selected make and model of Heat Interface Unit (HIU) that has passed all the elements of the BESA UK HIU test have been submitted to and approved in writing by the local planning authority.
- b) The details shall include the commissioning of the HIU in accordance with CIBSE guidance CP1 and the published BESA UK HIU test results for the HIU make and model selected.

- c) The HIU shall be provided and installed in accordance with the approved details and maintained thereafter.

Reason: To comply with Core Strategy Policy 7 Climate change and adapting to the effects, Core Strategy Policy 8 Sustainable design and construction and energy efficiency and Policy SI 2 Minimising greenhouse gas emissions and Policy SI 3 Energy infrastructure of the London Plan (March 2021).

43. Mechanical Ventilation System

Prior to completion of the building superstructure, full details of the proposed mechanical ventilation strategy shall be submitted to the local planning authority for their approval, to include detailed drawings of venting locations on the elevations. The system shall be installed and retained as per the approved details thereafter.

Reason: To ensure that the development is adequately vented to ensure a clean air supply in order to comply with DM Policy 23 Air Quality and London Plan Policy SI 1 Improving air quality and also to ensure that the visual impact of the venting system complies with Policy DM 30: Urban design and Local character of the Development Management Local Plan 2014.

44. Details of Shutters

Prior to completion of the building superstructure full details of the proposed blinds and/or shutters required in compliance with the TM59 overheating assessment shall be submitted to the local planning authority for their approval, to include detailed drawings of venting locations on the elevations. The development shall be implemented in accordance with the approved details and retained thereafter.

Reason: To ensure that the development is adequately protected from overheating and to ensure a clean air supply in order to comply with DM Policy 23 Air Quality and London Plan Policies SI 1 Improving air quality and SI 4 Managing heat risk.

45. Noise Assessment

The proposed development shall be carried out in accordance with the Noise Assessment (report reference number 170350-02) prepared by Ardent (dated February 2018), and the building construction, glazing and mechanical ventilation shall be installed in accordance with the recommendations of the assessment.

Reason: To safeguard the amenities of the future occupants, adjoining premises and the area generally and to comply with DM Policy 26 Noise and vibration of the Development Management Local Plan (November 2014), and to meet the principles of London Plan Policy D12 Agent of Change.

46. Fixed Plant Noise Control

- a) The rating level of the noise emitted from fixed plant on the site shall be 5dB below the existing background level at any time. The noise levels shall be determined at the façade of any noise sensitive property. The measurements and assessments shall be made according to BS4142:2014.
- b) Development shall not commence until details of a scheme complying with paragraph (a) of this condition have been submitted to and approved in writing by the local planning authority.

- c) The development shall not be occupied until the scheme approved pursuant to paragraph (b) of this condition has been implemented in its entirety. Thereafter the scheme shall be maintained in perpetuity.

Reason: To safeguard the amenities of the future occupants, adjoining premises and the area generally and to comply with DM Policy 26 Noise and vibration of the Development Management Local Plan (November 2014).

47. Protection Against External Noise

- a) The residential units hereby approved shall be designed so as to provide sound insulation against external noise and vibration, to achieve levels not exceeding 30dB LAeq (night) and 45dB LAm_{ax} for bedrooms (measured with F time weighting), 35dB LAeq (day) for other habitable rooms, with windows shut and other means of ventilation provided;
- b) The evaluation of human exposure to vibration within the buildings shall not exceed the vibration dose values criteria 'Low probability of adverse comment' as defined BS6472.

Reason: To safeguard the amenities of the occupiers of the proposed dwellings and to comply with DM Policy 26 Noise and vibration, DM Policy 32 Housing design, layout and space standards of the Development Management Local Plan (November 2014), and to meet the principles of London Plan Policy D12 Agent of Change.

48. Winter Garden Screens

- a) Prior to occupation of residential dwellings, full details of sliding screens to the balconies of these dwellings at a suitable scale (e.g. 1:20) shall be submitted to and approved in writing by the local planning authority.
- b) The design and specification of the screens required by clause (a) of this condition shall ensure that when the screens are shut, noise levels on the balconies shall not exceed 55dB LAEQT.
- c) The approved screens shall be implemented before any of the residential dwellings are first occupied.
- d) The approved screens shall be maintained thereafter.

Reason: To safeguard the amenities of the occupiers of the proposed dwellings and to comply with DM Policy 26 Noise and vibration, DM Policy 32 Housing design, layout and space standards of the Development Management Local Plan (November 2014), and to meet the principles of London Plan Policy D12 Agent of Change.

49. BREEAM (Commercial Units)

- a) The non-residential units hereby approved shall achieve a minimum BREEAM Rating of 'Excellent'
- b) Prior to the completion of the super structure a Design Stage Certificate for each building (prepared by a Building Research Establishment qualified Assessor) has been submitted to and approved in writing by the local planning authority to demonstrate compliance with part (a).
- c) Within 6 months of occupation of any of the buildings, evidence shall be submitted in the form of a Post Construction Certificate (prepared by a Building Research Establishment qualified Assessor) to demonstrate full compliance with part (a) for that specific building.

Reason: To comply with Lewisham Core Strategy Policy 7 Climate change and adapting to the effects, Core Strategy Policy 8 Sustainable design and construction and energy efficiency (2011) and Policy SI 2 Minimising greenhouse gas emissions and Policy SI 3 Energy infrastructure of the London Plan (March 2021).

50. No External Plumbing or Pipes

Notwithstanding the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking, re-enacting or modifying that Order), no plumbing or pipes, including rainwater pipes, shall be fixed on the external faces/front elevation of the building hereby approved, without the prior written consent from the Local Planning Authority(s).

Reason: In order that the local planning authority may be satisfied with the details of the proposal and to accord with Policy 15 High quality design for Lewisham of the Core Strategy (June 2011) and DM Policy 30 Urban design and local character of the Development Management Local Plan (November 2014).

51. Satellite Dishes and Antenna

Notwithstanding the Provisions of Article 4 (1) and part 25 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015, no satellite antenna shall be erected or installed on the building hereby approved. The proposed development shall have a central dish or aerial system (for each relevant block) for receiving all broadcasts for the residential units created: details of such a scheme shall be submitted to and approved by the local planning authority prior to first occupation of any block, and the approved scheme shall be implemented and permanently retained thereafter.

Reason: In order that the local planning authority may be satisfied with the details of the proposal and to accord with Policy 15 High quality design for Lewisham of the Lewisham Core Strategy (June 2011) and DM Policy 30 Urban design and local character of the Development Management Local Plan (November 2014).

52. Retention of Amenity Spaces

The whole of the residential amenity space (including communal amenity spaces and balconies) shall be retained permanently for the benefit of the occupiers of the residential units hereby permitted.

Reason: In order that the local planning authority may be satisfied as to the amenity space provision in the scheme and to comply with Policy 15 High quality design for Lewisham of the Lewisham Core Strategy (June 2011) and DM Policy 32 Housing Design, layout and space standards of the Development Management Local Plan (November 2014).

53. Open Space Management and Maintenance Plan

- a) An Open Space Management and Maintenance Plan shall be submitted to and approved in writing by the local planning authority prior to occupation of the development hereby approved. This shall include details of management and maintenance responsibilities for all communal play spaces/communal terraces and other publicly accessible areas.
- b) Once approved, these spaces shall be managed and maintained in accordance with the approved Plan.

Reason: To ensure that the podium amenity space and public realm landscaping areas are adequately managed in accordance with Policy 15 High quality design for Lewisham

of the Lewisham Core Strategy (June 2011) and DM Policy 25 Landscaping and trees in the Development Management Local Plan (November 2014).

54. Details of Drainage

Above ground development shall not commence until full details of a detailed drainage and microdrainage plan (including site-specific maintenance plan) have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details and retained in perpetuity.

Reason: In order to ensure that the development incorporates sustainable urban drainage systems in accordance with paragraph 165 of the NPPF, Core Strategy Policy 10 (June 2011) and Policies SI 12 Flood risk management and SI 13 Sustainable drainage of the London Plan (March 2021).

55. Residential Accommodation Finished Floor Level

The finished floor levels of residential accommodation must be set no lower than 7.37 metres above Ordnance Datum (mAOD).

Reason: To reduce the risk of flooding to the development and occupants, in line with the Core Strategy Policy 10 and Policies SI 12 Flood risk management and SI 13 Sustainable drainage of the London Plan (March 2021).

13.2 INFORMATIVES

A. Positive and Proactive Statement

The Council engages with all applicants in a positive and proactive way through specific pre-application enquiries and the detailed advice available on the Council's website. On this particular application, positive discussions took place which resulted in further information being submitted.

B. Community Infrastructure Levy

As you are aware the approved development is liable to pay the Community Infrastructure Levy (CIL) which will be payable on commencement of the development. An 'assumption of liability form' must be completed and before development commences you must submit a 'CIL Commencement Notice form' to the council. You should note that any claims for relief, where they apply, must be submitted and determined prior to commencement of the development. Failure to follow the CIL payment process may result in penalties. More information on CIL is available at: - <http://www.lewisham.gov.uk/my services/planning/apply-for-planning-permission/application-process/Pages/Community-Infrastructure-Levy.aspx>

C. Construction – Pollution and Noise

You are advised that all construction work should be undertaken in accordance with the "London Borough of Lewisham Code of Practice for Control of Pollution and Noise from Demolition and Construction Sites" available on the Lewisham web page.

D. Piling

Piling can result in risks to groundwater quality by mobilising contamination when boring through different bedrock layers and creating preferential pathways. Accordingly, it should be demonstrated that any proposed piling will not result in

contamination of groundwater. If piling is proposed, a piling risk assessment must be submitted, written in accordance with the Environment Agency's guidance 'Piling and penetrative ground improvement methods on land affected by contamination: guidance on pollution prevention' (National Groundwater & Contaminated Land Centre report NC/99/73).

E. | S106 Agreement

You are advised that the approved development is subject to a Section 106 agreement. Please ensure that the obligations under the Section 106 agreement are addressed in accordance with the details and timeframes set out in the agreement. If you have any questions regarding the agreement or how to make a payment or submission required under the agreement, please contact the S106/CIL team on CIL@lewisham.gov.uk.

F. | Dust Management Plan:

- Must mitigate against negative impact on air quality and receptors in the vicinity of the development;
- Must detail the measures that will be taken to reduce the impacts on air quality during all construction phases
- Include a maintenance schedule of the dust mitigation measures;
- Undertake to carry out air quality monitoring before and during demolition and construction works (usually three months prior to commencement of any works on site). Parameters to be monitored, duration, locations and monitoring techniques must be approved in writing by Lewisham Council prior to commencement of monitoring.

And shall be in accordance with "The Control of Dust and Emissions during Construction and Demolition", Mayor of London SPG 2014

G. | Prior to Commencement Conditions

The applicant is advised that conditions 7 (construction logistics plan), 9 (construction environment management plan), 17 (radio survey), 21 (dust management plan), 22 (site contamination), 35 (ecology survey), 36 (tree protection), 39 (site waste management plan) require details to be submitted prior to commencement to minimise disruption on the local highway and transport network, ensure minimum impact upon surrounding occupiers amenity and ensure safe de-contamination of the site.

H. | London Overground Radio Communications

The applicant is advised that London Overground would seek contributions from the developer towards any equipment upgrade required to mitigate the adverse effects of this development on London Overground's radio communications, as shown by the Radio Survey.

I. | Reflected Glare Assessment

The applicant is advised that London Overground may request the applicant conducts a reflected glare assessment to confirm there shall be no impact to railway operations during or after the completion of the Development.

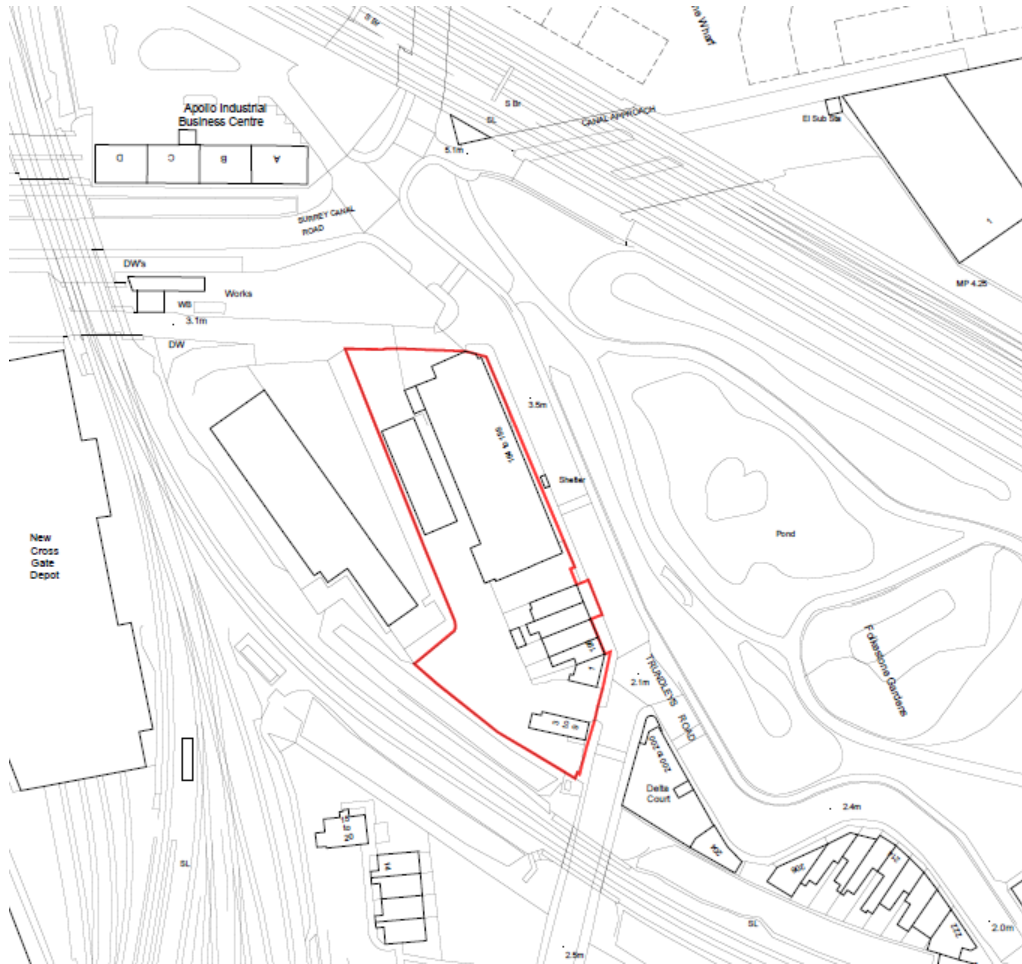
J. | London Overground Asset Protection Agreement

LO requires that the applicant enters into an Asset protection Agreement with LO to ensure that the development is carried out safely.

K. Internet

The applicant is advised that Approved Document R of the Building Regulations has a requirement for in-building physical infrastructure which enables copper or fibre-optic cables or wireless devices capable of delivering broadband speeds greater than 30Mbps to be installed

Site Plan – Trundleys Road DC/18/106941



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Trundleys Road Drop-In Session (planning application reference number DC/18/106941)

Vive café, Childers Street, Deptford – 28th January 2020

Lewisham Planning attendees –	David Robinson (Principal Planning Officer)
Applicant's attendees –	Sascha Wardley (Planning Consultant, Avison Young) Mark Gibney (Planning Consultant, Avison Young) Nick Lawrence (Aitch Group (applicant))
Public Attendance –	Approximately 24 residents, Councillor Silvana Kelleher

The matters raised are summarised as follows:

Housing

- The proposed housing mix is not correct and not suitable for the area
- More affordable dwellings needed
- Why can the scheme not provide 50% affordable housing?
- How can the affordable units be increased and how does the viability assessment process work
- Has the applicant considered applying for grant funding to increase the affordable housing offer
- Support for the provision of new homes to help meet housing need

Air Quality and Pollution

- Concerns over the air quality of the area as a result of SELCHP
- Concerns over land contamination given the industrial uses on site
- Concerns over increased air pollution as a result of the proposed development

Transport and Highways

- Concerns over the lack of parking and disabled parking
- Access to public transport is inadequate
- Concern over the impact on public transport

Amenity Impacts

- Overshadowing to Folkestone gardens
- Concern over the Impact on neighbouring residential amenity

Scale and Density

- The proposed scheme is too large
- Density of development exceeds London Plan density matrix

Land Use

- Need for convenience retailing in the area and request to re-provide retail use on site

- Is there sufficient industrial floorspace?
- Clarification regarding the type of potential industrial occupiers
- Query whether the application still premature as per GLA's Stage 1 response

Other

- What is Neighbourhood CIL and how can it be used in the community?
- Francis Drake School is over-subscribed
- Queries as to what s106 contributions be made and how they will be spent
- Deptford Park needs improvements
- A community land trust may be interested in developing the site
- How can empty homes be avoided?



GL Hearn

Part of Capita Real Estate

164-196 Trundleys Road,
Deptford
SE8 5JE
Viability Review

for
London Borough of Lewisham

July 2018

Prepared by

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Appendices

- APPENDIX A: BUILD COST REVIEW**
- APPENDIX B: FINANCIAL APPRAISAL**

Quality Standards Control

The signatories below verify that this document has been prepared in accordance with our quality control requirements. These procedures do not affect the content and views expressed by the originator.

This document must only be treated as a draft unless it is has been signed by the Originators and approved by a Business or Associate Director.

DATE	ORIGINATORS	APPROVED
July 2018	David Price Associate Director	Guy Ingham Director

Limitations

This document has been prepared for the stated objective and should not be used for any other purpose without the prior written authority of GL Hearn; we accept no responsibility or liability for the consequences of this document being used for a purpose other than for which it was commissioned.

1 INTRODUCTION

- 1.1 GL Hearn has been instructed by the London Borough of Lewisham to undertake a viability assessment in respect of a proposed development at 164-196 Trundleys Road, Deptford for which a planning application has been submitted by Trundleys Road Ltd (the Applicant).
- 1.2 The subject property is a rectangular site of 0.94 acres (0.38 hectares) providing a number of warehouse buildings, a service yard and terraced buildings comprising a number of former shops and residential flats.
- 1.3 The site is situated along the western side of Trundleys Road between two railway lines. The site is bordered by the B207 and Folkestone Gardens to the east, industrial units to the west and a scrap metal yard to the north.
- 1.4 Turner Morum (TM) is the lead author of the Financial Viability Assessment (FVA) but they have relied on a number of sources of third party advice. Specifically the following information has been incorporated in their assessment:-
- Formation Architects - Architects
 - Randall Simmonds - Budget estimate
 - Strettons - Benchmark Land Value & Proposed Commercial Accommodation
 - Dexters - Residential Sales Values

The Application Scheme

- 1.5 Planning permission is sought by the Applicant for the following (DC/18/106941);

“Demolition of the existing buildings and construction of a basement, double height commercial plinth at ground floor and two buildings, one of part 6, part 9 storeys and one of part 11, part 15 storeys to provide 2,220 sqm (GIA) of flexible commercial space (use classes B1c/B2/B8) at ground and mezzanine floors with 189 residential dwellings above, together with provision of associated access and highway works, amenity areas, cycle, disabled and commercial car parking (within the basement), and refuse/recycling stores at 164-196 Trundleys Road and 1-9 Sanford Street, SE8 5JE”.

- 1.6 The Applicant's viability consultant has indicated that the assumed scheme comprising a 35% (by hab room) affordable housing provision produces a scheme deficit of £9,515,635 when the residual land value is compared with the Benchmark Land Value. On this basis, they conclude that the scheme

is unviable. However, TM comments that following discussions with the Applicant they are willing to proceed with the development despite the projected negative viability position.

- 1.7 We detail the applicant's proposed accommodation schedule below which provides 189 residential units comprising a 33% (by unit) affordable housing provision with a tenure split of 63% social rented units and 37% shared ownership units;

Unit	Number of Units	Average Area (sq ft)
Private Units		
1 Bed	61	558
2 Bed	53	837
3 Bed	12	915
Total	126	
Social Rent		
1 Bed	13	566
2 Bed	12	806
3 Bed	15	945
Total	40	
Shared Ownership		
1 Bed	16	565
2 Bed	7	818
3 Bed	0	-
Total	23	
Total	189	

- 1.8 The proposed development will also provide 19,763 sq ft of commercial accommodation (use class B2/B1c) at ground and mezzanine floor levels across 4 separate units.

2 GENERAL METHODOLOGY

- 2.1 GL Hearn's review of the FVA has had regard to the RICS Guidance Note "Financial Viability in Planning".
- 2.2 We do not take issue with the overarching methodology used by TM within their assessment. They have:
- Assessed the realisable value of the proposed scheme;
 - Assessed the costs associated with delivering the scheme;
 - Assessed a Benchmark Land Value (based on their assessment of the existing use value of the site)
 - Undertaken a residual appraisal to calculate the residual land value which is compared against the Benchmark Land Value to establish whether the scheme is viable.
- 2.3 Turner Morum has used their own in house appraisal programme to assess the viability of the development. GL Hearn use a software package called Argus developer, a commercially available software package used for the purposes of financial viability assessments. Given the sensitive nature of appraisals around inputs and timings we have sought to re-create the appraisal adopting the TM inputs to establish a base position before conducting our sensitivity analysis on the proposed development.
- 2.4 The methodology underpinning viability appraisals is the Residual Method of Valuation, commonly used for valuing development opportunities. Firstly, the gross value of the completed development is assessed and the total cost of the development is deducted from this.
- 2.5 The approach adopted by TM has been to adopt a number of assumptions to assess the proposed schemes residual land value. Based on their inputs they have arrived at a negative residual land value of £-3,661,135.
- 2.6 In respect of the sites Benchmark Land Value the FVA assumes an Existing Use Value of £4,600,000 which is made up of a variety uses at the subject site to include warehouses, shops/cafes, residential and open storage accommodation. TM has adopted a premium of 20% to the EUV to arrive at an assumed BLV of £5,854,500. Taking the scheme residual land value and assumed BLV TM has arrived at a scheme deficit of £-9,515,635.
- 2.7 Given that the calculations are being made well in advance of commencement of the development, the figures used in the TM's appraisal can only be recognised as a projection. As such, it is essential that all assumptions are carefully scrutinised by the Council to ensure that they reflect current market

conditions and have not been unreasonably depressed in respect of the value or overestimated in respect of the development costs.

- 2.8 GL Hearn's approach has been to critically examine all of the assumptions on which the TM appraisal is based. It is also important to carefully scrutinise the applicant's methodology. In particular the measure of benchmark land value has a fundamental effect on the viability equation.

3 CRITIQUE OF BENCHMARK LAND VALUE

3.1 Determining an appropriate Benchmark Land Value is often the most important factor in determining viability. Put simply, if the value generated by the development does not produce a positive figure, there is no financial incentive to bring forward the development with all its associated risk.

3.2 Arriving at an appropriate BLV is not a straightforward exercise and this is acknowledged at 3.4.6 of the RICS Guidance Note which states that:

“The assessment of Site Value in these circumstances is not straightforward, but it will be, by definition, at a level at which a landowner would be willing to sell which is recognised by the NPPF.”

3.3 In arriving at an appropriate BLV regard should be had to existing use value, alternative use value, market/transactional evidence (including the property itself if that has recently been subject to a disposal/acquisition), and all material considerations including planning policy. Existing Use Value is widely used in establishing Benchmark land value and is supported in the latest mayoral SPD and by the London Assembly Planning Committee.

Summary of Applicant’s Position

3.4 TM has put forward a BLV which is based on a Strettons EUV valuation arriving at £4,600,000. We detail below the individual elements which make up the total EUV of the site;

Property	Description/Use	Gross Internal Area (sq ft)	Value
Warehouses			
164-178 Trundleys Road	Vehicle servicing and repair (workshop & office)	7,147	£2,200,000 (£155psf)
180-188 Trundleys Road	Workshop and external storage	3,638	
190 Trundleys Road	Vehicle testing	3,423	
Shops & Cafes			
192-194 Trundleys Road	Vacant café and premises	635	£545,000
196 Trundleys Road	Vacant shop	298	
1 Sanford Street	Vacant shop	545	
3-9 Sanford Street	Ground floor office	560	
Storage Land			

Land Rear of 3-9 Sanford Street	Storage land	13,810	£930,000
Residential			
192-194 Trundleys Road	2 bed flat	£1,200pcm	£940,000
196a Trundleys Road	2 bed flat	£775pcm	
198 Trundleys Road	2 x 1 bed flats	£900pcm x 2	
1 Sanford Street	2 bed flat	£1,200pcm	
3-9 Sanford Street	1 bed flat	£900pcm	
Total			£4,615,000

3.5 Strettons comment that a number of units are currently let but for the purposes of their valuation they have assumed that they are vacant. We comment on each of the individual valuations below.

Warehouses

3.6 Strettons has applied a rent of £12.50 to the 3 x warehouse units to arrive at a total ERV of £177,601. We have reviewed the evidence provided in Appendix 2 to justify the rent assumed and have also undertaken our own research to verify the applied rent. In addition to the evidence provided we are also aware of a unit at 1-10 British Wharf, Landmann Way which was let in September 2015 for a rent equating to £13.75psf. The unit comprises 2,820 sq ft of ground floor industrial accommodation of a similar quality.

3.7 Strettons has applied a yield of 7.5% to arrive at a value of £2,368,013 before allowing for purchaser costs which we do not consider to be unreasonable in the context of the current market.

3.8 We therefore consider the applied value of £2,200,000 (£155psf) for the warehouse units to be reflective of market levels.

Shops / Cafes

3.9 We detail the accommodation and applied rental values by Strettons in the below table in respect of the shop units;

Unit	Description	Area (sq ft)	£/psf	ERV
192-194 Trundleys Road	Ground flr café	635	£31.50	£20,000

196 Trundleys Road	Ground flr shop	298	£25.17	£7,500
1 Sanford Street	Ground flr shop & 1 st flr store	545	£18.35	£10,000
3-9 Sanford Street	Ground flr office	560	£17.86	£10,000
Total		2,038		£47,500

3.10 We have not been provided with the tenancy schedule for these units but Strettons refer to this and existing rents of £20,000 pa in respect of 192-194 Trundleys Road and £10,000 at 1 Sanford Street. We have not been provided with the existing rental schedule but would comment that the best evidence for rental values are the subject units themselves.

3.11 Strettons has applied the existing rents at the two properties which have informed the applied rents at the two other units. From our knowledge of the market we consider the rents adopted to be reasonable. A yield of 8% has been applied to arrive at a capital value of £595,000 before allowing for purchaser costs. Strettons has then assumed a nominal refurbishment (£50,000) to upgrade the condition required by an incoming tenant to arrive at an assumed value of £545,000. We do not take issue with the value adopted in respect of the shop units.

Storage Yard

3.12 The subject property also includes 13,810 sq ft of open storage land. Strettons has not provided any comparable evidence to inform the applied value of the open storage land. They have adopted a capital value rate of £67psf to arrive at a value of £930,000.

3.13 In order to verify the assumed value for the open storage land we have had regard to the following rental evidence;

3.14 Land at Western Road, Mitcham – 4.14 acres of open storage land is currently being marketed (April 2018) on behalf of National Grid. We have been advised the site has an asking price per acre of £130,000, which equates to £2.98psf.

3.15 Thorney Mill Road – the site occupies a prominent location on Thorney Mill Road which links West Drayton to the east and Langley/Slough to the west, and provides access to both Junctions 4 & 5 of the M4 motorway, and in turn to Junction 15 of the M25 motorway – Various plots are available at an asking price equating to £2.75psf.

- 3.16 Penfold Trading Estate, Watford – in January 2017 Unit A Penfold Trading Estate, Imperial Way, which comprised a building of 7,424 sq ft with its own yard and car parking was let at a rent of £84,000 pa. The agreed letting reflects a rent of £10.30psf for the industrial unit and £3.00psf for the self-contained yard.
- 3.17 Armada Way, Beckton – Approximately 1.5 acres let in January 2015 for a rent equating to £1.84psf. The rent was restrained due to the 12 month rolling lease offered by the landlord.
- 3.18 Oliver Road, Thurrock – 3.63 acres let in December 2015 at £280,000 (£1.77psf). The rent was depressed due to the short two year secure term offered.
- 3.19 Endeavour Way, Croydon – 3 acre site currently quoted at £3.50psf. We understand this site was restricted to waste transfer / recycling use but longer term lets offered.
- 3.20 Industrial agents report a strong market for open storage land with rental increases over the last year. The majority of open storage sites are let on restricted timescales due to preferences to redevelop if planning can be obtained and this tends to drive a premium for longer term lets, where available.
- 3.21 Based on the above and discussions with agents we would expect the site to achieve approximately £3.50psf given its scale and on the assumption of a reasonable lease term, which is at the upper end of the evidence above. We have capitalised the assumed rent of £3.50psf at a yield of 7% and after allowing for purchaser costs arrive at a value of £650,000. This represents a reduction of £280,000 when compared to the position adopted by Strettons.

Residential

- 3.22 The subject site also comprises 6 x residential flats which have been valued using the investment method. Strettons have therefore applied the following rents which have been capitalised at a yield of 7.5%.

Unit	Description	Rent
192-194 Trundleys Road	Two bed flat	£1,200
196a Trundleys Road	Two bed flat	£775
198 Trundleys Road	One bed flat	£900
198 Trundleys Road	One bed flat	£900
1 Sanford Street	Two bed flat	£1,200
3-9 Sanford Street	One bed flat	£900

Total		£5,875
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3.23 We do not take issue with the approach adopted by TM and have therefore considered the rental market in the immediate locality. We also note that the units are in a basic condition. In respect of two bedroom units we would comment that good quality purpose built residential units are achieving in the region of £1,300pcm and one bedroom units around £1,100pcm. The applied rental values reflect a discount to these levels and on the assumption that the units are in a reasonable condition we consider the applied rents to reflect this.

3.24 Strettons has applied a yield of 7.5% to arrive at a value of £940,000 for the flats. Again we do not take issue with this assumption.

Summary

3.25 Reflecting our own assumptions in regard to the existing units we arrive at the following value;

Property	Description/Use	Gross Internal Area (sq ft)	Value
Warehouses			
164-178 Trundleys Road	Vehicle servicing and repair (workshop & office)	7,147	£2,200,000 (£155psf)
180-188 Trundleys Road	Workshop and external storage	3,638	
190 Trundleys Road	Vehicle testing	3,423	
Shops & Cafes			
192-194 Trundleys Road	Vacant café and premises	635	£545,000
196 Trundleys Road	Vacant shop	298	
1 Sanford Street	Vacant shop	545	
3-9 Sanford Street	Ground floor office	560	
Storage Land			
Land Rear of 3-9 Sanford Street	Storage land	13,810	£650,000
Residential			
192-194 Trundleys Road	2 bed flat	£1,200pcm	£940,000
196a Trundleys Road	2 bed flat	£775pcm	
198 Trundleys Road	2 x 1 bed flats	£900pcm x 2	

1 Sanford Street	2 bed flat	£1,200pcm	
3-9 Sanford Street	1 bed flat	£900pcm	
Total			£4,335,000

3.26 Adopting our own assumptions in regard to the existing units we arrive at an EUV of £4,335,000 which represents a reduction of £280,000.

Premium

3.27 We have not been provided with an existing tenancy schedule but are aware that a number of the units are currently vacant. We understand that all unexpired leases on the site have a clause which allows the landlord to break the lease at any time with 6 months' notice. TM has adopted a premium of 20% to incentivise the landowner to release the land for development.

3.28 Given that nature of the existing stock and the number of vacancies we have adopted a lower premium (10%) to reflect the standard of accommodation and security of the existing revenue stream. We consider this to be a suitable incentive for the landowner to release the land for development.

3.29 Based on our EUV calculation and reflecting a premium of 10%, we arrive at a BLV of £4,768,500. This figure compares with TM's BLV of £5,854,500 which reflects a difference of £1,086,000.

3.30 Accordingly for the purposes of our own modelling we have adopted a Benchmark Land Value of £4,768,500.

4 ASSESSMENT OF APPLICATION SCHEME INPUTS

4.1 The following section critically reviews the proposed scheme and the assumptions adopted in the applicant's FVA.

Residential Value Assumptions

4.2 The proposed scheme includes a total of 189 residential units including an affordable provision of 33% (by unit). The remaining 126 private residential units comprise 61 x one bed units, 53 x two bed units and 12 x three bed units.

4.3 TM has included a unit pricing schedule for the private units provided by Dexter's in their FVA which derives an average capital value rate of £627psf. No further comparable evidence has been provided by TM other than to refer to three schemes within the borough to demonstrate the range of values in the locality. We summarise the applied private values in the below table;

Beds	No. of Units	Average Area (sq ft)	Average £/psf	Average Unit Value
1	61	558	£663	£370,082
2	53	837	£609	£509,906
3	12	915	£587	£537,500
Total	126			

Residential Market Overview

4.4 The continued appetite for residential property is up against the continuing shortage of new housing stock in the UK. This has been especially evident in the South East and London, where both the fundamental lack of supply of new homes and a lack of existing stock on the market have combined to deliver strong annual growth in prices in some areas.

4.5 The Land Registry House Price Index (HPI) reported in April 2018 that the annual rate of growth of house prices in the England was 3.7%, and the monthly rate of change was 1.1%. The average house price in England was £243,639 at April 2018.

4.6 Lewisham experienced solid growth in the year to April 2018 at 3.3% when compared with the London average of 2.4%. Average house prices in the area as at April 2018 were £419,901 which was in line with the London average of £484,584.

- 4.7 Nationwide's June 2018 press release reports that house prices increased by a modest 0.5% month on month from May. This latest release means house prices in year to date rose overall by 2%. They comment note that "*Annual house price growth fell to its slowest pace for five years in June. However, at 2% this was only modestly below the 2.4% recorded the previous month. "Indeed, annual house price growth has been confined to a fairly narrow range of c2-3% over the past 12 months, suggesting little change in the balance between demand and supply in the market over that period"*.
- 4.8 As referred to above, the proposed scheme includes 90 x one bedroom units, 72 x two bedroom units and 27 x three bedroom units with a 33% provision of on-site affordable units, amounting to a total of 63 units split 63/37 in favour of Social Rent and Shared Ownership tenures. Dexter's has provided a schedule of private values for the proposed units with a value range from £335,000 to £575,000 deriving an average capital value rate of £627psf.
- 4.9 Lewisham has seen extensive new build residential development in recent years and TM has referred to a range of evidence, notably The Timberyard, The Station House and Tanners Hill to demonstrate the range of values in the borough. We provide commentary of these developments below;
- 4.10 Tanners Hill – SE8 4QD - is situated 1.1 miles south east of the subject scheme in close proximity to St Johns overground station. The development was completed in Q3 2016 and was originally intended to provide 43 private units, however the tenure switched in Q2 2016 with all 43 units delivered as 100% affordable. Subsequently the development was sold off to Clarion Housing Group and Notting Hill Genesis, as such, we do not consider the units to be comparable to the subject private units.
- 4.11 The Station House – (The Deptford Project) – SE8 4LW - is located next to Deptford overground station and situated 0.9 miles south east from the subject site, the Deptford Project is a mixed-use scheme comprising 121 residential units and commercial workshop units. Developed by the U+I Group, the scheme sold out during Q3 2017 having completed in Q3 2016. According to Moliar, the average price list showed Studios priced at £295,000, 2 beds at £525,000 and 3 bed townhouses at £750,000. This produced an average £/psf of £657psf.
- 4.12 The Timberyard (The Wharves) – SE8 3QS - is situated 0.7 miles north east of the subject scheme and is in close proximity to Pepys Park which overlooks the Thames. Developed by Lendlease, the scheme is currently under construction on the first 173 private units within 'Cedarwood Square', with a likely completion date due for the end of 2019. The mixed-used scheme was granted permission in March 2016 to provide 1,132 residential units including 943 private units and various commercial accommodation. The current price list for Cedarwood Square shows 2 beds from £585,000 and 3

beds from £775,000, producing an average capital value rate of £770psf. To reiterate the sentiment drawn within the Turner Morum report, we are of the opinion The Timberyard scheme due to its large offering and superior location is superior to the subject scheme which is reflected in the above pricing.

4.13 In order to verify the pricing schedule provided by Dexters, we have also undertaken our own assessment of the market and detail relevant comparable evidence below;

4.14 Kent Wharf, SE8 3DZ - is situated circa 1.1 miles to the south east of Trundleys Road adjacent to Deptford Creek and comprises 143 residential units and commercial space. Developed by Bellway Homes and having sold out in Q4 2017, the scheme completed at the end of Q2 2018. The latest pricelist (Q4 2017) showed 1 beds from £369,995, 2 beds from £494,995 and 3 beds from £584,995 and produced an average of £670psf. We detail some of the most recent OTM prices for the scheme;

Plot	Floor	Beds	Size	Price	Price (£ psf)
B01	3	920	£644,995	£701	Sept -2017
B11	2	786	£549,995	£700	Sept -2017
CO4	3	931	£639,995	£687	Sept -2017
CO8	2	1039	£659,995	£635	Sept -2017
CO9	2	1017	£659,995	£649	Sept -2017
C10	2	1028	£659,995	£642	Sept -2017
			£635,828	£669	

4.15 Greenland Place (Cannon Wharf), SE8 5RT - is situated 0.6 miles north east of the subject scheme, comprising 679 residential units and commercial space. Having completed and fully sold out by Q3 2017 reflecting an average capital value rate of £760psf.

Summary and Conclusions

4.16 We would concur with TM that there is a broad range of pricing in LB Lewisham with pricing being sensitive to a number of factors. Having considered the evidence detailed above and in addition to our experience reviewing FVA's on behalf of the Council in this locality we do not take issue with the pricing of the 1 bedroom units. However, we consider the two and three bedroom units producing a projected blended capital value rate of £609psf and £587psf to be lower than expected. In the case of the two bedroom units, despite the larger than usual average size, there is evidence of oversized two bedroom units selling for well in excess of £609psf nearby. Reflecting the characteristics of the scheme we consider an average blended capital value rate of £630psf and £600psf should be achievable in the case of the two and three bedroom units at the subject scheme.

4.17 For the purposes of our modelling we have adopted the following blended values;

Beds	No. of Units	Average Area (sq ft)	Average £/psf	Average Unit Value
1	61	558	£663	£370,082
2	53	837	£630	£527,310
3	12	915	£600	£549,000
Total	126			

4.18 The TM pricing for the private units produced a GDV of £56,050,000. Reflecting our adjustments in respect of the two and three bedroom units we arrive at a private GDV of £57,101,640 (£639psf). This represents a difference of £1,051,640 i.e. 1.9%.

Affordable Housing

4.19 The proposed development includes 40 x social rented units and 23 x shared ownership units. In the case of the social rented units TM has valued these at a blended rate of £263psf and the shared ownership units at £411psf.

4.20 We would comment that where on-site provision is required, an application should be accompanied by evidence of meaningful discussions with a Registered Provider which have informed the proposed tenure, size of units and design to address local priorities and explored funding opportunities. Ultimately the value an RP will be willing to pay for product will in part be informed by their own business model and needs. Recently GL Hearn have seen some aggressive bidding by RP's in excess of the levels indicated above and in lower value areas based on the same affordability criteria.

4.21 In respect of the subject site we would expect units to attract significant interest from RP's. In our experience it would be unusual for RP's not to have been approached to inform the potential values which could be achieved given the location and scale of development proposed. In the first instance GL Hearn's Affordable Housing team considers the social rented values to be reasonable but is of the opinion that the shared ownership units have been undervalued based on what they are seeing in the market.

4.22 For the purpose of our initial modelling we have adopted the social rented values provided by TM but adjusted the shared ownership units upwards to £450psf.

Residential Ground Rents

4.23 TM has not included any value for ground rental income or indeed provided any commentary around ground rents. This is not entirely surprising given that on 21st December 2017; the Communities Secretary announced a Government proposal to introduce legislation to ensure that ground rents on new long leases of flats and houses are set at zero. While the legislation has yet to be passed, we gather that the proposal has all-Party support and whilst there is no timetable for the proposed legislation, we consider it prudent to assume that the proposal will become law in the relatively short term.

4.24 For the purposes of our modelling we have mirrored this approach and have not reflected any value attached to the ground rents.

Commercial Value Assumptions

4.25 The proposed development includes 19,763 sq ft of commercial accommodation (Use Class B2/B1c). The proposed scheme also comprises a total yard space of 13,617 sq ft. We are informed that the units will have a minimum ceiling height of 3m on all floors, exposed concrete floors and ceilings. We detail the proposed accommodation in the table below;

Unit	Floor	GIA (sq m)	GIA (sq ft)
A	Ground	262	2,820
B	Ground	396	4,263
B	Mezzanine	365	3,929
C	Ground	353	3,800
C	Mezzanine	111	1,195
D	Ground	275	2,960
D	Mezzanine	74	797
		1,836	19,763

4.26 Strettons has valued the proposed accommodation and applied a rent of £15psf to the ground floor accommodation and £10psf to the mezzanine floor levels which have been capitalised at a yield of 7% in order to arrive at a capital value of £3,550,000 which reflects a blended capital value rate of £180psf.

- 4.27 Strettons has supplied comparable evidence informing their rental and yield assumptions and has also provided a number of freehold sales. Before commenting on the appropriateness of these assumptions we would comment that the existing dated warehouse accommodation at 164-178 Trundleys Road, 180-188 Trundleys Road and 190 Trundleys Road was valued by Strettons at £2,200,000 reflecting a capital value rate equating to £155psf after the application of £12.50psf which was capitalised at a yield of 7.5%. This is compared to the £180psf applied to the proposed new build accommodation.
- 4.28 We would further comment that the freehold sales and yield evidence is somewhat historic. Of the 5 freehold sales comparables highlighted in south-east London, three of these are especially dated with sales dating back to August 2010, March 2012 and May 2014. We have therefore disregarded these comparables given the context of the industrial market with increased demand for new build accommodation in particular and subsequent value growth in recent times. We have attached more weight to the sales of Unit 6, Glengall Business Centre, which was sold in November 2016 reflecting a capital value rate of £187psf and Units 1-4, 62 Hatcham Road, which is situated 0.8 miles to the west of the subject site and was sold in June 2016 for a value equating to £296psf. The units comprised 9,278 sq ft split into 4 separate units and at the time of sale were all occupied by tenants. Given the characteristics and location of this comparable we consider it to provide good evidence to inform the value of the proposed units.
- 4.29 In respect to the yield evidence provided, these are also particularly historic with the most recent sale more than two years ago and the earliest completing in March 2014.
- 4.30 Having reviewed the evidence we consider there should be a much greater gap between the value of the existing dated warehouse accommodation and the new build superior quality commercial floor space. From our own knowledge of the market we consider a yield no greater than 6% should be applied to the ERV.
- 4.31 For the purposes of our modelling we have adopted a yield of 6% to the proposed commercial accommodation which arrives at a capital value of £210psf after purchaser costs have been deducted.

Cost Assumptions

Build Costs

- 4.32 A Budget Cost Estimate was prepared by Randall Simmonds LLP to inform the viability assessment. GL Hearn has sub instructed quantity surveyors Johnson Associates (JA) to review this on behalf of

the Council. The cost estimate for the proposed scheme assumes a total build cost of £52,720,000 inclusive of abnormal costs. For ease of reference a summary of costs for the proposed scheme is set out in the table below:-

Summary of costs	Proposed £ (% of Total Costs)
Enabling Works	£390,000
Basement Works	£3,610,000
Building Works	£37,570,000
External Works (on-site)	£890,000
External Works (off-site)	£70,000
Drainage	£400,000
Utilities	£970,000
Build Preliminaries	£5,550,000
Logistics Management	£250,000
Works Insurance	£400,000
Network Rail Costs	£150,000
Design Contingency (5%)	£2,470,000
Total Cost	£52,720,000

4.33 A line by line review of the Applicant's cost plan has been undertaken by Johnson Associates, which can be found at Appendix A.

4.34 This concludes that the costplan presented by the applicant is somewhat excessive and that the original development proposals should be deliverable at a price of £52,120,000. This represents an overall reduction in the order of £600,000, i.e. approximately 1.1%.

4.35 Accordingly, in our own appraisal we have adopted the reduced Johnson Associates total build cost figure of £52,120,000 inclusive of abnormal costs and contingency.

Professional Fees

4.36 TM has assumed professional fees of 10% of construction costs equating to a total cost of £5,183,869. We consider this allowance to be acceptable and appropriate owing to the characteristics of the site.

Marketing and Transactional fees

4.37 The following allowances have been made in TM's development appraisal;

- Marketing, Sales Agent & Legal Fees - 3% (Private Residential)
- Sales Legal Fee - 0.5% (Affordable Residential)
- Marketing, Sales Agent & Legal Fees - 2% (Commercial)

4.38 For the purpose of our modelling we have adopted the fee allowances detailed above as per the TM appraisal.

Contingency

4.39 A contingency allowance of 5% has been included within the Randall Simmonds cost plan which we do not take issue with.

Finance Costs

4.40 Finance costs have been assumed at 6.5% debit rate.

4.41 We would comment that typically Applicants / developers are adopting finance rates ranging from 6-7%, which provides a good indication of current market levels. We consider the allowance adopted to be reasonable and have reflected in our modelling.

CIL

4.42 Within the proposed scheme TM has made the following allowances in respect of CIL;

- Local - £1,101,022
- Mayoral - £463,061
- Total - £1,564,083

4.43 We have been provided with the workings for the CIL calculations in Appendix 4 of the report. We would comment it appears the existing space has not been used to off-set CIL payments despite the Strettons report stating that a number of the units currently being in occupation.

4.44 We would therefore recommend that that the above calculations are verified by the Council's CIL Officer. For the purposes of our initial modelling we have adopted the same CIL allowance as TM.

Developer's Profit

- 4.45 The appropriate level of developer profit will vary from scheme to scheme. Developer's profit margin is determined by a range of factors including property market conditions, individual characteristics of the scheme, comparable schemes and the development's risk profile.
- 4.46 Having under taken a number of reviews for the Council we would typically expect a profit margin ranging from 17.5% - 20% on GDV for the private units, 15% on GDV the commercial uses and 6% on GDV in respect of the affordable units. TM has adopted these levels and the upper end of range in respect of the private units which produces a blended profit margin of 17.1%.
- 4.47 In light of the site's characteristics, we have adopted the same profit assumptions as the Applicant in this case.

Summary Table

4.48 The table below provides a summary of the above analysis highlighting any areas of difference, which will form the basis of our sensitivity testing in the following section.

Assumption	Turner Morum Assumptions	GLH Figure (Where Different)	Comments
Sales and Revenue			
Average Private Residential Sales Value	£627psf	£639psf	We consider the values have been understated
Affordable Sales Value	Social Rent - £263psf Shared Ownership - £411psf	Shared Ownership - £450psf	We consider the Shared Ownership values to be lower than expected
Commercial	£180psf	£210psf	We consider the value of the new build accommodation has been understated by Strettons.
Development Costs			
Construction Costs	£52,720,000	£52,120,000	See Appendix A for the Build Cost Review
Contingency	5% (included in construction costs)	-	
Professional Fees	10%	-	
Sales Costs	Private Residential - 3% (Marketing, Sales Agent & Legal) Affordable - 0.5% (Sales Legal) Commercial - 2% (Marketing, Sales Agent & Legal)	- - -	
S106 CIL	nil £1,564,083	-	We have adopted the S106 & CIL amounts assumed by the Applicant but recommend this is reviewed by the Council
Interest / Finance Costs	6.5% debit	-	
Developers Profit	20% on GDV (Private) 6% on GDV (Affordable) 15% on GDV (Commercial)	-	

Benchmark Land Value	£5,854,500	£4,768,500	We are of the opinion a lower BLV should be assumed.
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5 INITIAL FINANCIAL APPRAISALS & CONCLUSIONS

- 5.1 Where our own market research has indicated that the inputs used have not been fully justified we have sought to illustrate the potential impact on scheme viability. In this respect we have undertaken sensitivity analysis producing a number of residual appraisals using Argus Developer, which is a leading industry-standard development appraisal package commonly used by developers and agents to assess development viability.
- 5.2 Although this analysis does not constitute formal valuations under the provisions of the RICS Valuation Standards ('Red Book') it does provide robust evidence to inform the Council's decision making process in respect of the applicants planning application.
- 5.3 In this instance we have sought to copy the TM in-house appraisal to ensure the model is consistent with TM before conducting our own sensitivity analysis. We have therefore re-created the TM appraisal in Argus and arrive at a residual land value of -£3,419,772. This represents a difference of approximately £240,000. This is largely due to finance costs attributed to the timing of their BLV within the cashflow. We consider this to be close enough to the TM model and have adopted this as our base position in which to conduct our own sensitivity analysis.
- 5.4 As has been highlighted in the summary table in the previous section we are not in disagreement with a large number of the assumptions adopted. However there are a several inputs where we believe the assumptions to be overstated and have applied our own assumptions which we consider is more reflective of the market.
- 5.5 Given the above we have undertaken sensitivity analysis making adjustments to;
- Benchmark Land Value
 - Private Residential Sales Values
 - Shared Ownership Values
 - New build commercial accommodation
 - Build Costs
- 5.6 In addition to the above, as previously stated, we would request that the CIL payments are verified by the Council.

Initial Summary & Conclusions

- 5.7 TM has concluded that the current provision of affordable housing (33%) produces a scheme deficit of -£9,515,635 when adopting their own inputs in regard to the proposed scheme and Benchmark Land Value.
- 5.8 We have undertaken a new appraisal which retains the applicant's assumptions other than where we have highlighted above that we consider they understate viability. If we maintain the currently proposed scheme, this delivers a residual land value of -£829,662.
- 5.9 When this is compared against our view of the sites benchmark land value (reflecting a landowner's premium which equates to £4,768,500) there remains an overall project deficit of £-5,598,162.
- 5.10 Whilst our own assumptions indicate that TM has overstated the negative viability position, the current scheme still remains in deficit and we would concur with TM's conclusion that the scheme is unable to provide further on-site affordable housing.

Appendix A

Build Cost Review

Appendix B

Financial Appraisal

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164-196 Trundleys Road Financial Viability Review

LB Lewisham

164-196 Trundleys Road
Deptford
London
SE8 5JE

March 2021

Prepared by

GL Hearn

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Confidential

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A handwritten signature in black ink, appearing to read "D. J. ...".

Quality Standards Control

The signatories below verify that this document has been prepared in accordance with our quality control requirements. These procedures do not affect the content and views expressed by the originator.

This document must only be treated as a draft unless it has been signed by the originators and approved by a Business or Associate Director.

DATE

12 March 2021

ORIGINATORS

Oliver Dawson
Associate Director



APPROVED

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Director



Limitations

This document has been prepared for the stated objective and should not be used for any other purpose without the prior written authority of GL Hearn; we accept no responsibility or liability for the consequences of this document being used for a purpose other than for which it was commissioned.

1 EXECUTIVE SUMMARY

Instruction

- 1.1 GL Hearn is instructed by LB Lewisham to undertake a due diligence review of a Financial Viability Assessment (FVA) submitted in support of a planning application (None) submitted for a development at 164-196 Trundleys Road, Deptford, London, SE8 5JE.

Applicant Offer

- 1.2 The applicant has concluded that:

“35% affordable housing scenario that I have modelled shows a deficit. My recommendation in these instances would be for the scheme’s affordable housing/S.106 contributions to be reduced until the break-even position is reached... However, following discussions with the applicant I understand they have arrived at a ‘commercial decision’ to proceed with the scheme providing 35% affordable housing (63 units) with a policy compliant tenure split.”

- 1.3 At present the applicant’s offer consists of the following planning obligation items:

- Combined CIL: c.£2.443m
- S106/278 Contributions: £0.500m
- Affordable Housing: 35% on-site, reflecting a policy compliant tenure mix

Summary Inputs

- 1.4 The following table summarises the key inputs and assumptions adopted by the applicant:

Table 1: Inputs Summary

Input	Applicant Assumption	Agreed Y / N
Residential Floor Area	135,007 ft ² NSA	-
Commercial Floor Area	23,900 ft ² GIA	-
Market Residential Value	£59.240m (£687.69/ ft ²)	-
Affordable Residential Value	£15.568m (£318.60/ ft ²)	-
Residential Disposal Costs	3% of GDV	
Commercial Capital Value	£3.855m (£161.31/ ft ²)	-
Construction Cost	£53.383m	N

Professional Fees	8% of Build Cost	-
Developer's Return	£13.360m (17.0% on GDV)	N
Finance Rate	6.5%	Y
Existing Use Value	£4.600m	N
Benchmark Site Value	£4.600m	N

Information Requests

- 1.5 A due diligence review of inputs and assumptions against relevant planning policy, guidance, and RICS valuation best practice has identified a number of differing conclusions in respect of:
- Residential sales values
 - Construction costs
 - Benchmark Site Value
- 1.6 At present we understand no affordable housing review mechanism has been provided for, which as a minimum we advise be explored.

Conclusions

- 1.7 Following our review of key inputs the following sensitivity analysis reveals a range of proposed scheme land value, with our opinion presented below:

Table 2: Proposed Scheme 35% Affordable Land Value Sensitivity Analysis

		Sales Values				
		-5%	-2.5%	0%	2.5%	5%
Construction Costs	-5%	-£0.665m	£0.396m	£1.431m	£2.467m	£3.503m
	-2.5%	-£1.467m	£0.389m	£0.662m	£1.698m	£2.734m
	0%	-£2.272m	-£1.189m	-£0.113m	£0.929m	£1.964m
	2.5%	-£3.078m	-£1.992m	-£0.911m	£0.160m	£1.195m
	5%	-£3.884m	-£2.798m	-£1.713m	-£0.634m	£0.426m

Source: GL Hearn

2 INTRODUCTION

Purpose of Report

- 2.1 This statement has been prepared by GL Hearn on behalf of LB Lewisham in connection with planning application DC/18/106941 submitted for a site at 164-196 Trundleys Road, Deptford, London, SE8 5JE.
- 2.2 The purpose of this report is to provide an independent due diligence review of the applicant's submitted evidence base to establish:
- What level of planning contributions are considered financially viable; and
 - The impact, if required, of grant and external funding.
- 2.3 Financial viability is material in the consideration of planning applications. The cumulative impact of planning policies on the cost of development should not undermine the delivery of the Statutory Development Plan.
- 2.4 Plans are expected to be aspirational and set out developer contributions, including:
- Affordable housing and/or workspace expectations;
 - Infrastructure requirements; and
 - Design standards.

Planning Policy Context

- 2.5 The National Planning Policy Framework (NPPF) and Planning Policy Guidance (PPG), along with regional and local plan policies, provide the framework within which the development proposals are embedded.
- 2.6 The NPPF is the key policy document against which financial viability should be considered, in the context of promoting sustainable development:

“Where up-to-date policies have set out the contributions expected from development, planning applications that fully comply with them should be assumed to be viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage. The weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case, including whether the plan and the viability evidence underpinning it is up to date, and any change in site circumstances since the plan was brought into force. All viability assessments, including any undertaken at

the plan-making stage, should reflect the recommended approach in national planning guidance, including standardised inputs, and should be made publicly available”.¹

2.7 Local Planning Authorities (LPAs) are responsible for assessing housing need, including affordable housing tenure requirements:

“Where a need for affordable housing is identified, planning policies should specify the type of affordable housing required, and expect it to be met on-site unless:

- Off-site provision or an appropriate financial contribution in lieu can be robustly justified; and*
- The agreed approach contributes to the objective of creating mixed and balanced communities”.²*

2.8 PPG emphasises the requirement for transparent and robust assessments:

“Where a viability assessment is submitted to accompany a planning application this should be based upon and refer back to the viability assessment that informed the plan; and the applicant should provide evidence of what has changed since then.

The weight to be given to a viability assessment is a matter of the decision maker, having regard to all the circumstances in the case including whether the plan and viability evidence underpinning the plan is up to date, and site circumstances including any changes since the plan was brought into force, and the transparency of assumptions behind evidence submitted as part of the viability assessment”.³

2.9 The London Plan sets out further requirements and considerations when considering schemes at a development management level:

“A The maximum reasonable amount of affordable housing should be sought when negotiating on individual private residential and mixed use schemes, having regard to;

current and future requirements for affordable housing at local and regional levels identified in line with Policies 3.8 3.10 and 3.11 and having particular regard to the guidance provided by the Mayor through the London Housing Strategy, supplementary guidance and the London plan Annual Monitoring Report (see paragraph 3.68);

- affordable housing targets adopted in line with Policy 3.11,*
- the need to encourage rather than restrain residential development (Policy 3.3),*
- the need to promote mixed and balanced communities (Policy 3.9),*

¹ National Planning Policy Framework paragraph 57 p.16 2019-02

² National Planning Policy Framework paragraph 62 p.17 2019-02

³ Planning Practice Guidance paragraph 008 p.5 2019-11-01

- *the size and type of affordable housing needed in particular locations,*
- *the special circumstances of individual sites,*
- *resources available to fund affordable housing, to maximise affordable housing output and the investment criteria set by the mayor,*
- *the priority to be accorded to provision of affordable family housing in policies 3.8 and 3.11.*

B Negotiations on sites should take account of their individual circumstances including development viability, the availability of public subsidy, the implications of phased development including provisions for reappraising the viability of scheme prior to implementation ('contingent obligations'), and other scheme requirements.

C Affordable housing should normally be provided on-site. In exceptional cases where it can be demonstrated robustly that this is not appropriate in terms of the policies in this Plan, it may be provided off-site. A cash in lieu contribution should only be accepted where this would have demonstrable benefits in furthering the affordable housing where this would have demonstrable benefits in furthering the affordable housing and other policies in this Plan and should be ring-fenced and, if appropriate, pooled to secure additional affordable housing either on identified sites elsewhere or as part of an agreed programme for provision of affordable housing.”⁴

2.10 Local Plan Policy 1 outlines the LPA’s aspirations in respect of affordable housing delivery, stating that:

“The Council will seek the maximum provision of affordable housing with a strategic target for 50% affordable housing from all sources. This would equate to approximately 9,082 net new dwellings between 2010/11 and 2025/26...contributions to affordable housing should be sought on sites capable of providing 10 or more dwellings. The starting point for negotiations will be a contribution of 50% affordable housing on qualifying sites across the borough. This would be subject to a financial viability assessment. To ensure a mixed tenure and promote mixed and balanced communities, the affordable housing component is to be provided as 70% social rented and 30% intermediate housing”.

2.11 Under local policy we understand the proposal should aim to provide 50% affordable housing, and affordable provision should, by habitable room, comprise the following tenure mix:

- Affordable / Social rent; and
- LLR / LAR; and

⁴ Policy 3.12 Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes. Paragraph 3.69 p.122 The London Plan: The Spatial Development Strategy for London Consolidated with Alterations Since 2011 Greater London Authority. March 2016.

- LSO.

2.12 A suite of documents was validated with the application in 2018, over 2 years ago. As such the adopted valuation date in this instance is the date of the updated FVA, and this forms the evidence base that is the subject of this due diligence review.

Table 3: Initial Information

Item	Author	Publication Date	Received Date
Financial Viability Assessment	Turner Morum	02/2021	26/02/2021

2.13 FVAs are required to be sufficiently detailed so that evidence and reasoning in support of key inputs and assumptions is clear and proportionate. In seeking any departures from relevant planning policies, the onus lies with the applicant to sufficiently evidence and justify their position in line with prevailing valuation best practice and other relevant guidance.

Professional Statement

2.14 This report has been prepared in accordance with the requirements of the RICS Valuation-Global Standards 2017 and UK National Supplement (incorporating the International Valuation Standards 2017), referred to as the Red Book.

2.15 Advice given by RICS members is subject to the requirements of the Red Book; under Practice Statement 1 paragraph 5.4 of the Red Book the advice given in this report is exempt from the mandatory requirements of VPS1-5, does not represent a formal valuation, and should not be relied upon as such.

2.16 Costs and values change over time and the advice contained herein remains valid for 3 months from the appropriate Valuation Date, to be taken as the date of the report unless otherwise stated.

2.17 It is confirmed that in preparing this report and providing advice to the Client no fee payable is based upon a contingent or performance related basis.

3 METHODOLOGY

Financial Viability in Planning

3.1 Methods and best practice for the valuation of land and property lie in various Professional Statements, Guidance Notes, and Information Papers published by the Royal Institution of Chartered Surveyors (RICS), including but not limited to:

- RICS Valuation – Global Standards (2017)
- RICS Financial Viability in Planning Conduct and Reporting (2019)
- RICS Viability in Planning Guidance Note (2012)
- RICS Valuation of Land for Affordable Housing Guidance Note (2016)

3.2 There are two recognised methods used in the valuation of development assets, both of which are relevant to the assessment of financial viability in planning.

3.3 The Comparable Method relies upon the analysis of comparable market transactions, whilst the Residual Method takes the assumed value of a completed scheme and deducts costs of development (including a profit-margin to a notional developer) to estimate the value of the land.

In practice both valuation methods should be used, with the comparable method providing a check against market conditions and sentiment.

3.4 The degree to which each should be relied upon depends upon site specific circumstances and the nature and complexity of the proposal being considered.

Benchmarking

3.5 There are two approaches to benchmarking that can be relied upon to assess site specific viability in a planning context;

- Site Value (where a market-adjusted developer's return is treated as a cost of development); and
- Developer's Return (where an appropriate site value is treated as a cost of development).

3.6 In adopting the Site Value approach, the Residual Land Value of the proposed scheme (assuming an appropriate market level of developer return as a cost of development) is compared to an appropriate Benchmark Land Value.

3.7 The Developer's Return approach adopts a fixed land value as a cost of development and compares a residual profit to an appropriate hurdle developer profit margin.

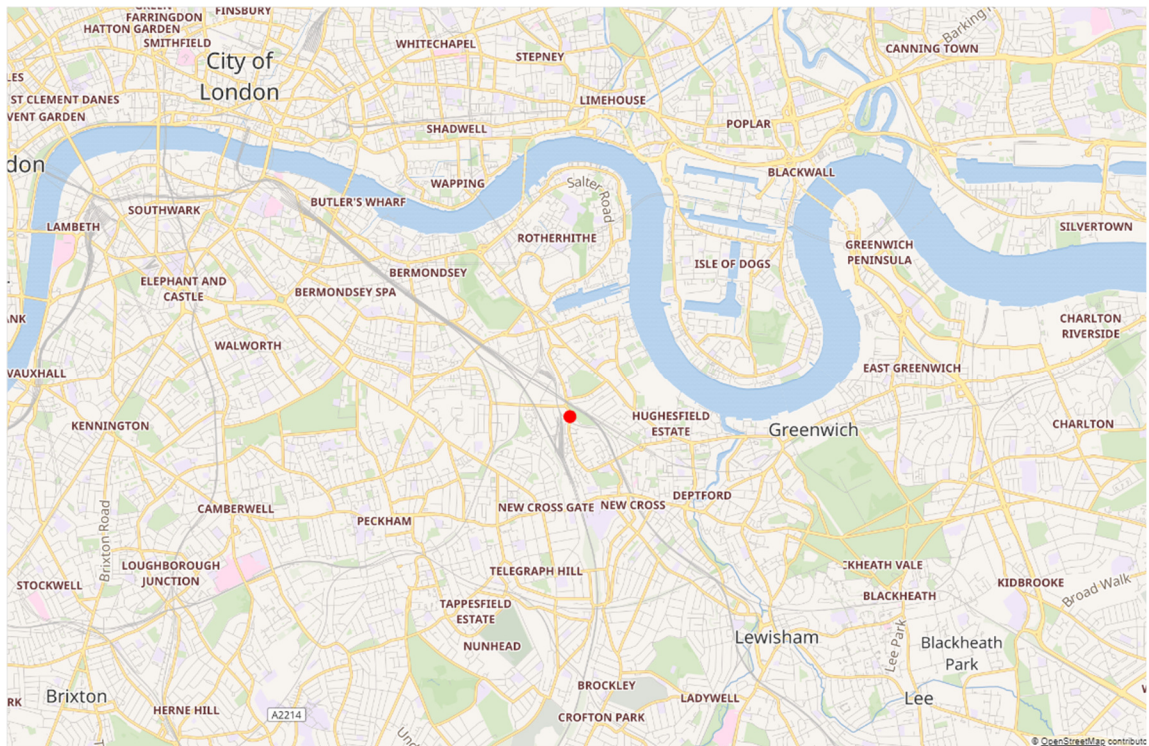
- 3.8 If the relevant metric (residual land value or hurdle profit margin) is greater than the benchmark, then the scheme can be considered viable at that level of total development costs. If less, then the scheme is unviable.
- 3.9 The subject assessment has been benchmarked on a Site Value basis.
- 3.10 Instances arise where the project programme of a proposal may span the usually anticipated development cycle, which may warrant the inclusion of projected cost and value assumptions. The subject FVA has been assessed on a present day basis.

4 PROPOSED DEVELOPMENT

Site Description

- 4.1 The site is understood to measure approximately 0.38 hectares (0.94 acres) and is located within the Evelyn ward of the LB Lewisham. The site currently provides a number of warehouse buildings, a service yard and terraced buildings comprising a number of former shops and residential flats.

Figure 1: Location Plan



- 4.2 The site is situated along the western side of Trundleys Road between two railway lines. The site is bordered by the B207 and Folkestone Gardens to the East, industrial units to the west and a scrap metal yard to the north
- 4.3 South Bermondsey Station is located 0.6 miles to the north west of the site and provides direct services to London Bridge to the north and Caterham to the south. Surrey Quays Overground Station is located 0.7 miles to the north of the site providing further transport links.
- 4.4 The site's PTAL rating is 1b.

Figure 2: Site Plan



- 4.5 Principal vehicular access is at present from Trundleys Road and surrounding land uses are predominantly industrial in character.
- 4.6 The brownfield site is currently occupied by a waste management business, MOT test centre, vehicle services and repair and a plant hire business. There are also a number of shops with apartments above.
- 4.7 Existing buildings are not understood to be listed and the site is not understood to fall within any conservation areas.
- 4.8 The subject assessment assumes the unencumbered freehold interest in the land is held free from any onerous restrictions on title. No independent searches on title have been undertaken as part of this review.

Development Description

- 4.9 The detailed planning application proposes the follow description of development:

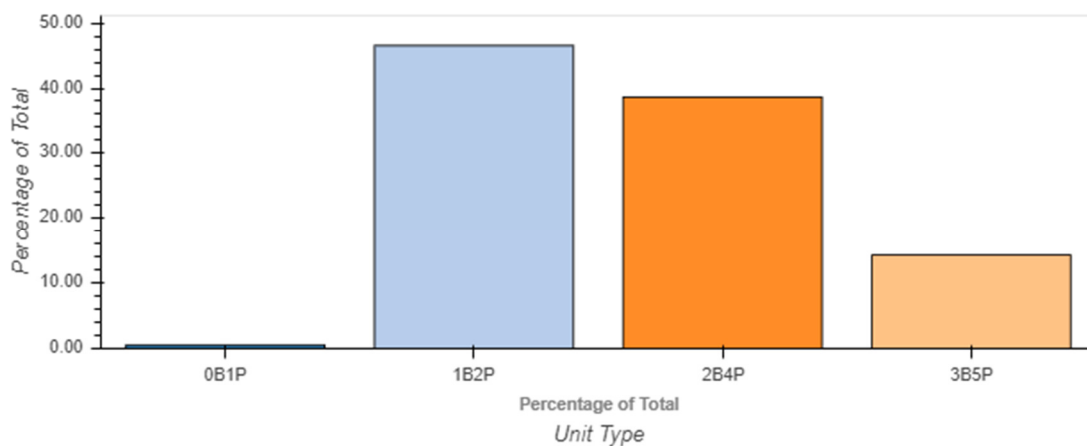
“Demolition of the existing buildings and construction of a basement, double height commercial plinth at ground floor and two buildings, one part 6, part 9 storeys and one of part 11, part 15 storeys to provide 2,220 sqm (GIA) of flexible commercial space (use classes

B1c/B2/B8) at ground and mezzanine floors with 189 residential dwellings above, together with provision of associated access and highway works, amenity areas, cycle, disabled and commercial car parking (within basement), and refuse/recycling stores at 164-196 Trundleys Road and 1-9 Sanford Street, SE8 5JE.”.

4.10 The proposed development scheme comprises 4 commercial units (B1c/B2/B8) and 189 residential units. The applicant is proposing to bring forward the site with 42 Affordable Rent Units and 24 Share Ownership units (35% affordable).

4.11 The proposal reflects a gross density of 497.4 units per hectare, and the following residential unit mix:

Figure 3: Proposed Residential Unit Mix



4.12 Affordable housing is being delivered largely within Block B of the proposal. A review of the previous scheme accommodation schedule and the updated appraisals suggest a number of relatively minor alterations to the scheme in terms of unit mix, as set out on the following table:

Table 4: Applicant Residential Value Summary

Unit Type	2018 Private	2018 Social Rent	2018 Shared Ownership	2021 Private	2021 Social Rent	2021 Shared Ownership
Studio				1		
1 bed flat	61	13	16	60	14	14
2 bed flat	53	12	7	50	13	10
3 bed flat	12	15		12	15	
Total	126	40	23	123	42	24

5 FINANCIAL VIABILITY

Gross Development Value

- 5.1 A Gross Development Value (GDV) for the proposed scheme has been established through reference to the following elements:

Table 5: Gross Development Value Summary

Use	Assumption
Market Residential	£61.043m
Affordable Residential	£17.304
Commercial	£5.289
Total	£78.347m

Residential Values

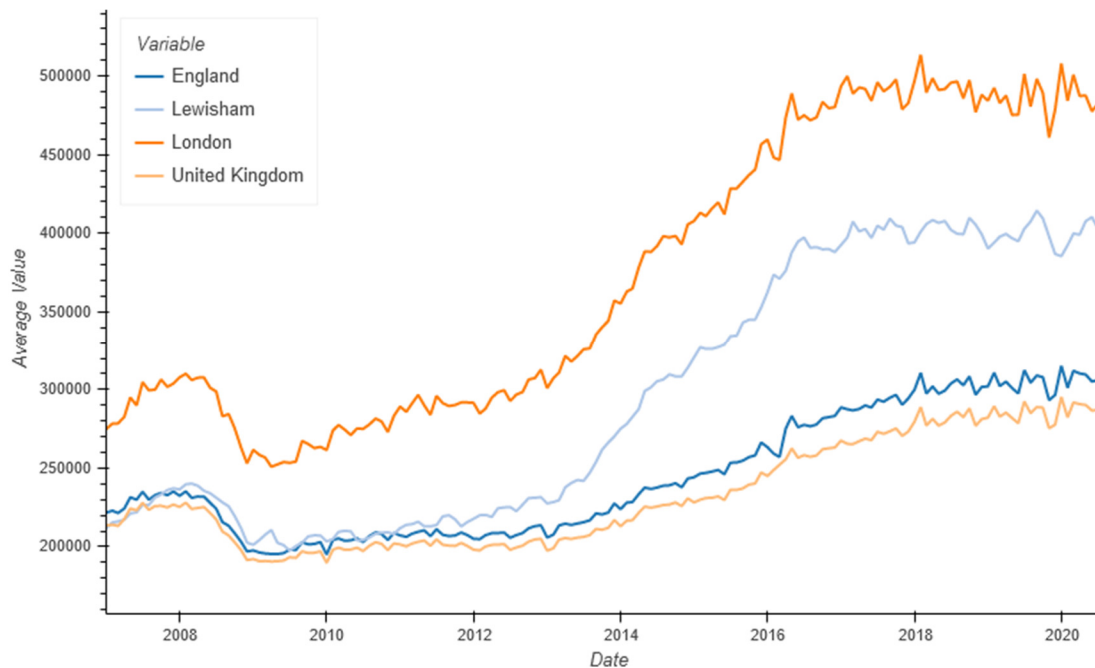
- 5.2 Market residential sales values have been assessed by Dexters in the form of a unit by unit pricing schedule. The schedule provided is in an illegible format and there is no supporting comparable evidence referenced within the submitted viability report of the agent's suite of evidence.
- 5.3 The applicant has adopted the following range of unit prices within their assessment:

Table 6: Applicant Residential Value Summary

Unit Type	Market Value		
	1 Bed	2 Bed	3 Bed
Count	61	53	12
Minimum	£340,000	£455,000	£510,000
Mean	£370,082	£509,906	£537,500
Maximum	£400,000	£575,000	£565,000

- 5.4 Given GL Hearn reviewed a previous iteration of the scheme in 2018, we have sought to sense-check the applicant's current day residential value assumptions through indexation of the previously agreed unit values.

Figure 4: Average Residential Values by Region



Source: HMLR, GL Hearn

5.5 In doing so we have had reference to the HM Land Registry New Build House Price Index over the period May 2018 to December 2020, which suggests growth over the period in the region of c.8%.

5.6 In taking a step back and sense-checking the resultant grown unit value assumptions against comparable new build evidence from the locality, it is apparent the two bedroom units were being over-valued on this methodology. Following an adjustment to these units we have therefore adopted the following unit values:

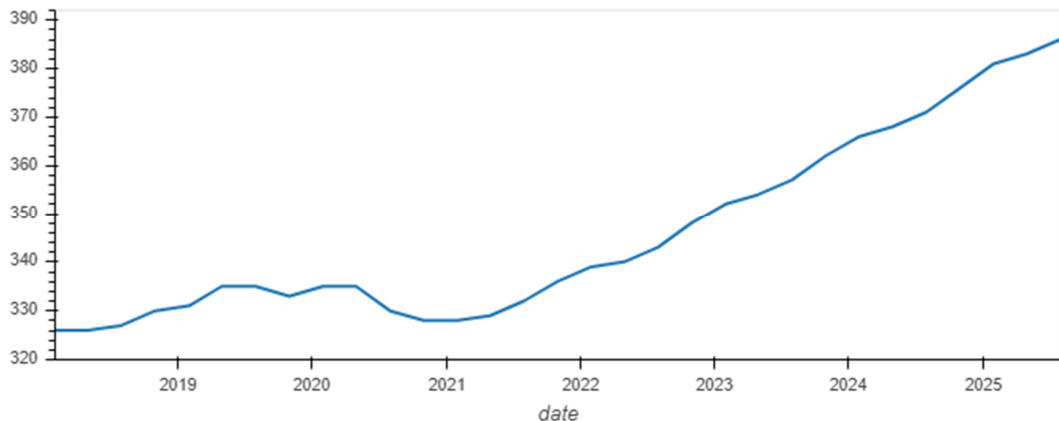
- 1 bedroom apartments at c.£425,000
- 2 bedroom apartments at c.£550,000
- 3 bedroom apartments at c.£637,377

Gross Development Cost

5.7 An updated cost plan has not been supplied within the FVA, and following discussions with the LPA we have been instructed to adopt the previously agreed rate from when the scheme was considered in 2018, indexed in line with the RICS Build Cost Information Service for the period to the present day.

5.8 Following a period of sustained cost inflation over the course of 2018 and 2019, the All-In Tender Price Index indicates there was a period of deflation over the course of 2020, resulting in a marginal increase in construction costs over the whole period, reflecting less than 1%.

Figure 5: BCIS All in Tender Price Index



Source: RICS, GL Hearn

- 5.9 The cumulative effect of these adjustments is to increase the applicant's previous estimate of construction costs from c.£52.120m (£243.81 psf) to c.£52.438m (£245.31).
- 5.10 Other costs are reasonably in line with current market expectations, and are outlined within the following summary table:

Table 7: Gross Development Cost Summary Inputs

Input	Applicant Assumption	Review Assumption	Agreed Y / N
Professional Fees	8% of Build Cost	10% of Build Cost	N
Residential Marketing Budget	2% of Value	1.5% of Value	N
Fees and Marketing costs	3% of Value	-	N
Residential Agent Fee	-	1% of Value	N
Residential Legal Fee	-	£750 per unit	N
Developer's Return	17.0% of GDV	17.47% POC	N
Finance Rate	6.5%	6.5%	Y
CIL	£2,433,759	£2,433,759	Y
S106	£500,000	£500,000	Y

- 5.11 In respect of the package of planning obligations assumed we request confirmation from the LPA in due course that these sums are accurate.

Project Programme

- 5.12 A project programme in line with the RICS Build Cost Information Service recommendations for a project of this scale has been adopted, in line with the following assumptions.

Table 8: Project Programme

Development Stage	Duration
Pre – Construction	3 Months
Construction	29 Months
Sales	12 Months

Benchmark

- 5.13 In considering the Site Value the Applicant's viability advisor relies upon a valuation report prepared by Strettons dated 29 August 2017 at £4.6m. However, as a first step practitioners are directed to prepare and assess reports having regard to current day costs and values.
- 5.14 Clearly in this case the valuation report which the applicant's viability advisor relies upon pre-dates the assessment by c. 3.6 years. Notwithstanding the historic date the report contains insufficient information on the repair and condition of the properties to arrive at current day opinion of value.
- 5.15 In having regard to the points highlighted above a notional Site Value of £1 has been adopted for the purpose of this assessment.

6 CONCLUSIONS

Viability Conclusions

- 6.1 GL Hearn have modelled the assumptions as set out in this report in an independent financial model reflecting the applicant's 35% on-site policy compliant tenure split, which generates a negative Residual Land Value (RLV) of -c.£0.113m (see appendix A).
- 6.2 A sensitivity analysis reflecting +/- 5% on construction costs and residential market values has been modelled which returns the following range of land value:

Table 9: Proposed Scheme 35% Affordable Land Value Sensitivity Analysis

		Sales Values				
		-5%	-2.5%	0%	2.5%	5%
Construction Costs	-5%	-£0.665m	£0.396m	£1.431m	£2.467m	£3.503m
	-2.5%	-£1.467m	£0.389m	£0.662m	£1.698m	£2.734m
	0%	-£2.272m	-£1.189m	-£0.113m	£0.929m	£1.964m
	2.5%	-£3.078m	-£1.992m	-£0.911m	£0.160m	£1.195m
	5%	-£3.884m	-£2.798m	-£1.713m	-£0.634m	£0.426m

Source: GL Hearn

- 6.3 Given the current nominal SV benchmark it is therefore clear that the applicant's offer is, albeit marginally, considered the maximum reasonable level of affordable housing the proposed scheme is at present able to cross-subsidise.

Table 10: Financial Viability Conclusions

Proposed Scheme PPC RLV	Benchmark SV	Surplus / Deficit	Viable Y / N
-£0.113m	£1	-£0.113m	N

Appendices

APPENDIX A: Development Appraisal

164 -196 Trundleys Road
Proposed Scheme - 35% Affordable

164 -196 Trundleys Road
Proposed Scheme - 35% Affordable

Summary Appraisal for Merged Phases 1 2 3

Currency in £

REVENUE

Sales Valuation	Units	ft ²	Rate ft ²	Unit Price	Gross Sales
0b1p Market Apartment	1	484	714.25	345,696	345,696
1b2p Market Apartment	60	33,480	763.12	425,819	25,549,117
2b4p Market Apartment	50	41,200	667.48	550,000	27,500,000
3b5p Market Apartment	12	10,980	696.59	637,377	7,648,524
1b2p Affordable Rent Apartment	14	8,050	306.14	176,031	2,464,427
2b4p Affordable Rent Apartment	13	10,478	306.14	246,749	3,207,735
3b5p Affordable Rent Apartment	15	14,175	306.14	289,302	4,339,535
1b2p Shared Ownership Apartment	14	7,966	451.09	256,670	3,593,383
2b4p Shared Ownership Apartment	10	8,200	451.09	369,894	3,698,938
Totals	189	135,013			78,347,354

Rental Area Summary

	Units	ft ²	Rate ft ²	Initial MRV/Unit	Net Rent at Sale	Initial MRV
Unit A	1	2,820	17.84	50,309	50,309	50,309
Unit B	1	4,263	17.84	76,052	76,052	76,052
Unit B - Mezzanine	1	3,929	11.89	46,716	46,716	46,716
Unit C	1	3,800	17.84	67,792	67,792	67,792
Unit C - Mezzanine	1	1,195	11.89	14,209	14,209	14,209
Unit D	1	2,960	17.84	52,806	52,806	52,806
Unit D - Mezzanine	1	797	11.89	9,476	9,476	9,476
Totals	7	19,764			317,360	317,360

Investment Valuation

Unit A					
Current Rent	50,309	YP @	6.0000%	16.6667	838,480
Unit B					
Current Rent	76,052	YP @	6.0000%	16.6667	1,267,532
Unit B - Mezzanine					
Current Rent	46,716	YP @	6.0000%	16.6667	778,597
Unit C					
Current Rent	67,792	YP @	6.0000%	16.6667	1,129,867
Unit C - Mezzanine					
Current Rent	14,209	YP @	6.0000%	16.6667	236,809
Unit D					
Current Rent	52,806	YP @	6.0000%	16.6667	880,107
Unit D - Mezzanine					
Current Rent	9,476	YP @	6.0000%	16.6667	157,939
					5,289,330

GROSS DEVELOPMENT VALUE

83,636,685

Purchaser's Costs (359,674) (359,674)

NET DEVELOPMENT VALUE

83,277,010

NET REALISATION

83,277,010

OUTLAY

ACQUISITION COSTS

Residualised Price (Negative land) (112,635) (112,635)

CONSTRUCTION COSTS

Construction	ft ²	Rate ft ²	Cost
Unit A	3,410 ft ²	245.31 pf ²	836,486
Unit B	5,155 ft ²	245.31 pf ²	1,264,518
Unit B - Mezzanine	4,751 ft ²	245.31 pf ²	1,165,445
Unit C	4,595 ft ²	245.31 pf ²	1,127,180
Unit C - Mezzanine	1,445 ft ²	245.31 pf ²	354,469
Unit D	3,579 ft ²	245.31 pf ²	878,014
Unit D - Mezzanine	964 ft ²	245.31 pf ²	236,411
0b1p Market Apartment	681 ft ²	245.17 pf ²	166,964
1b2p Market Apartment	47,082 ft ²	245.31 pf ²	11,549,484
2b4p Market Apartment	57,938 ft ²	245.31 pf ²	14,212,626
3b5p Market Apartment	15,441 ft ²	245.30 pf ²	3,787,734
1b2p Affordable Rent Apartment	11,320 ft ²	245.32 pf ²	2,776,982
2b4p Affordable Rent Apartment	14,735 ft ²	245.30 pf ²	3,614,561
3b5p Affordable Rent Apartment	19,934 ft ²	245.30 pf ²	4,889,902
1b2p Shared Ownership Apartment	11,202 ft ²	245.31 pf ²	2,748,004
2b4p Shared Ownership Apartment	11,531 ft ²	245.31 pf ²	2,828,727
Totals	213,762 ft²		52,437,507

52,437,507

Contingency 5.00% 2,621,875
CIL 2,433,759
S106 500,000
5,555,634

PROFESSIONAL FEES

Professional Fees 10.00% 3,120,265
Professional Fees 10.00% 1,770,108
Professional Fees 10.00% 615,565
5,505,938

MARKETING & LETTING

Marketing 1.50% 920,835
Letting Agent Fee 10.00% 31,736
Letting Legal Fee 5.00% 15,868

**164 -196 Trundleys Road
Proposed Scheme - 35% Affordable**

				968,439
DISPOSAL FEES				
Sales Agent Fee		1.00%	659,730	
Sales Agent Fee		0.50%	86,520	
Sales Legal Fee	123 un	750.00 /un	92,250	
Sales Legal Fee		0.50%	24,648	
				863,148
FINANCE				
Debit Rate 6.5000%, Credit Rate 0.0000% (Nominal)				
Total Finance Cost				5,674,119
TOTAL COSTS				70,892,151
PROFIT				12,384,859

Performance Measures

Profit on Cost%	17.47%
Profit on GDV%	14.81%
Profit on NDV%	14.87%
Development Yield% (on Rent)	0.45%
Equivalent Yield% (Nominal)	6.00%
Equivalent Yield% (True)	6.23%
 IRR	 17.84%
 Rent Cover	 39 yrs
Profit Erosion (finance rate 6.500%)	2 yrs 6 mths

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Committee	STRATEGIC PLANNING COMMITTEE (ADDENDUM)
Report Title	164-196 Trundleys Road and 1-9 Sandford Street, SE8 5JE
Ward	Evelyn
Contributors	David Robinson
Date	23 March 2021

Reg. Nos.

DC/18/106941

1.0 INTRODUCTION

- 1.1 This report has been prepared as an updated response has been provided from Transport for London (TfL) and additional / amended conditions and S106 obligations are proposed.

2.0 ADDITIONAL RESPONSE (TfL)

- 2.1 The updated response from TfL is summarised as follows. Some comments received were in relation to application reference number DC/20/117966 only, and thus are not relevant to this application. They have not been included in the following summary.

Healthy Streets

- 2.2 It is noted that the applicant has updated their Healthy Streets assessment. It is noted that the applicant has identified a number of improvements that they will implement. These are:

- Improvement works along the frontages of the site and provision of dropped kerbs/tactile paving at vehicular accesses;
- Improvements to crossing facilities on Trundley's Road;
- Lighting for the railway bridge; and
- £30,000 contribution towards resurfacing works to the east of the site to better connect with Cycleway 4

- 2.3 It is noted that the applicant has identified a contribution of £50,000 towards cycle hire. This is welcomed subject to outstanding cycle parking matters being sufficiently addressed and an appropriate level of contribution towards other walking and cycling improvements being secured.

Public Transport

- 2.4 In regard to the bus contribution, as you are likely aware the PTAL for this site is poor and the 225 is one of the two services that is within PTAL distance of the majority of the site and is currently well-matched for demand. Therefore, any additional demand would need to be mitigated. It is also useful to highlight that the 225 may not necessarily go where residents may wish to travel to. A contribution of £270,000 to cover a 3-year period can be considered. We would like to ensure that there is some flexibility incorporated into the S106 so there is an option to review what would be the best approach to addressing bus demand from this development upon its receipt.

Vehicle Access

- 2.5 It is noted that additional detail on the vehicle accesses can be secured through condition, and that these accesses are to be delivered as part of a S278 agreement. It is also note that the proposed plans show level footways at vehicle crossovers on the site frontage. It is understood that a Stage 2 RSA will be carried out.

Delivery and Servicing

- 2.6 As part of the delivery and servicing activity at this site a loading bay on Sanford Street is proposed. After further review, it is considered that the loading bay will not impact on bus operations. It is however requested that there are measures in place which ensure that delivery and servicing does not occur along other areas of Sanford Street, in particular the bend on this street, as this will have a detrimental impact on bus operations.

Cycle Parking

- 2.7 It is TfL's preference that cycle parking all long-stay cycle parking provision is accessed via a lobby to ensure that all who choose to cycle are afforded the same level of protection as those who do not.
- 2.8 Sufficient space between cycle parking stands and the wall - which will vary dependent on the type of cycle proposed to use the stand - is required. Is there a condition about cycle parking provision?

Car Parking

- 2.9 As highlighted in TfL's detailed comments and the Stage 1 comments, there is a concern that the overprovision of disabled person parking provision at this site could result in the misuse of these spaces for general parking. It was therefore recommended that the area was designed to provide 3 per cent for the residential element and appropriate quantum for the commercial and student uses from the outset, with the additional areas uses for other purposes (ie additional storage) until the demand for disabled person parking spaces arise.
- 2.10 It is noted that all spaces on the site will have active charging facilities, which is welcomed.

Construction

- 2.11 It is understood that a Construction Logistics Plan (CLP) is to be secured through condition.
- 2.12 Should permission be granted, the applicant is encouraged to engage early with TfL on the proposed construction methodology at this site to ensure that throughout the construction period there is no impact on bus operations or on the adjoining railway lines.

London Overground

- 2.13 It is noted that a number of conditions were sent across from colleagues in London Overground infrastructure Protection (LOIP). These conditions must be attached to any permission attached to this site.
- 2.14 The applicant states that a Noise Assessment has been submitted as part of this application, and that mitigatory measures identified will be secured through condition

and/or have been incorporated into the design. This document has been shared with LOIP, and further comments on this matter may follow.

Travel Plan

- 2.15 It is noted that a Travel Plan is to be secured through condition, which is welcomed. It is recommended that a Travel Plan is submitted for each land use, with measures appropriate to that use identified to support sustainable and active travel in line with the Mayor's strategic mode shift for inner London boroughs which is for 90 per cent of all journeys to be made by walking, cycling and public transport by 2041.

3.0 CONSIDERATIONS

- 3.1 The majority of points raised by TfL have already been secured by condition or S106 obligation as follows:

- Vehicular access and various public realm improvement works (secured by S106 obligation)
- Delivery and servicing plan (secured by condition)
- Construction logistics plan (secured by condition)
- London Overground requirements (secured by conditions)
- Travel Plan (secured by S106 obligation)
- Stage 2 Road Safety Audit (secured by S106 obligation)

- 3.2 With relation to the Bus Improvement and Cycle Infrastructure Contribution and in light of the points that TfL have raised in relation to trip generation, the S106 obligations have been amended as follows:

- Bus Improvement contribution - £270,000 to be secured (previously £90,000)
- Cycle Infrastructure contribution - £50,000 to be secured (not previously requested)

- 3.3 In light of TfL's comments in relation to the proposed cycle parking, the existing condition (number 41) which secured compliance with the cycle parking details submitted by the applicant, has been amended to a condition requiring all details of cycle parking to be submitted to and approved by the Local Planning Authority (in consultation with TfL), as follows:

- a) *Prior to commencement of development above ground-level, full details of the cycle parking facilities for all uses (long stay and short stay) shall be submitted to and approved in writing by the local planning authority.*
- b) *All cycle parking spaces shall be provided and made available for use prior to first occupation of the development and maintained thereafter.*

Reason: In order to ensure adequate provision for cycle parking and to comply with Policy T5 cycling and Table 10.2 of the London Plan (March 2021) and Policy 14: Sustainable movement and transport of the Core Strategy (2011).

- 3.4 TfL's comments in relation to car parking are noted, however following discussions with the Council's Highways Officer, it was confirmed that further reducing the quantum of accessible parking spaces provided in favour of was not desirable. It is agreed however that the scope of the Parking Management Plan be amended to

include a periodic review if the quantum of parking provided at basement level as follows:

- Parking Management Plan outlining:
 - How the off-street parking will be allocated / managed
 - How informal parking (i.e. in the public realm, and service yard) will be enforced
 - **An annual review of the overall quantum of parking provided at basement level**
 - A periodic review mechanism that ensures any increase in demand for electric vehicles charging is addressed.
 - Details of how parking would be managed on Juno Way

3.5 Given the above, all of TfL's comments within their updated response have been addressed.

4.0 OTHER AMENDED CONDITIONS AND S106 OBLIGATIONS

4.1 Following further review of the proposed development, the following additional conditions are recommended to further ensure the Agent of Change principles are met and that the residential development and commercial units can comfortably co-exist:

1. Resident's Information Pack

Details of a resident's information pack outlining the terms the relationship with the industrial uses at ground floor level, shall be submitted to and approved by the local planning authority prior to first occupation of any residential unit. The approved information pack shall be supplied to all prospective and new occupants of the residential use.

Reason: To safeguard the amenity of future occupants and to meet the principles of Policy D12 Agent of Change of the London Plan (March 2021).

2. Dust, Noise and Vibration Management Plan

Prior to the occupation of the commercial units, a Dust, Noise and Vibration Management Plan shall be submitted to and approved, in writing, by the local planning authority. The Management Plan will need to detail the measures taken to reduce the impacts on residential occupants by way of dust, noise and vibration in relation to the operational use of the commercial units. The development shall be undertaken in accordance with the approved plan.

Reason: To manage and prevent further deterioration of air quality in accordance Policy T7 Deliveries, servicing and construction and Policy SI 1 Improving air quality and to meet the principles of Policy D12 Agent of Change of the London Plan (2021).

3. Service Yard Use

The Servicing Yard hereby approved, shall be used for the purposes of servicing the commercial units at ground floor level only. The Servicing Yard shall not be used for other general operational use of the commercial units which must be kept within the envelope of the commercial units.

Reason: To safeguard the amenity of future occupants and to meet the principles of London Plan Policy D12 Agent of Change.

5.0 CONCLUSION

5.1 To conclude, following the updated TfL response, and further consideration in relation to the co-location of residential and industrial uses, the following S106 heads of terms have been amended:

- Parking Management Plan outlining:
 - How the off-street parking will be allocated / managed
 - How informal parking (i.e. in the public realm, and service yard) will be enforced
 - An annual review of the overall quantum of parking provided at basement level
 - A periodic review mechanism that ensures any increase in demand for electric vehicles charging is addressed.
 - Details of how parking would be managed on Juno Way
- Bus Improvement contribution - £270,000 to be secured
- Cycle Infrastructure contribution - £50,000 to be secured

The following conditions have been amended or added:

1. Resident's Information Pack (added)

Details of a resident's information pack outlining the terms the relationship with the industrial uses at ground floor level, shall be submitted to and approved by the local planning authority prior to first occupation of any residential unit. The approved information pack shall be supplied to all prospective and new occupants of the residential use.

Reason: To safeguard the amenity of future occupants and to meet the principles of Policy D12 Agent of Change of the London Plan (March 2021).

2. Dust, Noise and Vibration Management Plan (added)

Prior to the occupation of the commercial units, a Dust, Noise and Vibration Management Plan shall be submitted to and approved, in writing, by the local planning authority. The Management Plan will need to detail the measures taken to reduce the impacts on residential occupants by way of dust, noise and vibration in relation to the operational use of the commercial units. The development shall be undertaken in accordance with the approved plan.

Reason: To manage and prevent further deterioration of air quality in accordance Policy T7 Deliveries, servicing and construction and Policy SI 1 Improving air quality and to meet the principles of Policy D12 Agent of Change of the London Plan (2021).

3. Service Yard Use (added)

The Servicing Yard hereby approved, shall be used for the purposes of servicing the commercial units at ground floor level only. The Servicing Yard shall not be used for

other general operational use of the commercial units which must be kept within the envelope of the commercial units.

Reason: To safeguard the amenity of future occupants and to meet the principles of London Plan Policy D12 Agent of Change.

4. Cycle Parking (amended condition 41)

- a) *Prior to first occupation, full details of the cycle parking facilities for all uses (long stay and short stay) shall be submitted to and approved in writing by the local planning authority.*
- b) *All cycle parking spaces shall be provided and made available for use prior to first occupation of the development and maintained thereafter.*

Reason: In order to ensure adequate provision for cycle parking and to comply with Policy T5 cycling and Table 10.2 of the London Plan (March 2021) and Policy 14: Sustainable movement and transport of the Core Strategy (2011).

Committee	STRATEGIC PLANNING COMMITTEE	
Report Title	164-196 Trundleys Road and 1-9 Sanford Street, SE8 5JE	
Ward	Evelyn	
Contributors	David Robinson	
Class	PART 1	23 March 2021

<u>Reg. Nos.</u>	DC/20/117966
<u>Application dated</u>	3 September 2020
<u>Applicant</u>	Avison Young on behalf of Tribe Student Housing Ltd
<u>Proposal</u>	Demolition of existing buildings and redevelopment of the site for two new buildings comprising flexible commercial floorspace (Use Class B1c/B2/B8) at ground and mezzanine floors and residential units (Use Class C3) and purpose-built student accommodation bedspaces (Use Class Sui Generis) above, with associated access and highway works, amenity areas, cycle, car parking and refuse/recycling stores at 164-196 Trundleys Road and 1-9 Sanford Street, SE8 5JE.
<u>Background Papers</u>	(1) Case File DE/191/194/TP (2) National Planning Policy Framework (3) The London Plan (4) Local Development Framework Documents
<u>Designation</u>	Strategic Industrial Location PTAL 1a/1b Flood Risk Zone 3 Area of Archaeological Priority London Underground Zone
<u>Screening</u>	Issued 29 April 2020: EIA not required

1 SUMMARY

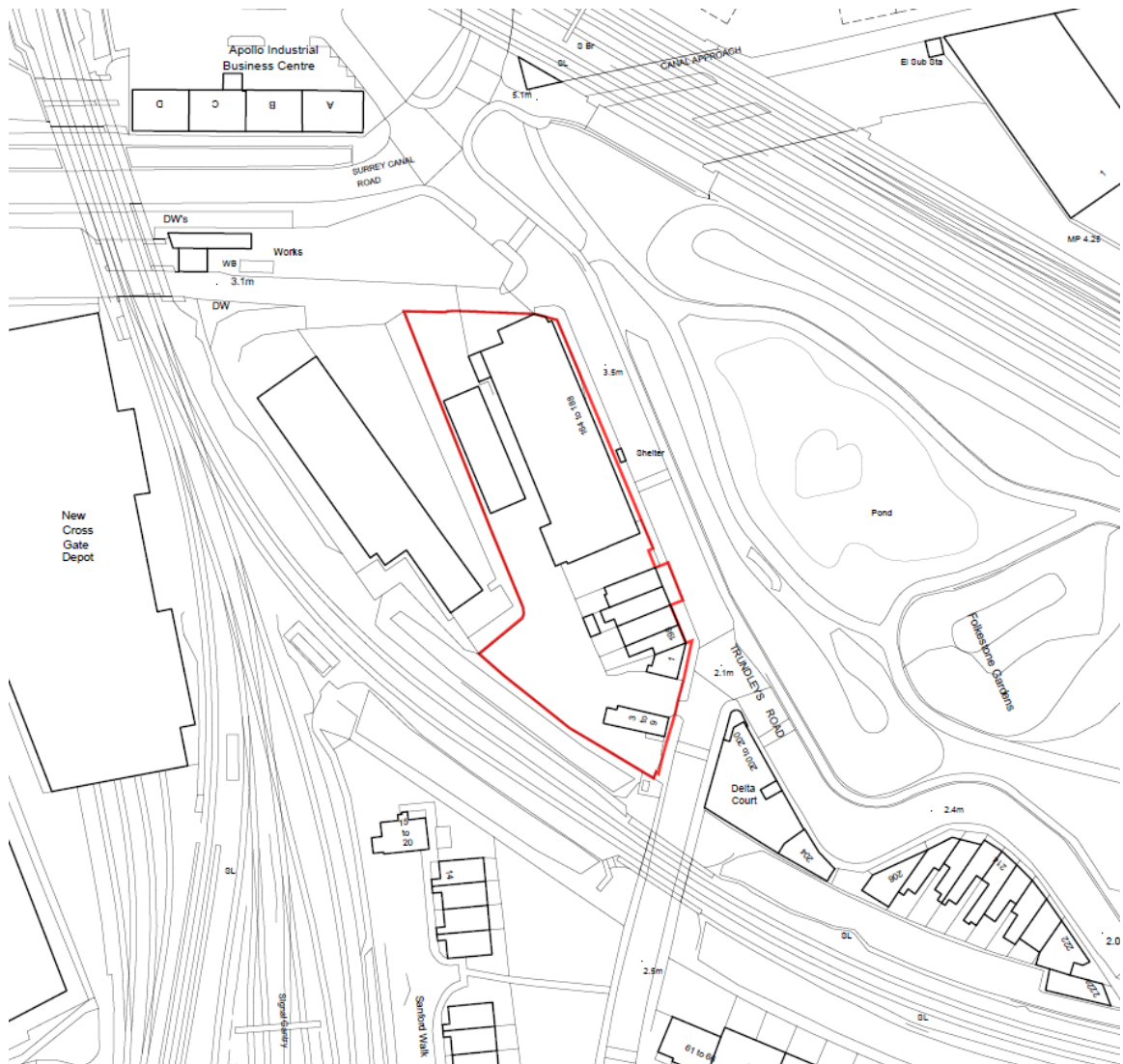
- 1 This report sets out officer's recommendation in relation to the above proposal. The report has been brought before members for a decision as permission is recommended for approval, and there are three or more (3 no.) valid planning objections, as the application pertains to a site of strategic importance, and as the proposed development represents a departure from the current Core Strategy.

2 SITE AND CONTEXT

- 2 The Site itself lies south-west of Deptford Park, adjacent to Folkestone Gardens and extends to approximately 0.38ha (0.94 acres). The Site is bound by Trundleys Road to the east, Sanford Street to the south, railway lines and a Transport for London (TfL) operations building (substation) to the west and Juno Way to the north. The Site benefits from a long frontage to Folkestone Gardens.
- 3 The existing site is comprised of three main elements:

1. A brick warehouse which runs along Trundleys Road used for car servicing and MOT testing
 2. A terrace of two storey buildings which also run along Trundleys Road with commercial uses at ground floor level and residential above (3 no. 1 bed & 3 no. 2 bed flats).
 3. A smaller warehouse to the west of the site and industrial building to the south of the site associated with a recycling yard
- 4 The surrounding area is characterised by a mix of uses, with residential dwellings predominantly situated to the north, east and south, and employment uses to the west of the Site. However, the emerging context is largely characterised by new mixed-use employment and residential developments that are forthcoming in the vicinity of the Site.
- 5 The application site is outlined in Image 1 below:

Image 1: Site Location Plan



- 6 The Site is located within the south-east section of the Surrey Canal Strategic Industrial Location (SIL). The Lewisham Employment Land Study (2019) recommends that the site is designated for co-location of employment uses and other uses including residential. Further to this, the site is recommended for co-location of residential and industrial uses in the new draft Local Plan, which was published for public consultation 15th January 2021- 11 April 2021. At the current time, the draft Local Plan does not carry weight in decision

making as the consultation period has yet to conclude and the plan has not been through examination to be found 'sound' in accordance with para 35 of the NPPF.

7 The Site is also located within an Area of Archaeological Priority and to the west boundary, the Site adjoins the railway which is designated as a Green Corridor and Site of Importance for Nature Conservation. Folkestone Gardens to the east of the Site is designated as Public Open Space and a Site of Nature Conservation Importance.

8 The site falls within the Lewisham, Catford and New Cross Opportunity Area for which the London Plan sets an indicative capacity of 13,500 new homes and 4,000 new jobs over the plan period. The site has relatively low access to public transport with a Public Transport Accessibility Level (PTAL) of 1a to 2. The site is located in Flood Zone 3 as identified by the Environment Agency, as well as an Air Quality Management Area.

3 RELEVANT PLANNING HISTORY

9 DC/18/106941 – Demolition of the existing buildings and construction of a basement, double height commercial plinth at ground floor and two buildings, one of part 6, part 9 storeys and one of part 11, part 15 storeys to provide 2,220 sqm (GIA) of flexible commercial space (use classes B1c/B2/B8) at ground and mezzanine floors with 189 residential dwellings above, together with provision of associated access and highway works, amenity areas, cycle, disabled and commercial car parking (within the basement), and refuse/recycling stores - Pending determination

4 CURRENT PLANNING APPLICATION

4.1 THE PROPOSALS

10 The application proposes the demolition of existing buildings and redevelopment of the site for two new buildings comprising flexible commercial floorspace (Use Class B1c/B2/B8) at ground and mezzanine floors and residential units (Use Class C3) and purpose-built student accommodation bedspaces (Use Class Sui Generis) above, with associated access and highway works, amenity areas, cycle, disabled & commercial car parking and refuse/recycling stores at 164-196 Trundleys Road and 1-9 Sanford Street, SE8 5JE.

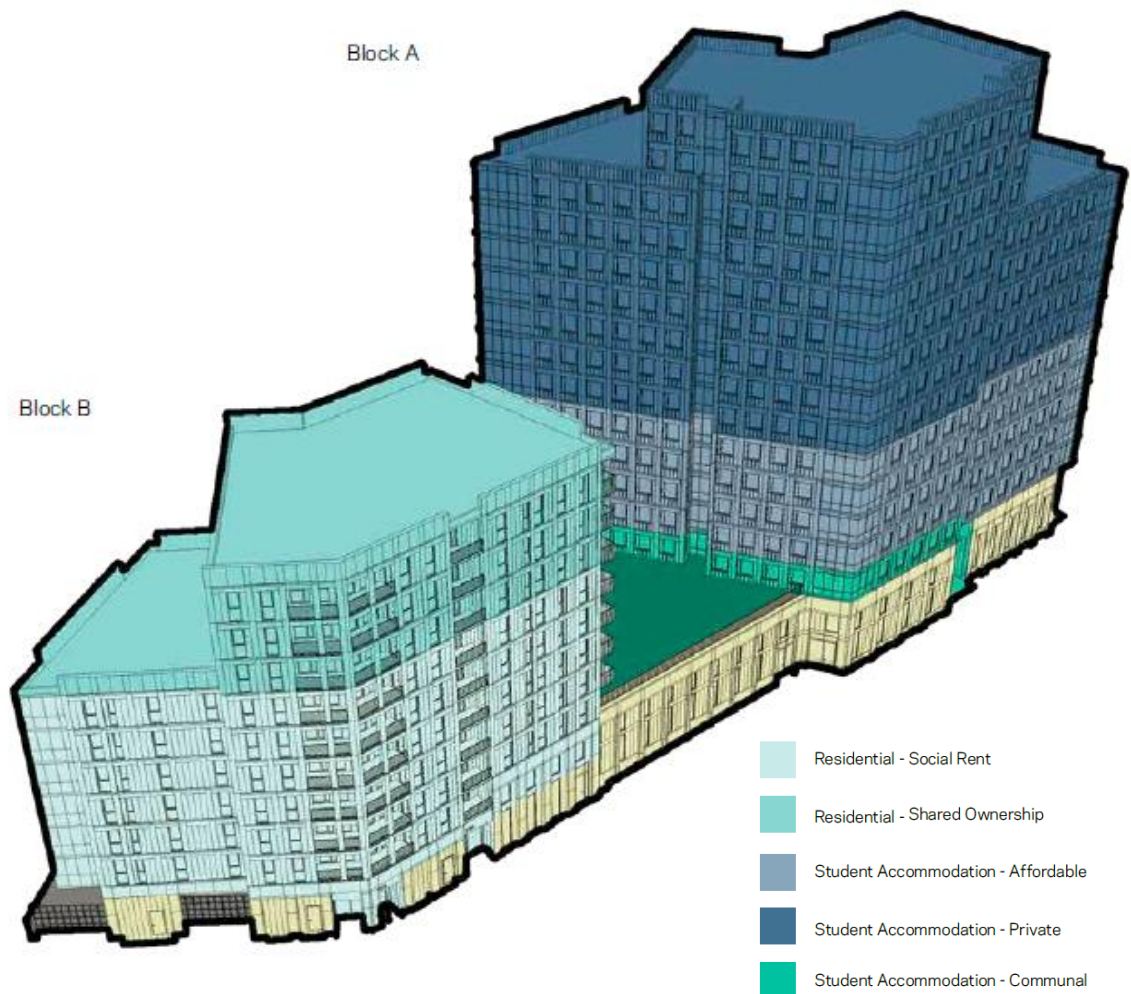
11 The proposals include:

- 2,220sqm flexible commercial floorspace (Use Class E(g)(iii)/B2/B8) (light industrial/general industrial/storage or distribution)
- 58 residential units (Use Class C3)
- 393 purpose-built student accommodation bedspaces (Use Class Sui Generis)
- 2no. buildings: Block A part 11, part 15 storeys and Block B part 6, part 9 storeys

4.1.1 Built Form

12 The proposed development would be across two buildings Block A which would be part 11 and Part 15 storeys, and Block B which would be part 6 and part 9 storeys in height. At ground floor level, the proposed building would have a distinctive commercial base which would incorporate 2,220sqm flexible commercial floorspace (Use Class E(g)(iii)/B2/B8). The proposed residential accommodation (including student element) would be located at upper storey levels. The configuration of Blocks A and B is shown below

Image 2: Proposed Built Form



4.1.2 Residential (C3)

13 The application proposes a total of 58 residential C3 units within Block B. These would consist of 37 affordable rented units provided at London Affordable Rent and 21 shared ownership units. Nine wheelchair accessible units would be provided within the Block B residential units. The residential units would be accessed directly from Trundleys Road.

4.1.3 Purpose Built Student Accommodation

14 The application proposes a total of 393 Purpose Built Student Accommodation (PBSA) bedspaces within Block A, this would include 138 affordable student bedspaces. 29 wheelchair accessible units would also be provided within Block A. The PBSA units would have a separate access, also directly from Trundleys Road. A communal area for students would also be provided at second floor level.

4.1.4 Commercial Floorspace

15 The Application proposes 2,220sqm flexible commercial floorspace (use class E(g)(iii)/B2/B8) at ground and mezzanine floors – this would be provided across 4 individual units. The commercial floorspace would have pedestrian access provided to each units provided from Trundleys Road and Sandford Street, with servicing and yard access provided from the rear of the proposed buildings, both accessed from Trundleys Road and Sandford Street respectively.

4.1.5 Car and Cycle Parking

16 The scheme proposes car limited development, with 13 spaces being provided at basement level accessed from Sandford Street. The spaces would be allocated as follows:

- 6 spaces for the residential units
- 3 spaces for the student accommodation
- 4 spaces for the commercial floorspace

17 The scheme would also provide a total of 408 long stay cycle parking spaces and 16 visitor cycle parking spaces.

4.1.6 Planning Application Reference Number DC/18/106941

18 This application is very similar to planning application reference number DC/18/106941 which was submitted to the Council on 2nd May 2018 – this application is also pending determination. The scale, massing, design and materiality proposed in both applications is almost identical. For clarity, the two applications are summarised in Table 1 below:

Table 1: Proposal Comparison

	Scheme proposed under application DC/18/106941	Proposed scheme
Height, scale and massing	2 blocks. Block A part 11 and part 15 storeys, Block B part 6 and part 9 storeys	2 blocks. Block A part 11 and part 15 storeys, Block B part 6 and part 9 storeys
Commercial floorspace	2,220sqm flexible commercial floorspace (use class B1c/B2/B8) at ground and mezzanine floors	2,220sqm flexible commercial floorspace (use class E(g)(iii)/B2/B8)* at ground and mezzanine floors
Residential units (C3)	189 residential (C3) units in total: 131 in Block A (123 private + 8 affordable units), 58 in Block B	58 affordable units in Block B
Affordable offer	42 London Affordable Rent (14no. 1B, 13no. 2B, 15no. 3B) and 24 Shared Ownership (14no. 1B, 10no. 2B)	37 London Affordable Rent (10no. 1B, 12no. 2B, 15no. 3B) and 21 Shared Ownership (14no. 1B, 7no. 2B)
PBSA bedspaces	N/A	393 PBSA bedspaces in Block A (138 affordable student bedspaces)

*it should be noted that use class E(g)(iii) has replaced use class B1(c) as of 1st September 2020. Application reference number DC/18/106941 was received prior to the revocation of use class B1 therefore will be assessed accordingly

5 CONSULTATION

5.1 PRE-APPLICATION ENGAGEMENT

5.1.1 Public

19 The applicant held a public consultation event on 17th October 2017 (in relation to planning application reference DC/18/106941) to exhibit the development proposals for the site. Attendees included representatives of the Deptford Neighbourhood Action Area,

Deptford Folk, Sanford Housing Co-op, plus local residents and business owners. The key topics discussed/raised were:

- General support for redevelopment of site, in particular to improve the pedestrian environment and general appearance
- Request for sympathetic design and industrial references
- Measures to enhance public amenity due to high density development
- Concern regarding future parking levels
- Level of affordable housing should be as high as possible
- Affordable rents for the workspace
- Request for collaboration with Deptford Folk to assist realisation of aspirations for Folkestone Gardens
- Whether there could be overshadowing to Folkestone Gardens
- Need for corner shop / convenience store and restaurant in this location
- Request for as many trees as possible, ecological enhancements and improvements to air quality
- Request to rename this part of Trundleys Road to make things more coherent and legible
- Concern of future noise complaints from new residents (in relation to parties in properties in Sanford Street)

20 In order to update local people on the revised proposals for the Site, 3,500 leaflets summarising the main changes were distributed to surrounding residents. This directed residents to a public consultation website which was set up to provide further information of the development proposals and give local people an opportunity to leave feedback and ask questions. The applicant has advised that at the time of submission, At the time of submission of the planning application, two responses to the consultation website had been received from members of the public.

5.1.2 Planning Pre-application Advice

21 The applicant entered into a Planning Performance Agreement (PPA) with the Planning Service on the 2016. The applicant subsequently met with the Planning Service over a programme of seven pre-application meetings. It should be noted that these meetings were based upon the fully residential scheme as proposed in application reference number DC/18/106941.

22 In relation to the scheme proposed in this application, the applicant held two additional pre-application meetings with the Planning Service on 4th March 2020 and 29th April 2020.

23 Additionally, the applicant held pre-application meetings with the Greater London Authority (GLA) and Transport for London (TfL), both in relation to the scheme proposed in this application, and the scheme proposed in application reference number DC/18/106941.

24 In relation to the currently proposed scheme, the applicant met with the GLA and TfL on 23rd April 2020 and TfL again separately on 27th May 2020.

25 Further to the above, the proposed development was reviewed by the Lewisham Design Review Panel (LDRP) on two occasions. Further details of the feedback received are outlined below.

5.2 APPLICATION PUBLICITY

- 26 Two site notices were erected on 20th September 2020 and a press notice was published on 23rd September 2020
- 27 Letters were sent to 2,155 residents and businesses in the surrounding area on 21st September 2020 and the relevant ward Councillors were notified on 16th and 17th September 2020
- 28 As a result of the application publicity, a total of 3 objections were received from the members of the public. These objections are summarised in Table 2 below.

5.2.1 Objections

- 29 The representations objecting to the proposed development, received as a result of the public consultation are summarised as follows:

Table 2: Summary of Objections Received

Material planning consideration	Para(s) where addressed
<i>Design, Scale, Mass and Density</i>	
There are too many tall buildings in the area	388-394
<i>Impact on Neighbouring Properties and Folkstone Garden</i>	
Recently the Anthology development which means all houses on the surrounding streets are over looked from the upper floors and now this application will have a similar impact	493-497
The buildings will over shadow the park and pond at Folkstone Gardens leaving the pavements/cycle paths wet in bad weather and thereby slippery and dangerous.	614
The extra accommodation will result in increased noise levels. There is an existing problem in the area from anti-social behaviour.	333-339
Concerns about the possibility of the high storey building blocking out the natural sunlight over the local area and Folkestone Gardens.	614
<i>Impact on Parking</i>	
This new development will add to the already increased on pressure on local parking and increase noise and air pollution.	436-438
<i>Other</i>	
Whilst students require accommodation, placing them effectively in halls is not a welcome idea. There is also proposal for retail units which will directly challenge and threaten existing businesses.	358-370

Schools are struggling to cope with the existing population.	
The sewage system will struggle with increased numbers of people living in the area.	Planning condition 24
Developments are switching commercial space to residential properties by making rent not affordable by putting the price up.	

5.3 INTERNAL CONSULTATION

30 The following internal consultees were notified on 16th September 2020. It should be noted that the representations received refer to the Draft London Plan. Since these comments have been received the Draft London Plan has been adopted (March 2021). The Planning Considerations of this agenda will refer to the adopted London Plan.

31 Ecological Regeneration Manager:

- With regard to living roofs, please provide drawings confirming that the actual finished settled depth will be no less than an average of 130mm
- Positive that the EclA recognises the impact of increased footfall on Folkestone Gardens (SINC) and provides recommendations for mitigation and S106 contributions which we agree with. However, the EclA does not assess the impacts of increased shadowing on the pond that was restored earlier this year. I understand based on the shadowing report that the development will meet the BRE guidelines but we will need an ecological assessment on the increased shade on the pond so that these impacts can be considered, particularly given the recent work and funding gone into restoring the pond
- The scheme should incorporate swift nest boxes high up on an appropriate the façade of the building, house sparrow nest terraces and bat boxes (facing the railway) – can appropriate details be provided?
- Lighting can also negatively affect nocturnal species and I couldn't see any information on this aspect – this could be conditioned.
- The EclA also recommends a final check before demolition to make sure no bats or nesting birds are disturbed. "These structures were also not considered to be suitable for roosting bats. However, a final check prior to demolition was recommended." If accepted I recommend this to be conditioned.

Following provision of the additional information requested, the Ecological Regeneration Manager confirmed that the scheme is unobjectionable subject to conditions securing the following:

- Full details of proposed lighting
- Full details of proposed green roof
- Full details of bird and bat boxes
- Requirement to undertake ecological checks prior to demolition

32 Economic Development:

33 No response however a response has been provided to the residential application (DC/18/106941)

34 **Environmental Protection (Air):**

35 The proposal comprises; (1) 58 residential units; (2) more than 10no parking spaces and (3) is located within an Air Quality Management Area.

36 As such, the proposed development is classified as a “major” development with 10 or more residential dwellings and a floor space of more than 1,000 sq m and an air quality assessment is a requirement to support the application.

37 An air Quality Assessment report reference 170353-10 and dated June 2020, prepared by Ardent has been submitted with the application. The findings can be described as follows.

- Only transport emission have been assessed because heat from the SELCHP heat network is proposed, in conjunction with air source heat pumps. This strategy does not lead to any on-site emissions related to energy centre and therefore the assessment of air quality impacts related to the energy strategy was excluded from the assessment.
- An Air Quality Neutral Assessment has also been undertaken based on the latest guidance issued by the Mayor of London and revealed that, the proposed development is air quality neutral in relation to the proposed transport emissions.
- The assessment has also assessed the potential impact on local air quality from demolition and construction activities at the site and appropriate mitigation set out. The site is considered a “Medium Risk Site” overall, therefore, a Construction Management Plan for the development should be submitted and all the measures recommended for Medium Risk Site contained in Appendix 7 of the Mayors SPG adopted. Any plan should pay particular attention to measures to prevent deposition of mud on the highway; dust mitigation and suppression measures to control the spread of dust from demolition, disposal and construction, and measures to minimise the impact of construction activities. A method statement include the following information should be provided that shows details including (1) site entrance(s) & exit(s) (2) details of site hoarding; (3) details of wheel washing methods (a dedicated system with rumble grids is required for medium to high risk sites), (4) hardstanding locations and (5) water point.
- Air Quality neutral contribution at Air Quality neutral contribution £100/residential unit and £100/100 sqm industrial.
- The attached Dust Management Plan condition is recommended.

38 **Environmental Protection (Contaminated Land):**

39 No objection subject to contaminated land condition being imposed

40 **Environmental Protection (Noise):**

41 No objections subject to conditions

42 **Highways:**

43 To minimise the impact associated with the overspill parking that would be generated by the proposed development, a contribution of £30,000 is required towards introducing a CPZ on these roads to mitigate the impact of the proposal. Also, future residents of the

development should not be eligible to obtain parking permits in any future parking zone, secured by planning obligation.

- 44 As an alternative to car ownership, the applicant should provide details of a Car Club Strategy for the site. It is recognised that developments with limited car parking, benefit from having access to car club facilities, as Car Clubs provide access to occasional or short-term use of a vehicle. The strategy should include details of car club membership for all residents for 3 years and include a review of the existing car club infrastructure in the vicinity of the site to determine if there is sufficient vehicle provision to accommodate the demand generated by the development. The Car Club Strategy should be secured by planning obligation / condition.
- 45 A Parking Management plan/strategy is required secured by planning condition / obligation, it should set out how parking within the site will be allocated and managed, and how vehicles will be prevented from parking informally on the hard landscaped areas within the development. The parking management plan should also include the following details:-
- how the off-street parking will be allocated / managed
 - how informal parking (I.e. in the public realm, and service yard) will be enforced.
 - a review mechanism that ensures any increase in demand for electric vehicles charging is addressed.
- 46 Details of lighting, the access control (i.e. fob system) and any security measures for the proposed basement parking area are required, secured by planning condition / obligation
- 47 Electric vehicle charging provision should be provided in accordance with the London Plan Standards, secured by condition. The site should also include charging facilities in the service yard and loading areas used by commercial vehicles, including the on-street loading bay . Details of Electric charging points for both the residential and commercial elements of the development should be secured by planning condition / obligation, and a periodic review of demand for charging facilities should be included within the PMP.
- 48 To minimise the impacts associated with students moving into / out of the development at the beginning / end of terms, a Student Management Plan is required. It should include details of a booking system that allocates timed slots to students moving into / out of the development.
- 49 The development will be serviced from a number of locations around the site, including the loading area to the north of the site which is accessed via Juno Way, the service yard area at podium level accessed from Standford Street, and on Trundleys Road at kerbside via a new inset layby The servicing strategy for the proposed development should be secured through a Delivery & Servicing Plan condition / obligation, to minimise the impacts associated with servicing the proposal. The Plan should include further details of the Waste management strategy at the site, for both the residential and commercial units.
- 50 The site has a Public Transport Accessibility Level (PTAL) of 2 which is considered poor. But, the PTAL at the site would increase to PTAL 3 when the new overground station at Surrey Canal Road railway station is opened.
- 51 The site also has a bus stop located immediately adjacent to the site frontage. The proposal will have an impact on the capacity of the 225 bus route that uses the bus stop adjacent to the site. So a contribution is required to increase the level of service on this bus route, as per TfL's comments.

- 52 A Healthy Streets Audit was included within the Transport Assessment that was submitted with the application. The audit assessed the accessibility of the site by walking and cycling, and assessed the quality of the key routes to public transport interchanges and key facilities.
- 53 The audit identified a number areas within the Active Travel Zone (ATZ) that could benefit from improvements. The audit of key Routes identified issues with the following routes -
- Key Journey No.1 – Bus Stops on Trundleys Road - Easy to cross’ – NO
 - Key Journey No.4 – Nearest Cycle Route – Quietway 1 - Easy to cross’ – NO
- 54 The lack of crossing facilities will act as a barrier to sustainable travel, So, works to improve the crossing facilities adjacent to the site are considered necessary to make the proposed development acceptable, particularly as the development is a ‘car free’ scheme, and the majority of the trips to / from the site will be by sustainable modes of travel. The improvements will provide a more attractive pedestrian and cycle environment, and will create conditions that encourage people to walk and cycle,. It will also improve the links.between the application site and the ‘Deptford Parks liveable neighbourhood scheme. The applicant is required to meet the cost of delivering the new crossing facilities,
- 55 A Highways works planning condition / obligations is required, it should require the applicant to enter into a S278 Agreement with the Highway Authority to secure the following:-
- Improvement works (adjacent to the site) along the frontages of the site, including Trundley’s Road, Sanford Street, Juno Way and Surrey Canal Road, · including he provision of dropped kerbs/tactile information at the the vehicular entrances to the site
 - Improvement works to the crossing facilities on Trundley’s Road between the application site and the Park - at the Trundley’s Road / Surrey Canal Road junction, and the Trundley’s Road / Sanford Street junction.
 - Lighting under the railway bridge adjacent to the site
 - The creation of the proposed loading bay (lay-by), and the associated Traffic Regulation Orders and Stage 2 Road Safety Audit.
- 56 Given the proximity of the proposed on-street loading bay (on the site frontage on Trundleys Road) to the Sanford Street / Trundleys Road junction, a Road Safety Audit of the proposed design of the loading bay was undertaken, The Stage 1 Road Safety Audit raised a number of points that need to be addressed at the detailed design stage. So, Further details should be provided as part of a Stage 2 Road Safety Audit. The Stage 2 Road Safety Audit should be secured in the S278 condition / obligation.
- 57 Details of improvement works to Juno Way are also required, secured by planning condition / obligation, to improve the pedestrian environment on Juno Way. The details should include measures to manage parking on Juno Way, and to maintain vehicular access along Juno Way..
- 58 Cycle parking will be provided in accordance with the London Plan and guidance set out within London Cycling Design Standards (LCDS). The development is providing 109 spaces for the residential use, 305 for the student accommodation, and 13 for the commercial uses. Also,
- 59 5% of the stands provided are acceptable larger accessible bays, End user facilities are provided in close proximity to these stores, including shower facilities within the

commercial cycle store at ground floor; and a cycle workstation including pump, tools etc. within the basement store.

60 Details of the design of the proposed cycle storage should be secured by condition / obligation.

61 A Framework Travel plan was submitted with the application, the plan sets out measures to encourage the use of sustainable modes of travel to / from the site. The travel plan should also include proposals to address road safety education measures for walking & cycling. The student accommodation will attract higher levels of cycle use. So, the student element of the travel plan should include measures aimed at students. The Plan should be secured by condition / obligation to ensure it is implemented.

62 To minimise the impacts during the construction phase of the development, A Construction Logistics Plan (CLP) should be provided for approval prior to commencement on site, secured by planning condition.

63 **Lead Local Flood Risk Authority:**

64 We object to the application for the following reasons. The proposals do not conform to the following policies:

- The London Plan – Policies 5.12 Flood Risk Management & 5.13 Sustainable Drainage
- Non-Statutory Technical Standards for SuDS S5, S7-S9

65 To address the above, please can the applicant submit the following information:

- Justification for the non-inclusion of rainwater harvesting or above-ground SuDS features.
- Completion of a geotechnical investigation using more recent borehole analysis to justify whether infiltration is feasible.
- Justification as to why a restriction to (or closer to) the greenfield runoff rate is not proposed.
- Existing and proposed runoff volume calculations.
- Post-development drainage calculations to demonstrate that the proposed drainage strategy is operational for the 1 in 1, 1 in 30, 1 in 100 and 1 in 100-year + 40% climate change storms. These calculations must be for the whole site area (with a justified allowance for any permeable areas if proposed – NB: The two documents referenced for only incorporating 20% of the green roof areas in calculations are insufficient).
- Confirmation of methods to manage any exceedance routing.
- Evidence of consultation with Thames Water regarding the proposed connection to the combined system, to ensure there is sufficient capacity within the existing network to accept the discharge.

66 **Strategic Housing:**

Affordable housing CSP1 (3/4)

67 Lewisham's CSP1 (3) looks to achieve the maximum provision of affordable housing with a target of 50% affordable homes on sites of more than 10 dwellings. The proposal complies with this strategic target at a unit and habitable room basis at a site wide level, providing 53 and 54% respectively, based on an assumption of 2.5 student rooms to every resi unit as suggested in the London Plan.

Mix of Tenure CSP1 (5/10)

68 We note that the residential (C3) element of the scheme does provides the 70/30 split of social/intermediate set out in CSP1 (5) on a habitable room basis. However, on a unit basis it is proposed that 37/58 of the affordable residential units are social rent which is 64%.

69 However, the affordable provision is calculated as a site wide level inclusive of the student affordable provision, which is classified as an intermediate affordable provision. Therefore, the numbers of affordable proposed for social rent represent 33% of the affordable units (37/113) and so would fall short of the policy target.

Net loss of housing CSP1 (2)

70 We recognise that the proposals increase the number of homes on this site from the existing number, therefore this policy is considered to have been met.

Family Homes CSP1 (6/9)

71 We would seek for 42% of the 50% affordable homes to be family sized (3bed+), as listed in CPS1 (9). The proposal is for 15 no. 3 bed units. This represents 26% of the affordable housing provision (C3 only) and 13% of the overall affordable offer (113 units). Therefore, it is considered that the proposals fall short of this policy target.

Conclusion

72 While the proposal meets the councils strategic target for 50% affordable provision, it falls short on the provision of genuinely affordable (social rent) homes and family dwellings, both of which are greatly needed in the borough. We therefore cannot support the current proposed mix.

73 Following additional information being provided by the applicant, the Strategic Housing Team subsequently confirmed no objections to the proposed development.

74 **Sustainability Manager:**

Fabric

75 We welcome the near exemplar fabric efficiencies targeted. However can the applicant please comment on why a lower level of air tightness has not been targeted? With the inclusion of MVHR the air tightness needs to be at least below 3m3/m2/hr to offset the energy used by the fans and associated parasitic losses.

Lighting

76 More information is required on the lighting specification. Will it be 100% LED? What about the communal lighting in the residential: What lamps are specified? What is the controls strategy? What is the targeted lumens per circuit watt?

Mechanical services

77 What is the specification for heating controls? Will the units be zoned? How will the user interact with the controls and are smart controls being proposed? Heating controls are notoriously hard to use for the majority of people and careful selection at this stage has the potential to reduce energy waste.

78 More information is required on the proposed heat metering arrangement for the residential units; we would strongly recommend the specification of an open protocol heat metering interface to allow for open access to data for monitoring of network performance and to allow for the provider of customer care element of the metering and billing to be switched should the provider perform poorly.

Overheating risk

79 We welcome the inclusion of an overheating analysis however in accordance with London Plan guidance we require the assessment to also be carried out using DSY 2 and DSY 3.

80 We require more information on how the applicant will mitigate excessive heat gain through passive design. For example the use of deep reveals, balconies, solar shading, planting, thermal mass and night purging.

Be Clean

81 We require the applicant to contact Veolia at SELCHP to explore the potential for connection including connection costs, timings and the option for Veolia to provide heat to the scheme through the provision of onsite temporary boilers until their new district heat pipe is installed.

82 The applicant is required to twin track the above option with a site wide low carbon communal heat network as the back-up option. More details need to be provided on the proposed site wide low carbon communal heat network.

83 What HIU will be specified? HIU selection is paramount in the efficiency of a heat network. We would strongly recommend an HIU is selected that has undergone the BESA testing regime and achieved a recognised acceptable VWART figure. Much more detail is required on how the heat network will be designed and installed to achieve high levels of efficiency. We would strongly recommend the network is designed to achieve heat losses of no greater than 100W per unit.

84 More information will be required to support this such as how the design has minimised the lateral pipe runs and the insulation specification. Does this design comply with CIBSE CP1? What monitoring will be included to ensure that prior to handover the network is achieving the target losses. What pumps will be selected and how will the design minimise parasitic pumping losses? What are the targeted flow and return temperatures?

Be Green

85 Planning policy requires the provision of on-site renewable energy generation to be maximised. More detail is required on available roof space, where the proposed PV will be located and how it will be maximised.

Be Seen

86 The emerging London Plan has a requirement for ongoing monitoring and reporting of site wide energy consumption and carbon figures. The Building Regulations also have a requirement for sub-metering of all large end uses. Please provide an energy metering strategy detailing how the various end loads will be metered to allow for the monitoring and reporting of energy use in operation. These end loads must include but not be limited to: residential heat consumption (sum of residential heat meters), total heat generation,

heat generation, heating pumps, lighting, lifts, residential communal lighting and commercial lighting. BMS are not ideal for capturing metering data, we recommend a separate energy management system is specified with each end load identified appropriately and not simply with the distribution board reference.

5.4 STATUTORY CONSULTATION

87 The following Statutory Consultees were notified on 16th September 2020. It should be noted that the representations received refer to the Draft London Plan. Since these comments have been received the Draft London Plan has been adopted (March 2021). The Planning Considerations of this agenda will refer to the adopted London Plan.

Designing Out Crime Officer:

88 This development is suitable to achieve Secured By Design accreditation, if this application is granted I ask for the following worded conditions be met:

1. Before any above ground work hereby authorised begins, details of security measures shall be submitted and approved in writing by the Local Planning Authority and any such security measures shall be implemented prior to occupation in accordance with the approved details which shall be in line with the standards set out by 'Secured by Design'.
2. Prior to the first occupation of the units hereby consented, confirmation that the standards recommended by Secure by Design for that building has been achieved shall be submitted to and approved in writing by the Local Planning Authority.

Environment Agency:

89 We have no objection to the planning application as submitted, subject to the attached conditions (see Section 1) being imposed on any planning permission granted. Without these conditions, the proposed development on this site poses an unacceptable risk and we would wish to object to the planning application.

- Condition 1: The finished floor levels of the mezzanine level residential accommodation must be set no lower than 7.37 metres above Ordnance Datum (mAOD).
- Condition 2: If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved, verified and reported to the satisfaction of the Local Planning Authority.
- Condition 3: Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.
- Condition 4: Whilst the principles and installation of sustainable drainage systems (SuDS) are to be encouraged, no drainage systems for the infiltration of surface water drainage in to the ground are permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to

controlled waters. The development shall be carried out in accordance with the approval details.

Fire Prevention Group:

90 No response received

Greater London Authority:

91 Strategic issues summary as follows:

92 Principle of development: The inclusion of residential and student housing units on this site that is designated as SIL is not currently compliant with London Plan and Intend to Publish London Plan policy. However, Lewisham Council is proposing to release the site from SIL as part of a plan-led approach to SIL consolidation. The GLA will need to consider the Council's proposed approach as part of formal consultation on the draft Local Plan before any residential use can be supported. Notwithstanding this, the inclusion of industrial uses is supported.

93 Affordable housing: 100% by habitable room is proposed for the residential element with a 63:37 split in favour of social rent. Taking into account the proposed 35% affordable student accommodation, overall the scheme would provide the equivalent of 54.3% affordable housing by habitable room. This meets the 50% threshold for industrial land under the Fast Track Route. The applicant must demonstrate that the affordability adheres to the Mayor's affordability criteria and is appropriately secured in any planning permission.

94 Student accommodation: 35% of the accommodation would be provided as affordable, which would not meet the 50% threshold on industrial land on its own. It is accepted that in this instance the shortfall is compensated by the overall affordable housing provision. The accommodation must be secured for use by students and subject to a nominations agreement with a higher education institution.

95 Further information on Urban Design, Energy, Flood Risk and Transport required.

96 Further information on the GLA's Stage 1 comments and the applicant's response are detailed in the planning assessment of this application.

Historic England (Archaeology):

97 Responded to confirm that no archaeological requirement is recommended

London Overground Infrastructure Protection:

98 The Local Planning Authorities in conjunction with LO will need to approve the applicant's plans for traffic management, demolition and land clearance. These would include for example, traffic movements, parking, security arrangements, storage of plant and materials, waste control, road cleaning and wheel washing, management of dust and debris. Reason: to safeguard and protect the operation of and access to the railway

99 During construction, the applicant is to ensure that LO's infrastructure is protected from such things as accidental damage and vehicle impacts, the applicant should refer to LO for details of acceptable protection measures. Therefore, the applicant will need to gain LO's written consent that the demolition and construction techniques used will not affect the safe and efficient operation of the railway. Reason: To protect the railway infrastructure

100 No demolition, excavation or construction works are to be carried out until the details including design and methodology of such works have been submitted to and approved in

writing by the Local Planning Authority in consultation with LO. Thereafter the works shall only be carried out in accordance with the approved details in a manner that does not endanger the safe operation of the railway, or the stability of the adjoining railway structures either in the short or long term. Reason: To protect the safe operation of the railway.

- 101 No vibro-compaction machinery is to be used in the development unless details of the use of such machinery and a method statement have been submitted to and approved in writing by the Local Planning Authority in consultation with LO. The use of such vibro-compaction machinery shall only be carried out in accordance with the approved method statement. Reason: To protect the safe operation of the railway.
- 102 The construction of the development is likely to involve scaffolding. All scaffolding on buildings to be erected over or adjacent to the railway imposes a risk on the operation of the railway. LO would require the applicant to submit plans for any proposed scaffolding in proximity of the railway to be approved in conjunction with Local Planning Authority as appropriate. This would include risk assessment and method statement in addition to design details including certification. In the event the construction uses mast climbers similar provisions would apply. Reason: To protect the safe and efficient operation of the railway.
- 103 Cranes and other lifting equipment are anticipated during the construction of this development and as such LO would request that the Local Planning Authority requires the applicant to submit to LO a crane / lifting management plan for approval. For cranes this would typically include crane base design (including certification) risk assessment and method statement for siting, erection, lifting arrangements, operational procedure (including any radio communications), jacking up, derigging in addition to plans for loads, radius, slew restrictions and collapse radius. LO would not permit any crane to over sail or operate very close to the railway. No cranes should be erected or used until LO's approval has been obtained in writing. Reason: To protect the safe and efficient operation of the railway.
- 104 LO has suffered damage to its Infrastructure from debris/equipment falling from developments adjacent to its railway. LO would like to be assured that the applicant will introduce adequate safety measures into the construction of the development, to ensure that debris/equipment cannot fall or be blown onto its railway. Reason: To protect the safe and efficient operation of the railway.
- 105 Radio communications are an important part of the safety of LO's railway. In construction and operations on site for development is likely to involve a series radio communications. We would wish to ensure that communications do not interfere with radio signals for the operation of the railway. We would request that the applicant ensures site operatives have technically or geographically assigned frequencies by Ofcom and that the applicant ensures these do not conflict with the frequency adopted for LO the running of the railway. Reason: To ensure the construction of development does not interfere with the safe operation of the railway.
- 106 Radio Communications are an essential element in delivering a safe and efficient railway. New developments can adversely affecting LO's radio communications and so making it much more difficult to communicate along the railway network. Furthermore, LO would request that the applicant conducts radio surveys before construction followed by further surveys at interim stages (to be agreed) given the likelihood of development in phases and after the construction to assess the level of impact the development has on LO's radio signal. This has obvious safety implications and LO would therefore, be seeking contributions from the developer towards any equipment upgrade required to mitigate the adverse effects of this development on LO's radio communications. Reason: To ensure the development does not interfere with the safe operation of the railway.

- 107 Permanent external lights and those installed during the construction period shall not shine directly onto LO's property. Reason: To protect the safe operation of the railway.
- 108 No maintenance regime for the facades of the building elevations facing the railway should be permitted which compromises the safe, efficient and economic operation of the railway and should be agreed by LO. Reason: To protect the safe operation of the railway.
- 109 LO may need to request the applicant conducts a reflected glare assessment to confirm there shall be no impact to Railway operations during or after the completion of the Development. Reason: To protect the safe operation of the railway.
- 110 LO requires that the applicant enters into an Asset protection Agreement with LO to ensure that the development is carried out safely and in accordance with LO requirements. Reason: To protect the safe operation of the railway.

London Underground and DLR Protection:

- 111 Confirmed no objection and no comments to make

London Borough of Southwark:

- 112 No response received

Natural England:

- 113 Confirmed no objection and no comments to make

Network Rail:

- 114 Confirmed no objection and no comments to make

Southern Gas Network:

- 115 No response received

Thames Water:

- 116 Thames Water have been consulted on the above application by Lewisham Council and, upon review, have noticed that some information that enables us to check the impact of the development on our network is missing.
- 117 Due to this, as we do have some capacity concerns, we have replied to the consultation requesting that a condition be applied to permission, should it be granted.
- 118 In order for us to reconsider our position, can you please clarify whether the foul discharge will be gravity or pumped? For surface water, the discharge rate does not meet London Policy 5.13, Thames Water expects greenfield rates i.e. 2-3l/s max.
- 119 We would like to request that the developer arrange for the attached form to be completed (for waste and potable water) and returned to developer.services@thameswater.co.uk to enable us to carry out an impact study and model the site for reinforcements to the network.
- 120 Completing this process will assist in the discharge of the conditions should they be applied to permission, if granted.
- 121 Should you require any further information or assistance, please do not hesitate to contact us.

Transport for London:

Healthy Streets

- 122 TfL has launched the Healthy Streets approach which aims to improve air quality, reduce congestion and make attractive places to live, work and do business. There are ten Healthy Street indicators which put people and their health at the heart of decision making, and aim to result in a more inclusive city. All developments are expected to deliver against the Mayor's Healthy Streets criteria, in line with Policy T2 of the ItPLP. The applicant should therefore provide commentary on how they are delivering against the aforementioned criteria.
- 123 The applicant has provided an Active Travel Zone assessment, but further thought is required. Noting the significant mode share attributed to walking, which as highlighted in the Trip Generation section below TfL have some concerns with, ensuring that a high-quality pedestrian environment to key trip attractors is essential. The updated assessment should inform further discussions with the Council, with intended mitigation identified and secured, noting the modal shift that the applicant is seeking to achieve at this site. Mitigatory measures on a number of uses may be required due to the number of uses proposed for the development.

Vehicular Access

- 124 The proposed development is to be served by three vehicle access points. The proposed vehicle access points are predominantly in the same location as that proposed for the following planning application: DC/18/106941.
- 125 The vehicle access points must be designed in accordance with the Mayor's Healthy Streets approach. As such, all these access points should be designed to optimise the pedestrian experience, ensuring vehicle crossovers are at footway level.
- 126 It is noted that a Stage 1 RSA has been undertaken, which has identified a number of concerns in terms of the proposed loading bay (i.e. possible encroachment into the carriageway linked to usage), the proposed accessed (i.e. encroachment by refuse/service vehicles onto the opposing carriageway). The concerns identified must be addressed, in consultation with Lewisham, as highway authority. It is noted that the proposed lay-by is in close proximity to the bus stop adjoining this site, as such TfL will need to be satisfied that the proposed development will not adversely impact on bus operations in this area.

Walking and Cycling

- 127 The submitted TA identifies that a modal split of 56.3% for the proposed student accommodation. Taking into consideration the sites proximity to the identified education establishments and the current industrial nature of the area, there is a strong concern that this mode share will not be realised without significant improvements to the walking environment.
- 128 Notwithstanding this concern, significant improvements to the walking and cycling environment, both within and outside of the red line boundary, will be required to support the modal shift that is being presented by the applicant. From the information provided, it appears that the applicant is not proposing any improvements outside of the red line boundary. Working with the appropriate highway authority, the applicant should identify the measures that they will be delivering/contributing towards to support walking and cycling from this site.
- 129 As highlighted above, the site is in close proximity to Evelyn Street which forms part of Cycleway 4. Cycleway 4 will create a continuous segregated cycle route between Tower

Bridge and Greenwich, and improve public spaces and facilities for people who are walking. The site should seek to create a connection to this cycleway and support the delivery of the aforementioned scheme.

- 130 Furthermore, due to the site's proximity to this cycling infrastructure a contribution of £220,000 is sought towards cycle hire.

Trip Generation Assessment

- 131 The applicant has provided a multi-modal trip generation assessment for all land uses proposed.

- 132 As referenced above, there is concern in regards to the modal split identified for the students. The applicant has identified that those residing at the proposed student accommodation could attend one of the following establishments.

- 133 All educational establishments are outside of reasonable walking distances, as such there is a concern that the impact on the public transport network is being underestimated. This must be addressed.

- 134 The applicant has identified a person trip rate of 0.117 during the AM and 0.161 during the PM peak for the student accommodation. There is a concern that the quantum of trips has been underestimated, as such must be addressed. It is TfL's preference that person trip rates are based on the survey of existing travel patterns to a university campus.

- 135 A person trip rate of 0.974 and 0.657 during the AM and PM peaks respectively has been identified for the affordable dwellings. This is considered to be within the expected range.

- 136 As referenced above, given the low PTAL of the site and the poor walking and cycling environment contributions towards sustainable and active travel will be sought in line with Policy T4 of the ItPLP, taking account of the trip generation assessment as ultimately agreed.

Car Parking

- 137 The development is proposed as car-free, with the exception of disabled persons' parking spaces, and thus a permit-free agreement and contribution towards the implementation of a CPZ should therefore be secured. In line with the Mayor's Healthy Streets approach the latter would also limit car-dominance in the area through on street parking access thereto.

- 138 13 disabled persons' parking spaces are proposed – six for the residential units, three for the student accommodation and four for the commercial element. Thus 10.3 per cent of the residential dwellings would have having access to a disabled persons' parking space from the outset. Further justification is required for this quantum. There is the concern that if there is overprovision this will result in the misuse of these spaces for general parking, thus impacting on the modal shift at this site. Instead the area should be designed for use for other purposes i.e. additional storage space, at the outset and only converted to parking if and when demand from for disabled person parking spaces arise.

- 139 Three disabled persons' parking spaces are proposed for the student accommodation. As highlighted in Paragraph 29 of the Stage 1 report, it is a requirement that the majority of student bedrooms are secured via nominations agreement to a specific higher educational institution. The identification of a higher educational provider will offer the opportunity to develop a strategy to address parking provision for students who have mobility impairments, in line with the provider's specific needs and policy. The appropriate quantum of on-site disabled person parking provision can be considered as part of this strategy. As highlighted above, the site is located within a predominantly industrial location, as such to support the provision of disabled person parking provision at this site for both the student

accommodations and residential use, improvements to support the ease of access for those with mobility impairments to key trip attractors will also need to be considered. For any rooms without nomination rights, disabled persons' parking places should be provided on an equivalent basis to that for general residents who are Blue Badge holders, as explained in the above paragraph

- 140 Due to the low level of parking provision proposed, the applicant is encouraged to have active electric charging facilities at all spaces from the outset. A Parking Design and Management Plan should be secured by condition.

Cycle Parking

- 141 104 long-stay and 5 short-stay cycle parking spaces are proposed for the residential use. 296 long-stay and 10 short-stay cycle parking spaces are proposed for the student accommodation. 10 long-stray and 3 short-stay are proposed for the commercial use. The quantum of cycle parking for all uses accords with the minimum standards identified within Policy T5 of the ItPLP.
- 142 Whilst cycle parking is largely in accordance with London Cycle Design Stands (LCDS), it is noted that the commercial cycle store located on the ground floor can be directly accessed from the service yard. This raises security concerns, and it is TfL's preference that the cycle store is accessed via the lobby. This will afford cyclists with the same level of protection as those who choose not to cycle.

Delivery and Servicing

- 143 There is a concern that the delivery and servicing demands of the development, in particular that of the student accommodation, has been underestimated. A robust assessment must be undertaken to enable TfL to determine whether the
- 144 Proposed facilities are sufficient to accommodate delivery and servicing demand from all uses without detriment to any or all road users and to bus operations.
- 145 An inset lay-by loading area to the north of the site and a servicing yard accessed from Sanford Street are proposed. Further thought on the design of these facilities with regards to the Mayor's Vision Zero approach and possible impact on the operations of the adjoining bus stop is required. The applicant should also address the concerns raised in the Stage 1 RSA in terms of the inset lay-by. The Council, as highway authority may also have issues with the delivery and servicing proposals.
- 146 A full Delivery and Servicing Plan (DSP) should be secured through condition in line with Policy T7 of the ItPLP. This should detail the measures that the applicant will introduce to minimise the impact of the delivery and servicing on the surrounding transport network.

Student Accommodation

- 147 No detail has been provided on student move-in and move-out for the proposed 393 rooms. Applicant should provide an assessment of the move-in and move-out arrangements to enable TfL and Lewisham to determine the impact that this activity will have on the surrounding transport network. Noting the sites proximity to a bus stop, TfL need to be assured that these arrangements will not impact upon operations.

Construction

- 148 Given the adjacent London Overground (LO) infrastructure, it is essential that appropriate and agreed with LO arrangements are put in place to protect rail infrastructure during the works. London Overground Infrastructure Protection have provided comments on this application separately which must be addressed.

- 149 The adjoining bus stop must also remain in operation throughout this period. Early engagement with TfL on this matter is encouraged.
- 150 A full construction logistics plan (CLP) should be secured through condition, in line with Policy T7 of the ItPLP. This should detail the measures that the applicant will implement to minimise the impact on the surrounding public transport network and how it will comply with the Mayor's Vision Zero approach.

London Overground and Substation Safeguarding

- 151 Once complete the development must also not have any detrimental impact on LO operations and structures and access to all infrastructure should be maintained. All these issues must be sufficiently addressed prior to determination to the satisfaction of TfL and then secured by condition. It is understood that London Overground Infrastructure Protection have sent a separate response on this matter.

Agent of Change

- 152 Policy D13 of the ItPLP places the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on the proposed new noise-sensitive. The development should therefore be so designed in respect of the adjoining railway tracks and depot, and ensure they remain viable and can continue to operate without unreasonable restrictions being placed on them due to sensitive adjacent new uses. TfL will need to be satisfied that sufficient measures have been put in place to mitigate against the noise of existing London Overground operations in this area.

Travel Plan

- 153 A framework Travel Plan has been submitted to support the proposed application. It is noted that the framework Travel Plan does not identify targets for the proposed development. The aim and targets included within the Travel Plan must align with the Mayor's strategic mode shift target, which for inner London Boroughs is for 90 per cent of journeys to be made by modes of sustainable and active travel.

5.5 LEWISHAM DESIGN REVIEW PANEL (LDRP)

- 154 The proposed development was presented to LBL's Design Review Panel (DRP) in July and December 2017. At the time of review, the proposals did not include Purpose Built Student Accommodation as the current scheme does.
- 155 Following the second review, the panel continued to be in broad support for a high-quality employment led scheme coming forward on the site, provided it could be designed and delivered to sufficient quality to create effective employment space and high quality living accommodation simultaneously.
- 156 The Panel had outstanding concerns regarding the rationale behind the form and massing of the blocks, and recommended that it was further considered and developed to ensure that it was robust and told a clear and logical story that supported the development of the site itself. The panel recommended further modelling to better articulate and break up the massing and roof line of the upper levels of the scheme.
- 157 The Panel remarked that the proposals for the more generous lower levels of the scheme for employment uses had improved in their opinion since the last panel presentation. The treatment and visual attractiveness/robustness of these lower levels however, particularly once occupied by an as yet unknown range of light industrial occupiers, remained a concern.

158 In response to the panel's comments, a summary of how the scheme was amended is as follows:

- The proposed scheme was amended to include a commercial plinth which forms a continuous line as the frontage to Folkestone Gardens and the massing was broken up through a series of design features including open corner balconies, recessed balconies and setbacks between massing blocks.
- The tallest element of the proposal was reduced from 20 to 15 storeys.
- The floor to ceiling heights of the commercial floorspace was increased and includes double height space, with some mezzanine floorspace to provide flexibility for future occupiers.
- The panel raised the importance of the masterplan approach. As a result, information on the masterplanning approach was submitted as part of the planning application to demonstrate how the proposed development does not prejudice future development coming forward at the site to the north on Juno Way.
- In order to ensure a high quality living environment for future residents, a suite of environmental reports were submitted with the planning application as requested by the panel including in relation to noise, air quality and daylight sunlight.

6 POLICY CONTEXT

6.1 LEGISLATION

159 Planning applications are required to be determined in accordance with the statutory development plan unless material considerations indicate otherwise (S38(6) Planning and Compulsory Purchase Act 2004 and S70 Town & Country Planning Act 1990).

160 Planning (Listed Buildings and Conservation Areas) Act 1990: S.66/S.72 gives the LPA special duties in respect of heritage assets.

161 Section 66 stating that in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest. Section 72 being in relation to respects to any buildings or other land in a conservation area.

162 MATERIAL CONSIDERATIONS

163 A material consideration is anything that, if taken into account, creates the real possibility that a decision-maker would reach a different conclusion to that which they would reach if they did not take it into account.

164 Whether or not a consideration is a relevant material consideration is a question of law for the courts. Decision-makers are under a duty to have regard to all applicable policy as a material consideration.

165 The weight given to a relevant material consideration is a matter of planning judgement. Matters of planning judgement are within the exclusive province of the LPA. This report sets out the weight Officers have given relevant material considerations in making their recommendation to Members. Members, as the decision-makers, are free to use their planning judgement to attribute their own weight, subject to the test of reasonableness.

6.2 NATIONAL POLICY & GUIDANCE

- National Planning Policy Framework 2019 (NPPF)
- National Planning Policy Guidance

6.3 DEVELOPMENT PLAN

166 The Development Plan comprises:

- London Plan (March 2021) (LPP)
- Core Strategy (June 2011) (CSP)
- Development Management Local Plan (November 2014) (DMP)
- Site Allocations Local Plan (June 2013)
- Draft new Lewisham Local Plan (2020): A draft new Lewisham Local Plan has been produced and is currently at Regulation 18 stage as a “Main Issues and Preferred Approaches” document. Consultation of the new Local Plan is taking place from 15th January 2021 to 11th April 2021. Given the very early stage of the plan adoption, this is a material consideration but can be afforded no weight.

6.4 SUPPLEMENTARY PLANNING GUIDANCE

167 London Plan SPG/SPD:

- Planning for Equality and Diversity in London (October 2007)
- London View Management Framework (March 2012)
- All London Green Grid (March 2012)
- Play and Informal Recreation (September 2012)
- Character and Context (June 2014)
- The control of dust and emissions during construction and demolition (July 2014)
- Accessible London: Achieving an Inclusive Environment (October 2014)
- Social Infrastructure (May 2015)
- Housing (March 2016)
- Homes for Londoners: Affordable Housing & Viability (August 2017)
- Energy Assessment Guidance (October 2018)

7 PLANNING CONSIDERATIONS

168 The main issues are:

- Principle of Development
- Housing
- Urban Design
- Impact on Adjoining Properties
- Transport
- Sustainable Development
- Natural Environment
- Planning Obligations

7.1 PRINCIPLE OF DEVELOPMENT

General Policy

169 The National Planning Policy Framework (NPPF) at Paragraph 11, states that there is a presumption in favour of sustainable development and that proposals should be approved without delay so long as they accord with the development plan.

170 Lewisham is defined as an Inner London borough in the London Plan. The Mayor's vision for Inner London boroughs includes among other things sustaining and enhancing its recent economic and demographic growth; supporting and sustaining existing and new communities; addressing its unique concentrations of deprivation; ensuring the availability of appropriate workspaces for the area's changing economy; and improving quality of life and health.

Policy

171 LPP SD1 Opportunity Areas and Intensification Areas states that seek to optimise residential and non-residential output and densities, provide necessary social and other infrastructure to sustain growth, and, where appropriate, contain a mix of uses.

Demolition of Existing Buildings

Discussion

172 The Site is currently occupied by a brick warehouse aligning with Trundleys Road; a smaller warehouse to its west; a small row of vacant terraced shops with flats above; and a small industrial building to the south of the Site. The application seeks demolition of the existing buildings on Site.

173 The existing buildings on Site are not statutorily or locally listed, nor located within a Conservation Area, nor are there any national or local policies which would prevent the principle of their demolition.

174 The existing buildings at the application site are of little architectural value, with the majority being in unsightly and in a poor state of repair, failing to positively contribute to the character and appearance of the area or the local context. Furthermore, the demolition of the buildings will enable the comprehensive redevelopment of the site to intensify the existing industrial use allowing for the introduction of both residential units and student accommodation. The acceptability of these uses is discussed below.

175 Given the above, the demolition of the existing buildings on the application site is considered acceptable in principle.

Principle of Co-Location of Industrial Uses and Residential Uses

Policy

176 LPP E4 (Land for industry, logistics and services to support London's economic function) states that a sufficient supply of land and premises in different parts of London to meet current and future demands for industrial and related functions should be provided and maintained, taking into account strategic and local employment land reviews, industrial land audits and the potential for intensification, co-location and substitution. This should make provision for the varied operational requirements of:

- 1) light and general industry (Use Classes B1c and B2)

- 2) storage and logistics/distribution (Use Class B8) including 'last mile' distribution close to central London and the Northern Isle of Dogs, consolidation centres and collection points
- 3) secondary materials, waste management and aggregates
- 4) utilities infrastructure (such as energy and water)
- 5) land for sustainable transport functions including intermodal freight interchanges, rail and bus infrastructure
- 6) wholesale markets
- 7) emerging industrial-related sectors
- 8) flexible (B1c/B2/B8) hybrid space to accommodate services that support the wider London economy and population
- 9) low-cost industrial and related space for micro, small and medium-sized enterprises (see also Policy E2 Providing suitable business space)
- 10) research and development of industrial and related products or processes (falling within Use Class B1b).

177 LPP E5 (Strategic Industrial Locations (SIL)) states that Strategic Industrial Locations should be managed proactively through a plan-led process to sustain them as London's largest concentrations of industrial, logistics and related capacity for uses that support the functioning of London's economy and that Boroughs, in their Development Plans, should define the detailed boundary of SILs in policies maps having regard to the scope for intensification, co-location and substitution.

178 LPP E5 also states that development proposals for uses in SILs other than those set out in Part A of Policy E4 Land for industry, logistics and services to support London's economic function, (including residential development, retail, places of worship, leisure and assembly uses), should be refused except in areas released through a strategically co-ordinated process of SIL consolidation. This release must be carried out through a planning framework or Development Plan Document review process and adopted as policy in a Development Plan or as part of a co-ordinated masterplanning process in collaboration with the GLA and relevant borough.

179 LPP E7 (Industrial intensification, co-location and substitution) states that Development Plans and planning frameworks should be proactive and consider, in collaboration with the Mayor, whether certain logistics, industrial and related functions in selected parts of SIL or LSIS could be intensified to provide additional industrial capacity. Intensification can also be used to facilitate the consolidation of an identified SIL or LSIS to support the delivery of residential and other uses, such as social infrastructure, or to contribute to town centre renewal. This approach should only be considered as part of a plan-led process of SIL or LSIS intensification and consolidation (and the areas affected clearly defined in Development Plan policies maps) or as part of a co-ordinated masterplanning process in collaboration with the GLA and relevant borough, and not through ad hoc planning applications. In LSIS (but not in SIL) the scope for co-locating industrial uses with residential and other uses may be considered. This should also be part of a plan-led or masterplanning process.

180 The processes outlined above must ensure that:

- 1) the industrial uses within the SIL or LSIS are intensified to deliver an increase (or at least no overall net loss) of capacity in terms of industrial, storage and warehousing floorspace with appropriate provision of yard space for servicing
- 2) the industrial and related activities on-site and in surrounding parts of the SIL, LSIS or Non-Designated Industrial Site are not compromised in terms of their continued efficient function, access, service arrangements and days/hours of operation noting that many businesses have 7-day/24-hour access and operational requirements
- 3) the intensified industrial, storage and distribution uses are completed in advance of any residential component being occupied
- 4) appropriate design mitigation is provided in any residential element to ensure compliance with 1 and 2 above with particular consideration given to:
 - a) safety and security
 - b) the layout, orientation, access, servicing and delivery arrangements of the uses in order to minimise conflict
 - c) design quality, public realm, visual impact and amenity for residents
 - d) agent of change principles
 - e) vibration and noise
 - f) air quality, including dust, odour and emissions and potential contamination.

181 Draft Local Plan Policy EC2 (Protecting employment sites and delivering new workspace) Proposals for the co-location of employment and other compatible uses will only be supported at selected SIL sites, and where it can be suitably demonstrated that the requirements of London Plan policies E5 (Strategic Industrial Locations) and E7 (Industrial intensification, co-location and substitution), and other relevant Local Plan policies, are satisfied. Further detailed requirements are set out in the corresponding site allocation policies for the following sites:

- a) Apollo Business Centre (Surrey Canal Road SIL)
- b) Trundleys Road (Surrey Canal Road SIL)
- c) Evelyn Court (Surrey Canal Road SIL)

182 The Council is now preparing a Draft Lewisham Local Plan (Regulation 18 stage "Preferred Approach" document) to replace the 2011 Core Strategy, DMLP and other documents and states that the co-location of employment and other compatible uses will be supported on this site. The Local Plan was considered and approved by the Council on 25 November 2020. Consultation of the new Local Plan is taking place from 15th January 2021 to 11th April 2021. This sets out the plan-led approach for the consolidation and intensification of the SIL uses in the borough, as well as the release of certain sites from SIL as per policy EC2 above. The Lewisham Local Plan is seen as material consideration, having been endorsed by Council. However, no weight is afforded to the document as it is not been out for public consultation to date.

Discussion

183 As set out, the Site currently falls within the wider Surrey Canal Strategic Industrial Location (SIL) where the existing industrial uses are protected by adopted planning policy. Policy E5 of the London Plan details the types of uses appropriate to SILs.

- 184 The wider policy objective of the London Plan is to ensure there is no net loss of industrial floorspace capacity across London within designated SIL (Policy E4). As such, any release of industrial land should be facilitated through the processes of industrial intensification, co-location and substitution set out in Policy E7.
- 185 Accordingly, Policy E7 sets out that boroughs should identify parts of SIL that could be intensified to provide additional industrial capacity and to facilitate a process of consolidation of an identified SIL to support the delivery of residential and other uses. This approach should be undertaken as part of a plan-led process of SIL intensification and consolidation as identified by the borough.
- 186 The Lewisham Employment Land Study (2019) provides an up-to-date assessment of the future need for industrial land and floorspace in the borough plus a qualitative assessment of the currently designated employment locations and sites. This assessment recognises the constraints and deficiencies of the Trundleys Road Site and notes that this is of significantly poorer quality than the rest of the Surrey Canal SIL. As such, it recommends that the Site is designated for colocation of employment and other uses, including residential uses, through a plan-led process of intensification and co-location.
- 187 The draft Local Plan seeks to retain the employment generating function of the Trundleys Road site whilst allowing flexibility for a wider range of uses, including residential, to secure the long-term viability of commercial uses. This is reflected in the emerging Site Allocation for the site which proposes the site is allocated for comprehensive employment-led redevelopment and co-location of compatible commercial, residential and complementary main town centre uses. The draft Local Plan therefore seeks the release of the Trundley's Road site from SIL. This is part of a plan-led process where the Council has also identified additional areas of land to be designated as SIL including land at the Bermondsey Dive Under. In line with London Plan Policy E7 this provides a compensatory process to ensure there is no loss of SIL within the borough.
- 188 Notwithstanding the above, it is acknowledged that the Core Strategy recognises that SIL uses should be protected. However, the new London Plan provides an updated policy basis for SIL release and co-location of industrial and residential uses – this forms the basis of the draft new Local Plan on which the Council is currently consulting and it is considered that the proposed scheme aligns with the Regulation 18 Consultation Document.
- 189 In relation the criteria set out by LPP E7, the industrial uses proposed would increase industrial capacity and provide appropriate servicing areas (assessed below). The existing site is not a typical SIL site in that a substantial part of it (approximately 43%) is occupied by non-SIL uses comprising retail (A1 shop and A3 restaurant) and residential use (3 no. 1 bed and 3 no. 2 bed flats). The site currently includes 1,320sqm GIA of SIL uses plus yard space.
- 190 The existing industrial uses are significantly intensified as part of the development proposals, which result in an increase in industrial capacity of 168% compared to the existing floorspace. The proposed development has been designed to provide flexible commercial floorspace with units that can accommodate a range of large, or small and micro businesses for industrial and warehouse uses or light industrial and creative industrial workshop uses. Additionally, the proposed external yard space is proposed that provides adequate space for servicing and deliveries.
- 191 The application site functions largely in isolation away from the Surrey Canal SIL, separated by physical barriers including the railway line and Surrey Canal Road. Notwithstanding this, the proposed development has been designed to ensure the continued function of the surrounding uses.

- 192 In addition to the above, the applicant has adopted a wider masterplan approach to the wider site including Juno Way and the Apollo Business Centre demonstrating that the proposed development will not prejudice future development of neighbouring sites.
- 193 In relation the relationship of existing and proposed residential and commercial uses co-existing, the proposed development has been designed with measures intended to mitigate and manage the potential impacts arising from the proposed on-site commercial use to the proposed residential receptors. The development proposals have been designed to physically separate the commercial units from the residential and student accommodation above, including the access and servicing arrangements. More detail is included within the Agent of Change section of this report.
- 194 With regard to safety, the proposals have been designed in accordance with the principles of Secured by Design, including with regard to fire and emergency egress. If the application were to be approved, it is recommended that a Secured by Design condition is imposed.
- 195 The layout, orientation, access, servicing and delivery arrangements for the three proposed uses (commercial, student and residential) have been designed to minimise conflict between the uses. This is discussed in further detail in the Transport section of this report
- 196 The proposed residential accommodation has been designed to meet residential design standards in terms of space standards, amenity space and play provision. The student accommodation and residential accommodation have also been designed to a high quality and to ensure a good level of amenity for future occupants. This is discussed further in the quality of accommodation section of this report below.
- 197 Additionally, in relation to the final requirements of LPP E7, the Agent of Change principle, impacts in terms of noise and vibration, air quality are all assessed in the relevant parts of this report below.
- 198 The application site is not a conventional SIL site in terms of its existing land use, location and context. For this reason, the evidence base for the emerging Lewisham Local Plan recommends that the site is designated for co-location of employment residential use.
- 199 CS3 states that ‘the Council will protect Strategic Industrial Land... for activities that support the continued functioning of London’, the proposed development, whilst including residential uses represents an increase in industrial uses on the site of 168% compared to existing and therefore there is no net loss of industrial capacity on the Site. The proposed scheme has also been sensitively designed in order to maintain the functionality of the surrounding uses and work compatibly with the residential and student accommodation uses also proposed on-site.
- 200 As set out in the applicant’s Employment and Marketing Strategy, the proposed commercial floorspace will generate between 31 and 61 FTE jobs on site based on the Homes and Communities Agency Employment Density Guide 3rd edition (November 2015). The site currently provided 15 FTE jobs and therefore the proposed development represents a significant uplift in the employment provision and optimises the use of the Site. The overall uplift in floorspace and jobs creation is outlined in the Table below:

Table 3: Existing and Proposed Floorspace and Jobs

	Existing	Proposed
Industrial floorspace	1320sqm	2200sqm
Yard space	1280sqm	990sqm

Total industrial floorspace	2600sqm	3190sqm
Jobs	15 jobs	31-61 jobs

- 201 The Site falls within the Lewisham, Catford and New Cross Opportunity Area, for which the London Plan sets a target for 13,500 new homes. The 58 residential dwellings proposed will contribute towards meeting these targets, contribution towards 3.5% of the annual London Plan target in relation to housing, and the 393 student bedspaces would provide 11% of the student bedspaces which the London Plan seeks to provide annually.
- 202 As outlined above, the draft Local Plan identifies the site at Trundleys Road as one of three sites that will be released from SIL to provide mixed use development (the adjacent Apollo Business Centre and Evelyn Court being the other two sites). The draft site allocation associated with the Trundleys Road site confirms that the site will be released from SIL, and envisages that the site will support “comprehensive employment-led redevelopment” with “co-location of compatible commercial, residential and complementary town centre uses”.
- 203 In conjunction with this strategy to release SIL, the draft Local Plan confirms that a new area of SIL will be designated as part of the Surrey Canal SIL in compensation for the released sites, at the “Bermondsey Dive Under” site, approximately 500 metres north-west of the application site. The new SIL boundaries have been outlined on the Council’s draft Policies Map.
- 204 It has now been demonstrated that the Council has begun a plan-led process of SIL release and consolidation, in accordance with Policies E4 and E7 of the London Plan.
- 205 Further to the above, the GLA have noted that notwithstanding the current SIL designation, it is acknowledged that the site is potentially a suitable location for a mixed-use employment and residential development as it would contribute to the consolidating the urban form in this part of Lewisham. The site is on the eastern edge of the designated SIL area to the north and west and is close to the established residential neighbourhoods to the south, north and east. There is a large park at Folkstone Gardens opposite that would provide good outlook and amenity space for residential occupiers. It is also noted that the site is not currently wholly industrial in nature as retail and residential use currently forms 43% of the site. The site could also be released in isolation without compromising the integrity of the larger area of SIL to the north, and the release of the site for residential uses would not result in a residential development surrounded by industrial use.
- 206 As required by the GLA and LPP, the Council has now published its local plan documents for consultation and provided evidence with regard to the proposed approach to SIL consolidation.
- 207 Officers acknowledge the non-compliance of the proposed development from the 2011 Core Strategy which has strict protection over SIL sites. The applicant in this instance has sought to make optimal use of a site which has characteristics of both employment and other uses including existing residential and retail in a location which borders a park and other civic features including a primary school and adjacent regeneration schemes. The scheme is a departure from the Core Strategy but has been designed to the principles of the new London Plan and is in accordance with the direction of travel of the new draft Local Plan. Whilst the Local Plan has no planning weight it is a material consideration and officers consider the scheme acceptable for the following given the existing non SIL uses on-site (43% of the overall floorspace approximately), the location of the site on the fringe of the SIL adjacent to the features outlined above, the uplift in overall industrial floorspace in terms of quantum and quality (which would be secured in perpetuity), an increase of job provision and given that the proposals are in accordance with the direction of travel of the draft Local Plan.

208 Given the above, the principle of co-location of industrial and residential units is considered acceptable in accordance with the requirements of the adopted London Plan, and is an acceptable departure from the Councils Core Strategy.

Principle of Student Accommodation

Policy

209 LPP Policy H15 Purpose-built student accommodation states that Boroughs should seek to ensure that local and strategic need for purpose-built student accommodation is addressed, provided that:

- 1) at the neighbourhood level, the development contributes to a mixed and inclusive neighbourhood
- 2) the use of the accommodation is secured for students
- 3) the majority of the bedrooms in the development including all of the affordable student accommodation bedrooms are secured through a nomination agreement for occupation by students of one or more higher education provider
- 4) the maximum level of accommodation is secured as affordable student accommodation as defined through the London Plan and associated guidance:
 - a. to follow the Fast Track Route, at least 35 per cent of the accommodation must be secured as affordable student accommodation or 50 per cent where the development is on public land or industrial land appropriate for residential uses in accordance with Policy E7 Industrial intensification, co-location and substitution
 - b. where the requirements of 4a above are not met, applications must follow the Viability Tested Route set out in Policy H5 Threshold approach to applications, Part E.
 - c. the affordable student accommodation bedrooms should be allocated by the higher education provider(s) that operates the accommodation, or has the nomination right to it, to students it considers most in need of the accommodation.
- 5) the accommodation provides adequate functional living space and layout.

210 DMP Policy 8 (Student Housing) states that The Council will support proposals for student housing provided that the development:

- a. will not involve the loss of permanent self-contained homes
- b. will not involve the loss of designated employment land
- c. will not involve the loss of leisure or community space
- d. will not prejudice the Council's ability to meet its annual London Plan housing target for additional self-contained homes
- e. has an identified end user affiliated with an educational institution or student housing management company
- f. is well served by public transport and is accessible to a range of town centre, leisure and community services

- g. provides a high quality living environment and includes a range of unit sizes and layouts, with and without shared facilities, to meet the requirements of the educational institutions it will serve
- h. complies with part 1 of DM Policy 6 Houses in multiple occupation (HMO) in all cases where the proposal involves the creation of an HMO
- i. demonstrates that it is suitable for year round occupation and that it has long term adaptability and sustainability, including adequate and suitable cycle parking
- j. contributes to creating a mixed and inclusive community
- k. does not cause unreasonable harm to residential amenity or the surrounding area and
- l. provides 10% wheelchair accessible rooms fully fitted from occupation.

211 As above, the draft Local Plan is offered no weight at present but is a material consideration. As such, draft Policy HO8 is outlined below for reference.

212 Draft Local Plan Policy HO8 (Purpose built student accommodation) states that Development proposals for Purpose Built Student Accommodation (PBSA) will only be supported where they:

- a. Help to meet an identified strategic need for this type of housing, giving priority to local need;
- b. Ensure that the accommodation is secured for use by students, as demonstrated by an agreement with one or more specific higher education institutions;
- c. Make provision for affordable student accommodation, in line with draft London Plan Policy H17 (Purpose built student accommodation); and
- d. Do not compromise the delivery of the Borough's strategic requirements for conventional housing.

213 Part B goes on to state that's development proposals for PBSA must be appropriately located:

- a. At well-connected sites that have good levels of public transport accessibility and are easy to access by walking and cycling;
- b. Within or at the edge of town centres, or other locations that benefit from good provision of shops, services, leisure and community facilities appropriate to the student population; and
- c. To support mixed and balanced communities:
 - i. Without leading to a proliferation or harmful overconcentration of student accommodation in the locality; and
 - ii. Giving priority to sites located in proximity to the education institution(s) the development is intended to serve, or other higher education institutions in the Borough.

214 Draft Policy HO8 also outlines requirements for the proposed design of PBSA and outlines that all development proposals must be accompanied by a site management maintenance plan which would be secured by condition.

Discussion

- 215 The adopted and emerging policy position supports the principle of PBSA providing it does not undermine the ability of the borough to meet its London Plan housing target for additional self-contained homes. The latest LBL Annual Monitoring Report (January 2021) shows that the Council can demonstrate a five-year housing land supply (with a 5% buffer). The proposed development at Trundleys Road (under reference DC/18/106941) is not included within this and therefore the reduction of proposed self-contained residential dwellings would not negatively impact the ability for the Council to achieve their housing target. Moreover, the proposal includes 58 conventional residential dwellings, all of which are affordable, therefore contributing to housing targets.
- 216 Further to the above, the London Plan sets out there is a need to provide 3,500 new PBSA bedspaces annually. The proposal comprises 393 bedspaces and therefore would contribute to achieving the London-wide target for PBSA. Moreover, paragraph 4.15.1 of the London Plan states that whilst London's overall housing need in the 2017 London SHMA is expressed in terms of the number of conventional self-contained housing units, the completion of new PBSA contributes to meeting London's overall housing need and is not in addition to this need. Therefore, the proposals do not compromise the ability of Lewisham to meet its housing targets because new PBSA bedspaces also contribute towards this.
- 217 In addition, as acknowledged by the Council through its consultation on the draft Local Plan, the provision of PBSA has the added benefit of relieving pressure on the private rented market, enabling opportunities for others to access housing that might not otherwise be available. It is therefore considered that the proposal for PBSA at Trundleys Road would not undermine the ability of Lewisham to meet its housing target.
- 218 It is considered that to a degree the PBSA would free-up conventional housing stock for local people whilst contributing towards London-wide targets for PBSA bedspaces and overall housing need. As set out in the accompanying Student Housing Demand Assessment prepared by Knight Frank, the provision of 393 PBSA bedrooms at the Site could release up to 157 single dwelling houses back to the private rented sector. This is in addition to the 58 conventional affordable dwellings that are also proposed as part of the development.
- 219 On this basis, the proposed development does not undermine the ability of Lewisham to meet its housing targets.
- 220 London Plan Policy H15 and adopted DM Policy 8 require new student accommodation to be located in accessible locations which are well served by public transport. The current PTAL rating of the Site is 2 but this is expected to improve to PTAL 3 upon completion of the new overground station at Surrey Canal Road, situated along Surrey Canal Road which is 400m north-west of the Site. At present, the nearest rail stations are at Surrey Quays which is located approximately 1.1km to the north west of the site, and New Cross and New Cross Gate, located approximately 1.2km south of the Site. These provide access to London Overground and National Rail services. Deptford and South Bermondsey stations are also located approximately 1.5km of the Site (east and west respectively) providing further access to National Rail services. The nearest bus stop which provides access to Route 225 are located adjacent to the Site on Trundleys Road.
- 221 There are a number of Higher Education Providers in proximity to the Site. Within a 1 mile radius (15 minutes or less travel time by public transport) are:
- Goldsmiths College, University of London; and
 - Coventry University International Study Centre.

- 222 Moreover, there are also a number of Higher Education Providers within a 2.5 mile radius of the Site (40 minutes or less travel time by public transport):
- The University of Greenwich (main campus);
 - Ravensbourne University London (main campus);
 - Trinity Laban Conservatoire of Music and Dance (main campus);
 - Kings College London (Guy's campus and Denmark Hill campus);
 - University of Sunderland (London campus);
 - University of Gloucestershire (London campus);
 - University of Cumbria (East India Dock Road campus); and
 - Queen Mary University of London (Whitechapel campus).
- 223 This planning application is accompanied by a Student Housing Demand Assessment prepared by Knight Frank which concludes that the Site is a preferable location for students to live, especially those studying locally at Goldsmiths College, Greenwich University, Ravensbourne University or Kings College London.
- 224 The Applicant has been in discussions with these local Higher Education institutions, a number of whom have expressed interest in the proposals for PBSA in this location. As required by planning policy, a nomination agreement to secure the student accommodation for the students of one of more Higher Education institution(s) would be secured within the s106 agreement.
- 225 The applicant remains in negotiations with student housing management companies to take on the student housing development. In all cases these institutions are professional and commit to very high standards of management. A Student Management Plan has been submitted by the applicant as part of the planning application to demonstrate the high quality of student housing management that would be applied to the scheme. Additionally, a Student Management Plan would be required by condition to take into account the requirements of individual operator, once confirmed.
- 226 Moreover, as demonstrated previously, the provision of PBSA in this location would not compromise the ability of Lewisham to meet its housing targets. Rather, it will help free up the conventional housing stock that is current being used by students. The accompanying Student Housing Demand Assessment sets out that the provision of 393 PBSA bedrooms in this location will release up to 157 single dwelling houses back to the private rented sector. This is in addition to the 58 conventional affordable dwellings that are also proposed as part of the development.
- 227 As student accommodation is not a town centre use as defined by the NPPF, the Site does not have to pass a sequential test for the inclusion of PBSA. Draft Lewisham Policy HO8 states that it would support proposals for PBSA which, outside of town centres, are locations that benefit from good provisions of other shops, services, leisure and community facilities appropriate to the student population. Notwithstanding this, there are good walking, cycling and public transport links to nearby town and district centres which provide a good range of local services and amenities. Links to major and district centres are outlined as follows:

Table 4: Links to Major and District Centres

Town Centre	Distance from Site (approx.)	Accessibility from Site
Canada Water	1 mile	23 mins walk / 12 mins 225 bus
Lewisham (Major)	2 miles	20 mins (225 bus)

Deptford (District)	1.1 miles	18 mins (walk) / 6 mins (cycle)
New Cross (District)	0.7 miles	13 mins (walk) / 5 mins (cycle)

228 Furthermore, the application site is situated in a location where a number of committed developments are coming forward which include a significant amount of commercial floorspace at ground floor. Therefore, in the emerging context the Site will be in a location that benefits from good provisions of shops, services, leisure and community facilities appropriate to the student population

Table 5: Emerging Developments in Vicinity of Site

Development (planning ref. no.)	Distance from Site (approx.)	Commercial Uses Approved
Neptune Wharf (DC/10/075331)	0.2 miles	274sqm of A1 and 99sqm of A3
Arklow Road Trading Estate	0.3 miles	2,794sqm flexible A1/A2/A3/B1/D1/D2 uses
Deptford Timberyard	0.3 miles	10,413sqm of non-residential floorspace (A1/A2/A3/A4/A5/B1/D1/D2)
Surrey Canal Triangle	0.4 miles	Up to 6,300sqm of retail floorspace (Class A1-A5) floorspace; up to 15,000sqm of business floorspace (Class B1); up to 10,000sqm of non-residential institution floorspace (Class D1); up to 15,800sqm of assembly and leisure floorspace (Class D2)
Convoys Wharf	0.8 miles	Up to 5,810sqm of A1/A2, 4,520sqm A3/A4 and 13,000sqm of D1/D2

229 Therefore, the application site is considered to be in an accessible location in proximity to (a) the education institution(s) it is intended to serve and (b) to local services and amenities both in the emerging context due to a number of mixed-use developments coming forward in the vicinity of the Site and at present due to the Site's proximity to a number of existing town and district centres.

230 The proposal contributes towards creating mixed and balanced communities. The PBSA will form part of a mixed-use development on the site comprising employment uses (E(g)(iii)/B2/B8), residential dwellings (C3) and student accommodation (Sui Generis).

231 The proposals for the Site are therefore supported by London Plan Policy H15 which encourages student accommodation as part of mixed-use regeneration and redevelopment schemes.

232 The proposals are in accordance with the new London Plan with particular reference to the optimisation of the site and intensification of land use through the co-location of commercial and residential uses, creating a high-quality urban environment that is more compatible with the adjacent Folkestone Gardens and neighbouring residential areas.

- 233 The proposals to include PBSA in Block A do not impact upon the capability of the Site to enhance the quality and quantity of employment floorspace as in the original application, and therefore it is considered PBSA is a complementary use.
- 234 Officers note that the draft site allocation provides an indicative minimum capacity of 189 residential dwellings – this is based on the alternative application DC/18/106941. The revised proposals include 58 residential dwellings and 393 PBSA bedspaces. Paragraph 4.1.9 of the London Plan sets out that net non-self contained accommodation for students should count towards meeting housing targets on the basis of a 2.5:1 ratio, with two and a half bedrooms/units being counted as a single home. On this basis, the 393 PBSA bedspaces equates to 157 C3 residential dwellings. The proposals therefore provide an equivalent 215 C3 dwellings, exceeding the requirement of the site allocation.
- 235 Given the above, the principle of student accommodation on the application site can be supported.

Principle of Development Summary

- 236 The demolition of the existing buildings on the application site is considered acceptable in principle as discussed above.
- 237 The industrial uses proposed would increase industrial capacity and provide appropriate servicing areas for such. The existing site is not a typical SIL site in that a substantial part of it (approximately 43%) is occupied by non-SIL uses comprising retail and residential use. The proposed commercial floorspace would generate between 31 and 61 FTE jobs, a significantly uplift on the existing 15 FTE provided on site. The existing industrial uses are intensified as part of the development proposals, which result in an increase in industrial capacity of 168% compared to the existing floorspace.
- 238 The site is identified as a suitable location for a mixed-use employment and residential development as it would contribute to the consolidating the urban form in this part of Lewisham. The site is isolated on the eastern edge of the designated SIL area to the north and west and is close to the residential neighbourhoods to the south, north and east; as well as Folkstone Gardens to the east that would provide good outlook and amenity space for residential occupiers.
- 239 Furthermore, the Council has begun a plan-led process of SIL release and consolidation, in accordance with Policies E4 and E7 of the London Plan.
- 240 As required by the LPP, the Council has now published its local plan documents for consultation and provided evidence with regard to the proposed approach to SIL consolidation.
- 241 Given the above, the principle of demolition of existing buildings on site, and redevelopment for mixed-use employment and residential development is considered.

7.2 HOUSING

242 This section covers: (i) the contribution to housing supply, including density; (ii) the dwelling size mix; (iii) the standard of accommodation; and (iv) total affordable housing proposed and its tenure split.

7.2.1 Density

Policy

243 National and regional policy promotes the most efficient use of land.

244 The NPPF states that housing applications should be considered in the context of the presumption in favour of sustainable development. The NPPF sets out the need to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.

245 The NPPF encourages the efficient use of land subject to several criteria set out in para 122. Para 123 applies where there is an existing or anticipated shortage of land for meeting identified housing needs and strongly encourages the optimal use of the potential of each site.

246 London Plan Policies seek to increase housing supply and optimise housing output within the density ranges set out in the sustainable residential quality matrix (Policy 3.4).

247 Policy H1, H2 and D6 support the most efficient use of land and development at the optimum density. Defining optimum is particular to each site and is the result of the design-led approach. Consideration should be given to: (i) the site context; (ii) its connectivity and accessibility by walking and cycling and existing and planned public transport (including PTAL); and (iii) the capacity of surrounding infrastructure.

248 The London Plan is clear that is not appropriate to apply the matrix mechanically and that this should be used as a starting point and a guide rather than an absolute rule. DM32 reflects this approach. The London Plan removes the density matrix and focuses on a design-led approach in accordance with London Plan Policy D2.

Discussion

249 The density of the Site has been calculated in line with the Mayor's Housing SPG (2016) which states "in calculating density in vertically mixed schemes (i.e. where housing is on top of non-residential uses), it may be appropriate for the size of the site to be reduced by an amount that is equivalent to the proportion of total floorspace allocated to non-residential uses (both below and above ground, measured as GIA) before calculating residential density in the normal way." Following this guidance, the residential element applies to 0.34 hectares of the application site and the non-residential element applies to 0.04 hectares (proportionally of the 0.38 hectare total site area)

250 Applying this area to the density calculations, the proposed density of the development is as follows:

Table 6: Proposed Density

	Total	Density
Units per Hectare	215 (student units calculated at required 2.5:1 ratio)	632 units per hectare

Habitable Rooms per hectare	558	1,641 habitable rooms per hectare
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251 As above, the residential density of the proposed scheme is 632 units per hectare and 1,641 habitable rooms per hectare, which using the previous London plan is in excess of the recommended density for an “urban” location with a PTAL of 2-3 (taking into account the existing and future PTAL). The recommended units per hectare for this location are 70-170 units per hectare and 200-700 habitable rooms per hectare.

252 However, the new London Plan (2021) has a greater flexibility around housing density and a less mechanistic / numerical approach. Policy D6 (Optimising housing potential) does not include the London Plan (2016) SRQ density matrix. Instead, a design-led approach to optimising density is being taken forward. Policy D3 clarifies that higher density developments should be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling.

253 It is considered that the development proposals would optimise an existing brownfield site that form part of an emerging Strategic Site Allocation. Furthermore, the Site falls within the Lewisham, Catford and New Cross Opportunity Area, for which the adopted London Plan sets an new target of 13,500 homes over the plan period. Additionally, the GLA are supportive of the density as currently proposed.

254 Given the thrust of current and new adopted policy, and the optimisation of this brownfield site demonstrated by the proposed development, the proposed density is considered to be acceptable in this instance.

7.2.2 Contribution to Housing Supply

Policy

255 National and regional policy avoids specifying prescriptive dwelling size mixes for market and intermediate homes.

256 NPPF para 61 expects planning policies to reflect the need for housing size, type and tenure (including affordable housing) for different groups in the community.

257 The new London Plan, sets Lewisham’s annual housing target at 1,667. The LP (table 2.1) also indicates that the New Cross / Lewisham / Catford Opportunity Area has the potential to deliver an indicative 13,500 new homes.

258 CSP 1 echoes the above with several other criteria however expects the provision of family housing (3+ bedrooms) in major developments.

Discussion

259 The new London Plan has increased Lewisham’s annual housing target to 1,667.

260 The development proposal of 58 net new homes (at a 64/36 split in favour of London Affordable Rent) and commercial floorspace as well as 393 student bedspaces. The residential provision attributes to 3.5% of the annual output for the London Plan. This would represent a valuable contribution to the current annual target for Lewisham which officers attach considerable weight.

261 The proposed development would make a valuable contribution to housing supply and as such is acceptable in this regard.

Housing Mix and Tenure

Policy

- 262 National and regional policy avoids specifying prescriptive dwelling size mixes for market and intermediate homes.
- 263 NPPF para 61 expects planning policies to reflect the need for housing size, type and tenure (including affordable housing) for different groups in the community.
- 264 CSP 1 echoes the above with several other criteria however expects the provision of family housing (3+ bedrooms) in major developments. the Council will seek a mix of 42% as family dwellings (3+ bedrooms), having regard to criteria specified in the Policy relating to the physical character of the site, access to private gardens or communal areas, impact on car parking, the surrounding housing mix and the location of schools and other services
- 265 With regard tenure split CSP1 states to ensure a mixed tenure and promote mixed and balanced communities, the affordable housing component is to be provided as 70% social rented and 30% intermediate housing.
- 266 Determining an appropriate mix of dwelling sizes for a site depend on several criteria in CSP 1, relating to: (i) the site's character and context; (ii) previous or existing use of the site; (iii) access to amenity space for family dwellings; (iv) likely parking demand; (v) local housing mix and population density; and (vi) social and other infrastructure availability and requirements.

Discussion

- 267 The proposed housing mix across the development and both the private and affordable tenures is outlined in Table 7 below. The overall mix is set out in Table 7.

Table 7: Dwelling Size by Tenure

Type	London Affordable Rent		Shared Ownership		Total Units
	Unit	Habitable Room	Unit	Habitable Room	
1B	10	20	14	28	24
2B	12	36	7	21	19
3B	15	60	0	0	15
Total	37	116	21	49	58

- 268 Lewisham CSP1 seeks an appropriate mix of dwellings within a development, including 42% as family dwellings (3+ bedrooms) in the affordable housing tenure. All the proposed residential units within the development are affordable, 26% of which are 3 bedroom units. Moreover, 41% of the social rent units are 3 bedroom units in accordance with CSP1.
- 269 The application would provide a tenure split of 64% London Affordable Rent (Social Rent) to 36% Shared Ownership (Intermediate). As such, the proposals are broadly in accordance with the requirements of CSP1.
- 270 Given the above, Core Strategy, the scheme would overall provide an appropriate mix of dwellings and a valuable contribution to the provision of family housing in the borough.

Student Accommodation Mix and Tenure

- 271 Of the 393 PBSA bedspaces proposed, the majority are within clusters of between 5-8 bedspaces with an additional 10 studio units. The applicant has advised that this has been proposed in direct response to the needs and requirements of the University of London.
- 272 The student accommodation would include 138 bedspaces to be provided as affordable. The affordable student accommodation would be provided in line with the definition set out in the London Plan, para 4.5.18. This states that a PBSA bedroom should be provided at a rental cost for the academic year equal to or below 55 per cent of the maximum income that a new full-time student studying in London and living away from home could receive from the Government's maintenance loan for living costs for that academic year.

7.2.3 Affordable Housing

Affordable Housing Percentage

Policy

- 273 CSP1 and DMP7 reflect the above, with an expectation of 50% affordable housing, subject to viability.
- 274 London Plan Policy H5 sets out a threshold approach to applications. For schemes to qualify as 'fast track' they should comprise a minimum of 50% affordable housing on Strategic Industrial Land. Schemes that qualify as fast track are not subject to late stage viability reviews or viability information to support a planning application.

Discussion

- 275 In Block B the applicant is proposing 100% affordable housing (58 residential units) with a 64:36 split in favour of London Affordable Rent. This exceeds the 50% threshold for the Fast Track Route for applications on industrial land. The scheme also meets the required tenure split outlined in the new London Plan, although it is noted that Lewisham Council's strategic tenure split target is 70/30 in favour of social rent.
- 276 The proposals also include 35% affordable student accommodation (138 bed spaces) and as a standalone offer this would fall short of the 50% Fast Track requirement for student accommodation on industrial land.
- 277 However, the overall development, when student accommodation and residential units are combined will provide the equivalent of 54% affordable housing by habitable room (53% by unit). On balance, whilst the student accommodation element does not meet the Fast Track threshold, it is accepted that this is compensated by the delivery of 100% affordable housing on the site, and that overall the scheme may therefore follow the Fast Track Route in this instance.
- 278 As above, the affordable student accommodation would be provided at a rental cost for the academic year equal to or below 55 per cent of the maximum income that a new full-time student studying in London and living away from home could receive from the Government's maintenance loan for living costs for that academic year, in accordance with the London Plan
- 279 The proposed affordable housing percentage therefore exceeds the requirements of CSP1 and DMP7, and as such, the scheme is acceptable in this regard.

Location of Affordable Housing

Policy

- 280 The MHCLG National Design Guide (October 2019) places an emphasis on social inclusivity in reference to the delivery of a mix of housing tenures.

281 The guidance states that where different tenures are provided, that these should be well-integrated and designed to the same high quality to create tenure neutral homes and spaces, where no tenure is disadvantaged.

Discussion

282 The proposed Shared Ownership and London Affordable Rent units would be located within Block B. The entire block encompassing both tenures would be of an equal design quality and the external finish of both tenures would be on par. Both tenures would be accessed from the same point on Trundleys Road and would have equal access to the two communal amenity spaces (this would be secured in the S106).

283 Similarly, the proposed private and affordable student accommodation would be located within Block A and would have an equal design quality and would be accessed from a single dedicated entrance from Trundleys Road – additionally, both would have equal access to the internal and external communal spaces (this would be secured in the S106).

284 The applicant has proposed that the student accommodation is split vertically, on a floor by floor basis. In order to promote the maximum degree of inclusivity and social integration in accordance with the MHCLG National Design Guide, it is recommended that a planning obligation is sought to ensure that the applicant use reasonable endeavours to pepper-pot the affordable student units with the private. It is expected that the applicant provide evidence of this to be approved by the Council.

285 Given the above, the location of the proposed affordable housing is considered acceptable.

Review mechanisms

286 Taking account of guidance in the Mayor of London's Affordable Housing and Viability SPG, officers recommend that s106 obligations require the proposed level of affordable housing is subject to review.

287 An early stage (delayed implementation) review mechanism would be secured in accordance with Policy H5 of the London Plan and the Mayor's SPG.

Summary of Affordable housing

288 The proposed development, when student accommodation and residential units are combined will provide the equivalent of 54.3% affordable housing by habitable room (52.6% by unit), in excess of the 50% strategic target for affordable provision. The scheme meets the requirements for the "Fast Track" viability route and the relevant requirements would be secured via S106 agreement.

289 The proposed tenure and housing mix of the residential element is considered acceptable, as is that of the proposed student accommodation.

290 Given the above, the proposed development is policy compliant with regard to affordable housing provision, a planning benefit to which officers attach significant weight.

7.2.4 Residential Quality

General Policy

291 NPPF para 127 sets an expectation that new development will be designed to create places that amongst other things have a 'high standard' of amenity for existing and future users. This is reflected in relevant policies of the London Plan (LPP D6), the Core Strategy

(CS P15), the Local Plan (DMP 32) and associated guidance (Housing SPD 2017, GLA; Alterations and Extensions SPD 2019, LBL).

292 The main components of residential quality are: (i) space standards; (ii) outlook and privacy; (iii) overheating; (iv) daylight and sunlight; (v) noise and disturbance; (vi) accessibility and inclusivity; and (vii) children's play space.

Internal and Private Amenity Space Standards

Policy

293 Nationally Described Space Standards (NDSS) were released by the Department of Communities and Local Government in March 2015 to replace the existing different space standards used by local authorities. It is not a building regulation requirement, and remains solely within the planning system as a new form of technical planning standard. The national housing standards are roughly in compliance with the space standards of the London Plan and its Housing Supplementary Planning Guidance (2016). These standards have been transposed and adopted into the new London Plan (2021).

294 In addition to this, DM Policy 32 seeks to ensure that new residential development provides a satisfactory level of privacy, outlook, direct sunlight and daylight. It also states that new housing should be provided with a readily accessible, secure, private and usable external space and includes space suitable for children's play.

295 With regard to private amenity space, Policy D6 of the London Plan, states that 'a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm should be provided for each additional occupant'.

296 Standard 31 of the London Plan Housing SPG states that "A minimum ceiling height of 2.5 metres for at least 75% of the gross internal area is strongly encouraged".

297 London Plan Policies require 10% of residential units to be designed to Building Regulation standard M4(3) 'wheelchair user dwellings' i.e. being designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users, with the remaining 90% being designed to M4(2) 'accessible and adaptable'.

Discussion

298 All residential units have been designed to meet or exceed the National Technical Standards in terms of overall unit sizes and the internal space standards of individual rooms and storage space as set out in Table 3.1 in London Plan Policy D6 and DM Policy DM 32. All residential units would have a minimum ceiling height of 2.5 metres.

299 The orientation of the building and layout of the accommodation has been designed to maximise the number of dual aspect units and provide a significant proportion of the accommodation with an outlook across Folkestone Gardens. Where units do have a façade overlooking the servicing yard to the rear of the Site, these are largely provided with a secondary window to improve outlook. The proposed scheme has a high level of dual aspect units (67%) and none of the proposed units would be single aspect and north facing.

300 The application is accompanied by a daylight, sunlight and overshadowing report which includes an assessment of the internal daylight assessment for the residential element, and confirms that the proposed units perform well against the internal daylight targets recommended by the BRE Guidance. This is assessed further below.

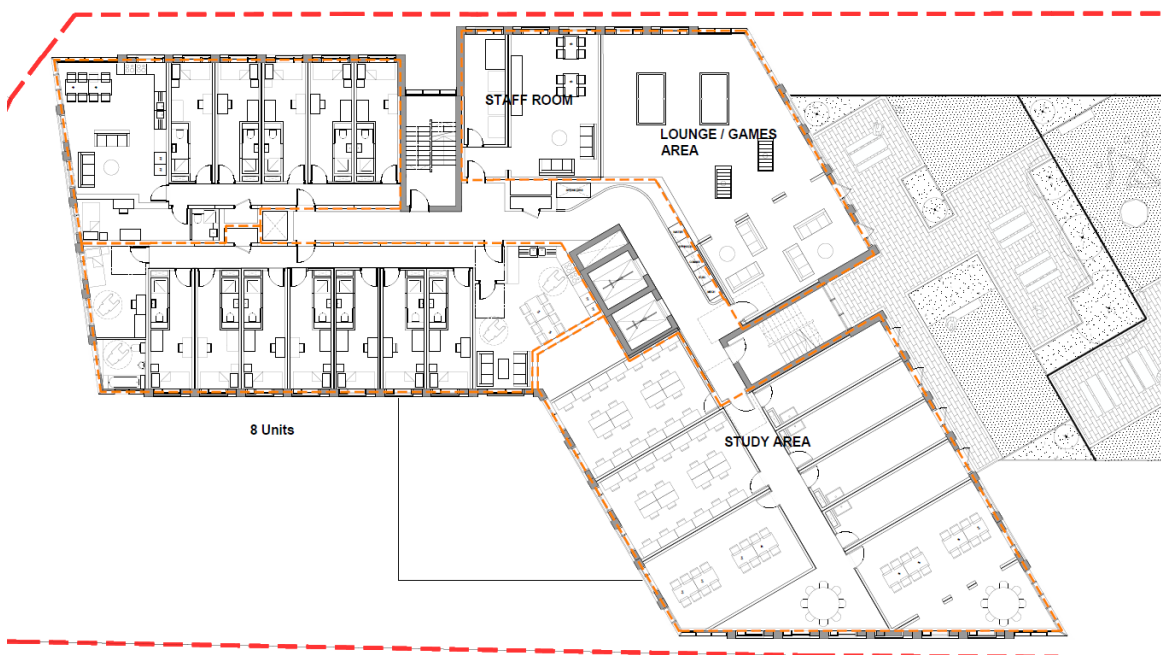
301 Additionally, all residential units that are west facing are served by a winter garden. This is to ensure there is not a noise impact from the proposed industrial units and ensure a

good level of residential amenity – this is also assessed further below. Full details of the proposed wintergardens including acoustic performance would be secured by condition.

Quality of Student Accommodation

- 302 With regard to the proposed student accommodation, London Plan Policy H15 requires PBSA to be of a high-quality design and provide adequate functional living space and layout for the occupants. The student accommodation has therefore been designed to ensure a good level of amenity for future occupiers.
- 303 The proposed student accommodation comprises both standard rooms arranged in clustered groups of 5 to 8 units and a series of studio units which include a kitchenette. The student units, both cluster and studio, would be well proportioned and provide a good quality functional living space, complete with shower room, appropriate desk space and bed.
- 304 In addition, all students will have access to a large break out space at level 1. This comprises 406sqm of communal space for study and leisure purposes. This communal space opens up to 207sqm of external communal amenity space for use by students. An obligation would ensure that the amenity space would be made available for all students, regardless of tenure. The communal student internal and external amenity space is shown below:

Image 3: Proposed Communal Student Spaces



- 305 At ground floor, the student accommodation would benefit from a front of house reception covered on a 24/7 basis. With regard to residence management, the hall manager and their assistant will cover the hours of 8AM to 8PM, Monday to Friday, with security personnel on duty 8PM to 8AM and at the weekend.
- 306 Full details of management of the student accommodation would be secured via a Student Management Plan, which is recommended to be secured by S106, alongside a nomination agreement with a higher education institution.

Outlook & Privacy

Policy

- 307 Standard 28 of the Housing SPG requires that design proposals demonstrate how habitable rooms within each dwelling are provided with an adequate level of privacy in relation to neighbouring property, the street and other public spaces.
- 308 DM Policy 32 requires new residential development provides a satisfactory level of privacy, outlook and natural lighting both for its future residents and its neighbours.

Discussion

- 309 The proposed scheme presents a good level of outlook and privacy for all proposed residential units (student and conventional residential). The layout and floorplan has been designed in such a way so as to reduce overlooking between proposed units. Where tight adjacencies exist between the proposed blocks, habitable rooms and windows have been orientated away from adjacent blocks so as to minimise overlook and to maximise outlook.
- 310 Outlook for all units is generally good with open aspects to the west and the east where Folkestone Gardens lies. There would also be a green wall provided along the western boundary of the development that would provide an improved outlook for the westerly units.

Overheating

Policy

- 311 The Building Regulations Part F: Ventilation control the construction of buildings in England. Policy 5.9: Overheating and cooling of the London Plan provides the policy basis for considering development proposals, with a focus on energy efficient design, elevational design, passive ventilation, mechanical ventilation (where essential) and other measures. DM Policy 32 outlines a presumption against single aspect units to, amongst other factors, help prevent overheating.

Discussion

- 312 The application has been submitted with an overheating analysis in accordance with TM59 requirements.
- 313 The development has inset balconies on the residential block to maximise shading. Blinds have been specified to allow individual occupant control of solar gain, and will be included within the base build. The development will use blinds that are either fixed to the windows or a slotted blind design, such as venetian or vertical blinds, that allow air flow and do not interfere with the effective opening area and allow effective ventilation. Details of such will be required by condition.
- 314 The residential development has a reinforced concrete frame which provides a significant amount for thermal mass. This provides a damping effect, allowing the development to buffer itself from extremely high temperatures outside.
- 315 The development has been modelled with windows with a limited opening angle. The applicant has outlined that this would allow the residents to leave windows in unoccupied rooms open at night without it being a security risk. This would allow effective night time purging of heat, which combined with the thermal mass of the development would allow effective heat management.
- 316 Mechanical Ventilation and Heat Recovery would be provided throughout the proposed development which allows for background ventilation throughout the building without the requirement for opening windows.

317 The GLA and the Council's Sustainability Manager have indicated that they are satisfied the proposed development with regard to overheating and the mitigation provided. Given the above, the proposed development is acceptable with regard to overheating.

Daylight and Sunlight (Proposed Residential C3 Units)

Policy

318 Daylight and sunlight is generally measured against the Building Research Establishment (BRE) standards. This is not formal planning guidance and should be applied flexibly according to context. The BRE standards set out below are not a mandatory planning threshold.

319 In new dwellings, the BRE minimum recommended average daylight factor (ADF) is 1 % for bedrooms, 1.5% for living rooms and 2 % for kitchens.

Discussion

Daylight

320 The results of the technical assessments show very good levels of daylight and sunlight in the scheme with 96% of the proposed habitable rooms at lower floor level, meeting or exceeding the recommended levels of ADF. The two rooms that did not meet the recommended target were bedrooms which fell just marginally below (achieved 0.8%) the 1% recommendation. The upper floor levels were not tested given the very high rate of compliance at lower floor levels, where daylight is less readily available.

321 Overall, the development is considered to achieve a very high standard of daylight for the proposed residential units.

Sunlight

322 The results show that of technical assessment outline that of the main living areas assessed, 16 (84%) achieve the default BRE target of 25% of total APSH with at least 5% in winter. As above, the upper floor levels were not tested given the very high rate of compliance at lower floor levels, where sunlight is naturally less readily available.

323 One further room comfortably achieves the 25% annual target but achieves 3% of winter APSH meaning sunlight amenity to this rooms is very marginally below the BRE guidance. The remaining two rooms which do not achieve the BRE recommendations with regard to sunlight, are living areas which have a northerly aspect and therefore a lower expectation of high levels of sunlight amenity. However, the assessment shows that these rooms would receive 18% of total APSH, which represents a good level of sunlight, particularly for an urban location.

324 Overall, the applicant team has designed a balanced scheme, providing future occupants with good levels of daylight and sunlight whilst all units still have access to balconies / wintergardens. As such it is considered that the daylight and sunlight performance of the proposed building to be acceptable.

Noise and Disturbance

Policy

325 With regard to internal noise levels of the residential units, Part E of the Building Regulations controls noise transmission between the same uses and is usually outside the scope of Planning.

326 Planning controls the effect of noise from external sources on residential uses and noise transmission between different uses. The relevant standard is BS: 8233:2014. This states the internal noise levels within living rooms must not exceed 35dB(A) during the daytime (0700-2300) and 30 dB(A) in bedrooms during the night –time (2300-0700).

327 With respect to external areas, BS 8233:2014 recommends that external noise level does not exceed 50dB LAeq,T with an upper guideline of value of 55dB LAeq,T.

Discussion

328 The application has been submitted with a Noise Assessment (Arden, report reference 170353-04A) which was informed by a 48-hour Environmental Noise Survey, which was conducted in relation to the proposed development. The survey was undertaken to enable mitigation advice to be provided in relation to provision of suitable glazing and ventilation specifications to mitigate against road traffic and rail noise, as well as noise associated with the exiting TfL substation and the proposed commercial yard and units.

329 The proposed mitigation measures identified are as follows:

- Wintergardens proposed to all western facing residential units. External sound levels on the west façade will exceed those set out in the guidance by up to 9dBA
- External building fabric: non-glazed elements – the floor slab between the commercial and residential elements will be designed to exceed the building regulations requirement by 5dB. The proposed external material would contribute towards a significant reduction of ambient noise levels
- External building fabric: non-glazed elements – Use of suitable glazing to mitigate attenuation to all proposed units
- Units to be fitted with mechanical ventilation to allow an alternative form of ventilation in the event that end users do not wish to open windows

330 A condition would be imposed to ensure that the residential units (including student accommodation) shall be designed so as to provide sound insulation against external noise and vibration, to achieve levels not exceeding 30dB LAeq (night) and 45dB L_{Amax} for bedrooms, 35dB LAeq (day) for other habitable rooms, with windows shut and other means of ventilation provided; in accordance with the relevant British Standards.

331 Furthermore, a condition would be imposed which would restrict the use of the commercial units prohibiting them from being used for customer use other than between the hours of 07.00 and 22.00.

332 The Council's Environmental Protection Officer has reviewed the proposed development and mitigation measures and has advised that the mitigation measures as outlined in the Noise Assessment are sufficient for the scheme to be acceptable in this regard. It is recommended that details of acoustic mitigation are secured by condition.

Agent of Change

Policy

333 Policy D13 'Agent of Change' of the London Plan (2021) places the responsibility for mitigating impacts from existing noise generating activities or uses on the proposed new noise-sensitive development. Policy D13 goes on to state that Boroughs should ensure that planning decisions reflect the Agent of Change principle and take account of existing noise generating uses in a sensitive manner when new development is proposed nearby.

Discussion

- 334 DLPP 13 'Agent of Change' states that the Agent of Change principle places the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on the proposed new noise-sensitive development. Boroughs should ensure that Development Plans and planning decisions reflect the Agent of Change principle and take account of existing noise and other nuisance-generating uses in a sensitive manner when new development is proposed nearby. Development should be designed to ensure that established noise and other nuisance-generating uses remain viable and can continue or grow without unreasonable restrictions being placed on them.
- 335 DLPP 13 goes on to state that development proposals should manage noise and other potential nuisances by:
1. ensuring good design mitigates and minimises existing and potential nuisances generated by existing uses and activities located in the area
 2. exploring mitigation measures early in the design stage, with necessary and appropriate provisions including ongoing and future management of mitigation measures secured through planning obligations
 3. separating new noise-sensitive development where possible from existing noise-generating businesses and uses through distance, screening, internal layout, sound-proofing, insulation and other acoustic design measures.
- 336 With regard to the Agent of Change principle, the most significant source of noise are from road traffic, the railway and the TfL substation to the west of the application site.
- 337 As above, the planning application is accompanied by a comprehensive Noise Assessment. This assessment has had particular regard to the above policy context and has recommended mitigation measures to provide a suitable internal noise environment for future occupiers to minimise noise impacts from existing noise generating receptors, including those referred to above. The assessment demonstrates this could be achieved through use of high specification glazing and mechanical ventilation, in addition to natural ventilation. The application would be conditioned to ensure that glazing and ventilation is installed as per the recommendations of the assessment.
- 338 The scheme has been designed to include measures to mitigate and manage the impacts from the proposed commercial floorspace and protect the proposed residential accommodation and neighbouring residents. These measures include the following:
- A thick concrete slab between the ground floor commercial units and the first floor residential uses which will offer enhanced protection to future occupiers from noise generated in the commercial space below;
 - Provision of clear, separate commercial/ residential entrances for all uses to avoid conflict between users;
 - The orientation of the building and layout of the accommodation has been designed to maximise the number of dual aspect units and provide a significant proportion of the accommodation with an outlook across Folkestone Gardens. Where units do have a façade overlooking the servicing yard to the rear of the Site, this is generally a secondary window;
 - The provision of winter gardens as private amenity space for the residential units overlooking the servicing yard in order to protect residents from noise from the rear service yard and railway;

- Widening of the footpath along Trundleys Road to make an improved pedestrian environment adjacent to larger vehicles that use Trundleys Road associated with Surrey Canal CIL; and
- The proposed servicing arrangements for the Site have been designed to minimise conflict between the proposed uses.

339 Given the above, and with appropriate conditions in relation to the management and the acoustic performance of the development, the proposals are considered to meet the Agent of Change principles.

Accessibility and Inclusivity

Policy

340 London Plan Policies require 10% of residential units to be designed to Building Regulation standard M4(3) ‘wheelchair user dwellings’ i.e. being designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users, with the remaining 90% being designed to M4(2) ‘accessible and adaptable’.

Discussion

341 The scheme proposes 10% equivalent wheelchair dwellings across the scheme, comprising:

- 9 residential wheelchair units in Block B
- 29 student wheelchair units in Block A (which is equivalent to 12 C3 dwellings using the ratio of 2.5:1 which is set out in the London Plan)
- Equivalent 21 wheelchair units in total

342 As such, of the 215 equivalent units in total, there are 10% wheelchair units across the scheme. The scheme would be conditioned to ensure that these units are secured by condition with the remaining units achieving to M4(2) ‘accessible and adaptable’.

Children’s play space

Policy

343 LPP 3.6 states housing proposals should make provision for play and informal recreation

344 The Mayor’s Shaping Neighbourhoods: Children and Young People’s Play and Informal Recreation SPG recommends 10sqm of play space per child. The GLA divide the requirements of children’s play space into three categories: (i) under 5s, described as doorstep play and generally considered as part of the plot; (ii) ages 5-11; and (iii) children 12 plus.

345 The child occupancy and play space requirement for the proposed dwelling and tenure has been calculated using the Mayor’s Play Space Calculator Tool, as below.

Table 8: Children’s Playspace Requirements and Provision

	No. of Children	Playspace Requirement (sqm)	Proposal (sqm)
Under 5s	19.1	191	223
5-11 years	15.6	156	0
12+ years	12.8	128	0

Total	47.5	475	223
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346 Table 4.7 of the Mayor's Play and Informal Recreation SPG states that for new developments with a child yield of 10-29, on-site playable space is required as 'doorstep play'. For 5-11s it is permissible for facilities to be provided off-site, providing they are within 400m of the Site. For 12+years, facilities can be provided off-site, providing they are within 800m of the Site.

347 The application proposes in excess of the London Plan requirements for under 5s to be provided on-site. In addition to the playspace to be provided on site, the following open spaces are located within walking distance from the application site:

Table 9: Open space within walking distance

Open Space	Walking Distance from nearest part of the Site	Play Facilities
Folkestone Gardens	20 m (2 min walk)	Play equipment; Skate Park; Multi-Use Games Area
Deptford Park	150 m (3 min walk)	Play equipment, outdoor gym, football pitch, cricket square
Bridgehouse Meadows	650 m (8 min walk)	Open space (£1 million contribution towards improvements including playspace secured in Surrey Canal Triangle extant permission)
Fordham Park	800 m (11 min walk)	Play equipment, table tennis tables, area for ball games, informal football pitch
Charlottenburg Park	1 km (13 min walk)	Play equipment; Multi-Use Games Area
Eckington Gardens	1.1 km (15 min walk)	Play equipment; ball court
Pepys Park	1.1 km (15 min walk)	Play equipment; ball pitch
Sayes Court Park	1.1 km (15 min walk)	Play equipment (£560,000 secured by Convoys Wharf development towards improvements to Sayes Court Park and others in the area)

Discussion

348 In terms of the London Plan requirements, the proposed development would provide in excess of the prescribed space requirements for the under 5 age group.

349 The proposed development would fail to provide on-site play space for the 5-11 years and 12+ year cohorts with the shortfall amounting to 252sqm.

350 As demonstrated in Table 8 above, there are several open spaces within 800m of the application site of varying size and nature, the most notable of which being Folkestone Gardens which is located directly opposite the site.

351 In accordance with the Council's Planning Obligations Supplementary Planning Document a contribution towards the undelivered playspace at a rate of £300 per square metre is required. This results in a contribution of £75,600 – this would be secured as a S106 obligation.

352 Whilst it is desirable that all play is located on site, it is not always possible on dense urban sites and ones where the thrust of planning policy places a strong priority on the provision

of high levels of employment space. In this instance, officers consider that this approach is appropriate given proximity to existing playspace, at the interface of several parks. This is also in accordance with the approach set out in the Mayor's Play and Informal Recreation SPG

Internet Connectivity

- 353 The applicant is advised that Approved Document R of the Building Regulations has a requirement for in-building physical infrastructure which enables copper or fibre-optic cables or wireless devices capable of delivering broadband speeds greater than 30Mbps to be installed. An informative will be added to this effect.

7.2.5 Housing Conclusion

- 354 Following justification of the principle of development, the applicant has demonstrated that the proposed development would provide a substantial uplift in housing over that which existed previously (net gain of 53, plus net gain of 393 student units). The delivery of affordable housing and student accommodation (and uplift of employment floorspace) is considered to accord with the aims and objectives of the adopted London Plan.
- 355 The proposals would utilise this brownfield site, providing an appropriate dwelling mix and tenure split with a high-quality standard of residential and student accommodation provided for all potential future occupiers providing a substantial number of high-quality new homes within the Borough.
- 356 Notably, the proposed development provides 58 affordable homes including 37 at London Affordable Rent incorporating 15 three-bedroom family units, 21 shared ownership units and 138 affordable student rooms. This results in an overall affordable provision of 54.3% by habitable room and 52.6% by unit, which is in excess of the 50% Strategic target. This material public benefit is afforded substantial weight by officers.

7.3 EMPLOYMENT

7.3.1 Proposed Employment

Policy

358 Para 80 of the NPPF states “Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development”

359 LPP 4.1 sets out the Mayor of London’s approach to the continued growth and economic development of all parts of London.

360 Core Strategy Spatial Policy 2 of the Local Plan supports development of offices on sites within Regeneration and Growth Areas.

Discussion

361 The application proposes a range of employment generating uses, including the potential for some flexible office space. The applicant has demonstrated that the proposed units would be flexible for a range of workspace activities with large floor plates free from columns, double height space that allows for production and industrial activity. A roller shutter to the rear of the units allows vehicle servicing (up to a 7.5 tonne box van) to enter into the units which is considered supported in demonstrating that the units would be realised for genuine industrial employment, rather than standard office space only. The employment offer is summarised in Table 9 below.

Table 10: Proposed Employment Offer

Use Class	Proposed Floorspace (sqm)	Job Density (sqm)	Total Jobs (FTE)
E(g)(iii)/B2/B8	2,220	47/36/70	31-61
Student management	/	/	20-22

362 The figures above have been derived from the Homes & Community Agency (HCA) Employment Density Guide. This indicates that the proposed development would create at 31 full time jobs if all units were used as B8 (final mile distribution) and up to 61 full time jobs if all units were to be used as B2 (industrial and manufacturing).

363 In addition to the above, the applicant has outlined that an estimated additional 20-22 FTE are expected as a result of employment generation from the PBSA use. The anticipated employment is outlined as follows:

- 4 x reception desk/admin
- 4 x building managers / assistants
- 10 x cleaners / maintenance
- 4 x security

364 This presents a significant uplift in Full Time Employment (FTE) figures over the estimated existing FTE level which is estimated to be 15 full time jobs across the existing uses. This is a planning merit to which offers afford significant weight.

7.3.2 Local Labour

365 The Council's Planning Obligations SPD states that the Council will require both financial and non-financial obligations with regard to Local Labour. The applicant has agreed to a Local Labour Business Strategy as required by the SPD this would be secured by S106 obligation.

366 In addition to this, a financial contribution of £138,330 would be secured in accordance with the SPD to support both capital and revenue costs of a range of services provided by the Local Labour and Business Scheme for residents and small and medium-sized businesses in the borough.

7.3.3 Affordable Workspace

Policy

367 LPP E3 (affordable workspace) states that planning obligations may be used to secure affordable workspace (in the B Use Class) at rents maintained below the market rate for that space for a specific social, cultural or economic development purpose.

Discussion

368 The applicant has advised that they would commit to providing 10% of the overall workspace to be provided as affordable workspace which would be provided at a discounted rent. The affordable workspace could be provided either as:

- 10% of the overall commercial floorspace to be affordable (which would reduce the price of 1 of the 4 commercial units); or
- For a smaller, affordable unit to be created within one of the 4 commercial units that comprises 10% of the commercial floorspace

369 Discussions regarding the nature of the affordable workspace are ongoing with the Council's Economic Development team. However, the 10% affordable workspace would be secured as a planning obligation.

7.3.4 Employment Conclusion

370 The nature of the proposed employment uses present a significant uplift in the existing employment figures. The development is considered to provide a valuable contribution towards employment and local labour in accordance with the aims and objectives of the NPPF and the existing and emerging Local Plan, as well as the provision of affordable workspace.

7.4 URBAN DESIGN

General Policy

- 371 The NPPF at para 124 states the creation of high quality buildings and places is fundamental to what the planning and development process should achieve.
- 372 Urban design is a key consideration in the planning process. The NPPF makes it clear that Government places great importance on the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. The NPPF states that it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes. Paragraph 124 of the NPPF states the creation of high quality buildings and places is fundamental to what the planning and development process should achieve.
- 373 LPP D9 Tall Buildings sets out the requirements for tall building development. This sets a definition that based on local context development plans should define what is considered as a tall building for specific localities, this will vary between different parts of London, but should not be less than 6 storeys of 18 metres.
- 374 DM Policy 33 seek to protect and enhance the Borough's character and street frontages through appropriate and high-quality design.
- 375 Core Strategy Policy 15 High quality design for Lewisham repeats the necessity to achieve high quality design but also confirms a requirement for new developments to minimise crime and the fear of crime.
- 376 CS Policy 18 provides parameters associated with the location and design of tall buildings. It identifies that the location of tall buildings should be informed by the Lewisham Tall Buildings Study (2012). It sets out a clear rationale for tall buildings in design terms, outlining where tall buildings might be considered as being inappropriate.
- 377 DMLP Policy 30, Urban design and local character states that all new developments should provide a high standard of design and should respect the existing forms of development in the vicinity. The London Plan, Lewisham Core Strategy and Lewisham DMLP policies further reinforce the principles of the NPPF setting out a clear rationale for high quality urban design.

7.4.1 Appearance and Character

Policy

- 378 Planning should promote local character. The successful integration of all forms of new development with their surrounding context is an important design objective (NPPG).
- 379 In terms of architectural style, the NPPF encourages development that is sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (para 127). At para 131, the NPPF states great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area.
- 380 LPP D4 Delivering good design expects development to have regard to the form, function and structure of an area, place or street and the scale, mass and orientation of surrounding buildings.

Layout

Policy

381 LPP D3 Optimising site capacity through the design-led approach states that development proposals must enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions

Discussion

382 The application site is long and linear in nature facing onto Folkstone Gardens. The application proposes the primary frontage facing Folkestone Gardens with a clearly defined yard space to the rear along its western edge. The proposed design has sought to create a clear and distinct commercial base with two blocks above containing student accommodation (Block A) and conventional residential (Block B) with podium level amenity spaces. The applicants have demonstrated how all three uses can coexist as part of an integrated mixed- use development with sufficient mitigation measures adopted to allow for industrial activities to function on the ground floor and yard areas.

383 The approach to create a primary frontage along Trundleys Road, with the building set back from the existing building line to create a generous zone of public realm facing the park is supported.

384 The applicant has assessed the proposed design against the wider strategic context and has demonstrated that the scheme's layout and public realm strategy is designed to respond and connect with the wider network of public realm and spaces.

385 Vehicular servicing and access to the industrial yard space is provided at the southern end of the site to allow the potential for consistent active frontage across the remainder of the Trundleys Road frontage. The applicant has provided indicative internal layouts of the commercial spaces demonstrate the use would help activate the ground floor.

386 The massing and orientation of the buildings as well as the use distribution studies have been informed by the ambition of providing several aspects to the residential accommodation and minimising single aspect north facing apartments.

387 Overall, through an iterative design process, the design team have demonstrated that the layout now proposed is optimum for the site, providing a high quality of residential accommodation, attractive communal space, and improvements to public realm

Form, Scale and the Masterplan Approach

Policy

388 LPP E8 recognises the role tall buildings have to play in helping accommodate growth as well as supporting legibility. The policy sets out an extended criteria for design rational and assessment and also states that publically accessible areas should be incorporated into tall buildings where appropriate, particularly more prominent tall buildings.

Discussion

389 Building heights, scale and massing vary across the surrounding context. To the north of the Trundleys Road site beyond the railway lies an area of Victorian terraces that surround Deptford Park, extending towards Surrey Quays. To the south of the site is an area of post-war blocks of flats and terraced houses, spreading all the way to New Cross Road. The built context to the west is mostly made up of industrial and commercial warehouses.

390 In terms of immediate context, Folkestone Gardens lies to the east of the application site, with the closest residential development being located to the south of the site in Delta Court which ranges from 5 storeys at the point closest to the application site, stepping down to three storeys to the south, and the Sanford Housing Co-op to the southwest which stands at three storeys in height. Immediately to the west of the site lies the TfL substation, with the train line beyond, and to the north lies the Juno Way site, currently in use as a scrapyard.

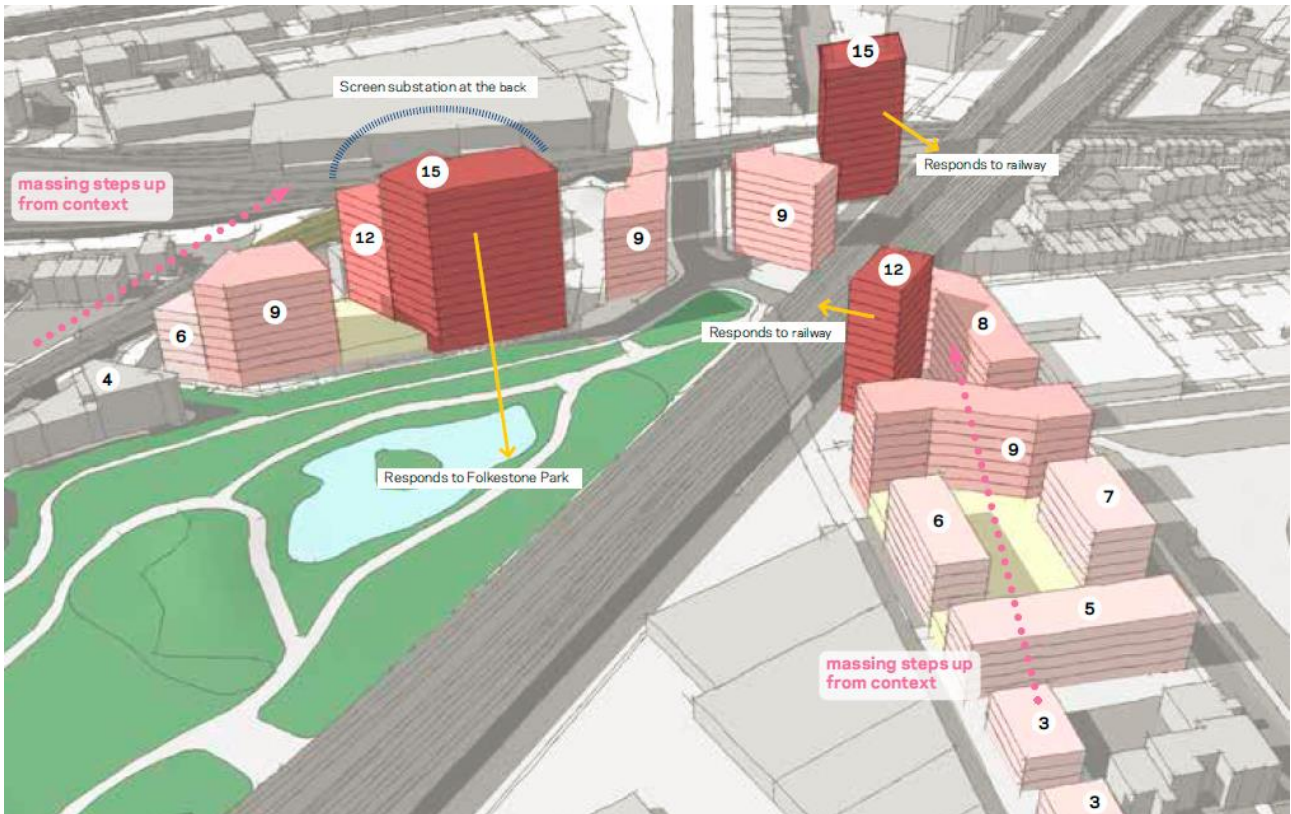
391 The most notable tall buildings in close proximity to the site are the 12 storeys approved building at Neptune Wharf, the 22 storey tower at Anthology, Deptford Foundry and the 23 storey Hawke Tower to the south east of the site. Slightly further afield to the east is the Deptford Timberyard which would exhibit building heights of up to 24 storeys, and to the east lies the Surrey Canal Triangle Strategic Allocation which would also exhibit a range of tall buildings, consented up to 23 storeys.



392 The applicant has demonstrated how the scheme would relate to a wider masterplan area as outlined above. This approach is welcomed and indicates how this cluster of sites can come forward to collectively enhance the quality of public realm and street frontage along Trundley's Road/Surrey Canal Road and the park edge.

393 The applicant has also tested a variety of massing and heights options in conjunction with the neighbouring sites, ensuring that the proposed scale and form of blocks responds positively to the character of future townscape in long and short-range views. The submitted verified views suggest that while the scheme will represent an uplift in scale in relation to the surrounding townscape, the massing and heights configuration responds successfully to the park edge and is consistent with the scale and proportions of emerging development in the wider area, including Neptune Wharf. The proposed massing is shown against potential development for the Juno Way and Apollo Business Centre sites, as well as the approved Neptune Wharf development in the image below.

Image 5: Proposed Massing and Masterplan Approach



394 Whilst the scale of the proposed development is generally larger and more dense than that of the existing built context, the application has demonstrated how the proposals reflect the emerging context of the area. The design team have sought to reduce the buildings impact on the surrounding area by through careful articulation of the massing, combined with a very high quality of detail and materiality as outlined below. Overall, the proposals are considered to sit comfortably within the existing built context and would make a positive contribution to the character and appearance of the surrounding area whilst optimising the quantum of development on site.

Detailing and Materials

Policy

395 Attention to detail is a necessary component for high quality design. Careful consideration should be given to items such as doors, windows, porches, lighting, flues and ventilation, gutters, pipes and other rain water details, ironmongery and decorative features. Materials should be practical, durable, affordable and attractive. The colour, texture, grain and reflectivity of materials can all support harmony (NPPG).

396 Policy D3 Optimising site capacity through the design-led approach states that developments should respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and respect, enhance and utilise the heritage assets and architectural features that contribute towards the local character. Development should also be of high quality, with architecture that pays attention to detail, and gives thorough consideration to the practicality of use, flexibility, safety and building lifespan through appropriate construction methods and the use of attractive, robust materials which weather and mature well.

Discussion

397 The mixed use nature of the scheme is reflected in the massing, which comprises of an industrial base, with a residential mass above. The industrial base creates a strong

presence and active frontage to Trundleys Road, with the residential massing responding to its prevalent adjacency to Folkestone Gardens.

398 The design team have outlined that the articulated massing of the building form is complemented and de-constructed by the following design features.

- open corner balconies
- recessed balconies
- setback between massing blocks
- colour differentiation between massings
- verticality created through facade pilasters
- horizontality emphasized with monochromatic sill banding

399 The proposed facade is based on a repetitious and modular design. There is a slight variation in the module between the blocks, denoting the different residential typologies between conventional residential, and student accommodation.

400 The facade varies between the residential and student blocks, whilst remaining within the same architectural language. The conventional residential accommodation has tall, floor-to-ceiling glazing with operable side panels. The student accommodation has wider, more square fenestration, with an operable panel to the side. This allows a flexibility in layout to the units, allowing beds to sit beneath windows.

401 The facade uses the same language to ground the building, creating a cohesive composition that defines a strong edge to Folkestone Gardens, whilst maintaining and 'industrial' feel. "Open corners" are provided to both blocks, to soften the edges of the proposal. This is achieved through recessed corner balconies on Block B, and glazed corners to Block A, which define the communal areas within.

402 The industrial facade facing Trundleys Road simultaneously creates a strong edge to Folkestone Gardens, and provides an active frontage to the street. The facade is a solid, more 'heavy' language of the building above, denoting its industrial character. The repetition and high proportioned height gives it a strong formal character. The solidity of the facade negotiates between the need to conceal the industrial uses behind, whilst still providing daylight into the space, and activation to the street.

403 The industrial facade at the rear employs a different, more informal character. The facade set-out is traced to the ground, with large apertures punched in to allow for access of industrial vehicles.

404 The materials and elements of the facade are very utilitarian, requiring very durable materials. These include pre-cast elements, roller shutters, metal doors, and toughened glazing. Large portions of glazing ensure large amounts of daylighting into the industrial spaces. An image of how the commercial base meets the residential and student uses above is show below:

Image 6: CGI of Architectural Detail at the Building Base



405 This In terms of materiality, the following materials are proposed:

- fibre cement panels
- rockwool panels
- glazed wintergardens
- metal balconies and balustrades

406 The majority of the facades will be clad in fibre cement panels of various colours, ranging from light grey to terracotta red, earthbrown, and white. The use of different textures (from smooth to coarse) help articulate the various elements comprising the elevations. The colours and textures are demonstrated in the image below:

Image 7: Proposed Colours and Textures



407 The railway side of the buildings will feature glazed wintergardens, whilst the rest of the blocks will have open balconies with a metal balustrade. All west balconies and exposed soffits will be clad in a composite laminate light-weight panels.

408 Overall, the design team has demonstrated a high quality of materiality and detailing. Exact specifications of all materials would be captured by condition to ensure that this design quality is carried through to construction of the proposals.

7.4.2 Public Realm

Policy

409 Streets are both transport routes and important local public spaces. Development should promote accessibility and safe local routes. Attractive and permeable streets encourage more people to walk and cycle.

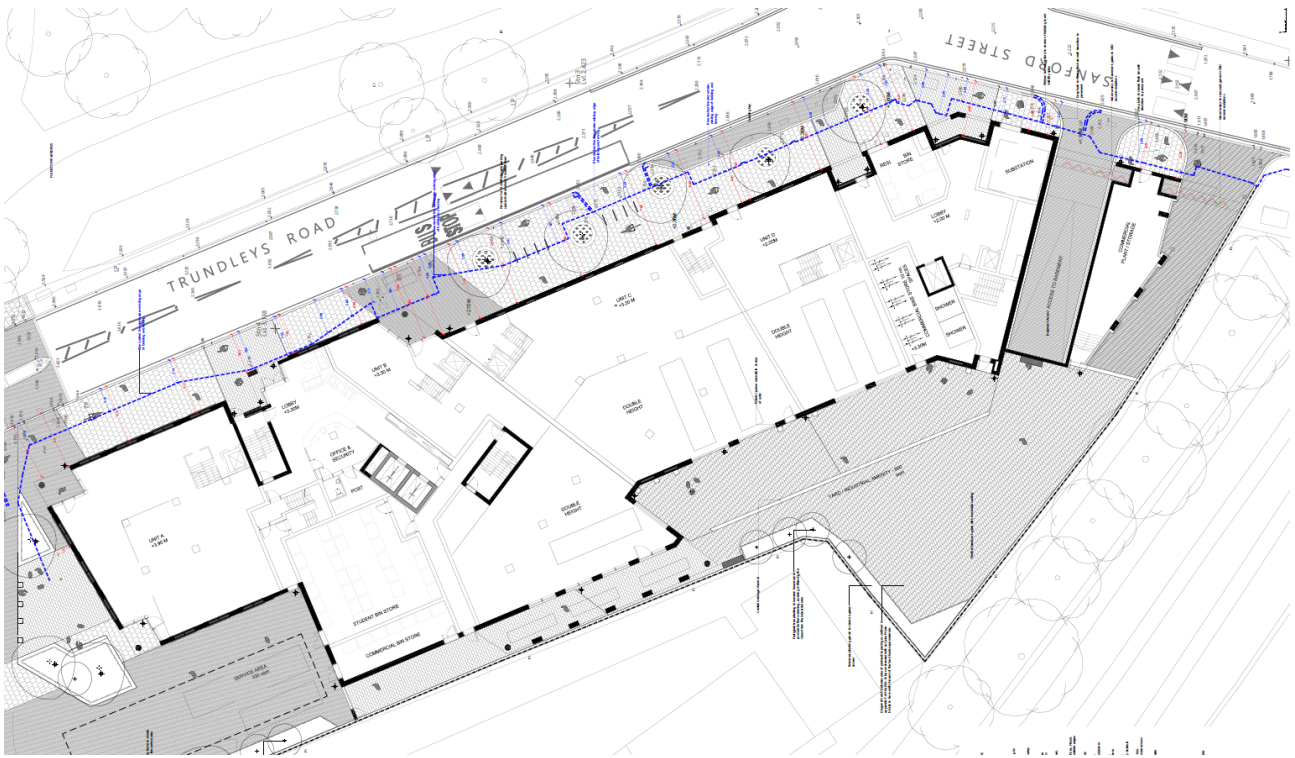
410 LPP D3 Optimising site capacity through the design-led approach states that new development should provide active frontages and positive reciprocal relationships between what happens inside the buildings and outside in the public realm to generate liveliness and interest.

411 LPP D8 Public realm states that development proposals should ensure the public realm is well-designed, safe, accessible, inclusive, attractive, well-connected, related to the local and historic context, and easy to understand, service and maintain. Landscape treatment, planting, street furniture and surface materials should be of good quality, fit-for-purpose, durable and sustainable. Lighting, including for advertisements, should be carefully considered and well-designed in order to minimise intrusive lighting infrastructure and reduce light pollution.

Discussion

412 The proposed development would include an improved section of public realm along Trundleys Road, significantly widening the existing narrow pavement in this location from 3m to widths ranging from 3m up to over 7m for the majority of the Trundleys Road Frontage. The improvements to public realm are outlined in the figure below. The existing back of pavement line is outlined in blue.

Image 8: Proposed Public Realm



- 413 The proposals would also include an additional 5 medium sized street trees along the Trundleys Road frontage. The materials proposed here are robust and of high quality, presenting a significant benefit over the existing arrangement.
- 414 Overall, given the addition of new street trees, high quality materials and widening of the existing public realm, the proposals are considered to present a material planning benefit in this regard, a benefit to which officers attach significant weight. It is noted that full details of all hard and soft landscaping would be secured by condition and the delivery of the public realm would be secured by planning obligation.

7.4.3 Urban Design Conclusion

- 415 The overall design approach would result in a form of development which would not detract or appear at odds with the wider character and appearance of the immediate locality or heritage assets. The proposals are considered to be appropriate in terms of layout and scale and have been designed cognisant of the emerging context and in a manner that would not preclude the delivery of adjacent sites.
- 416 The proposals achieve a high quality design in both the proposed building and public realm, and the scheme overall presents significant planning benefits as outlined in detail above. As such, it is considered that the proposal is acceptable with regard to urban design and accords with the aims and objectives of the existing and emerging Development Plan.

7.5 TRANSPORT IMPACT

General policy

- 417 Nationally, the NPPF requires the planning system to actively manage growth to support the objectives of para 102. This includes: (a) addressing impact on the transport network; (b) realise opportunities from existing or proposed transport infrastructure; (c) promoting walking, cycling and public transport use; (d) avoiding and mitigating adverse environmental impacts of traffic; and (e) ensuring the design of transport considerations contribute to high quality places. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and a choice of transport modes.
- 418 Para 109 states “Development should only be prevented or refused on transport grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.
- 419 Regionally, the Mayor’s Transport Strategy (‘the MTS’, GLA, March 2018) sets out the vision for London to become a city where walking, cycling and green public transport become the most appealing and practical choices. The MTS recognises links between car dependency and public health concerns. This is captured in the new London Plan within transport policies at Chapter 10.
- 420 The Core Strategy, at Objective 9 and CSP14, reflects the national and regional priorities.

7.5.1 Access

Policy

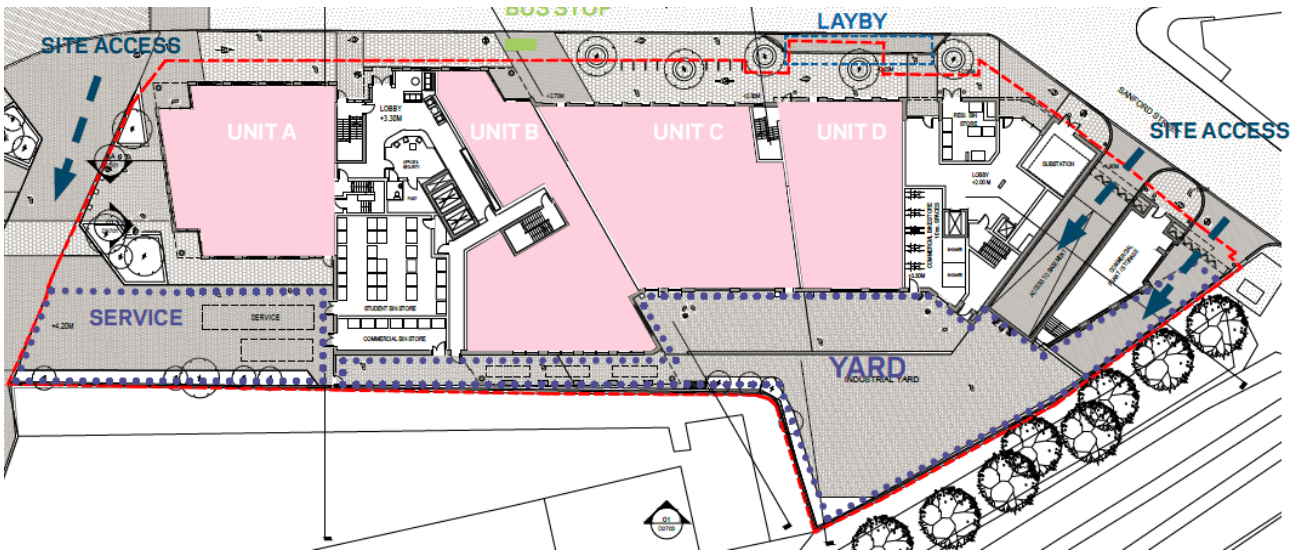
- 421 The NPPF requires safe and suitable access for all users. Paragraph 108 states that in assessing applications for development it should be ensured that appropriate opportunities to promote sustainable transport modes can – or have been taken up and that amongst other things safe and suitable access to the site can be achieved for all users.
- 422 CSP 14, amongst other things, states that the access and safety of pedestrians and cyclists will be promoted and prioritised; that a restrained approach to parking provision will adopted; and that car-free status for new development can only be assured where on-street parking is managed so as to prevent parking demand being displaced from the development onto the street.
- 423 DMP 29 identifies that car limited major residential will be supported in areas with a PTAL of 4 or above and that amongst other factors development should not have a detrimental impact on on-street parking provision in the vicinity. It outlines that measures such as car-clubs and cycle storage will be expected to ensure that sustainable transport modes are encouraged.

Discussion

- 424 Currently there are four vehicular access points serving the site. There are two located along Sanford Street, a single access directly onto Trundleys Road and one onto Juno Way, which in turn leads to Trundleys Road.
- 425 Three access points are proposed to serve the site, as shown in the image below. The first access is located at the south of the site off Sandford Street and leads to a basement level car park. A second access is located immediately to the west of the first, also off Sandford Street, and leads to a servicing area to the rear of the commercial units. A third access is situated off Juno Way to the north and will be used for delivery/service vehicles.

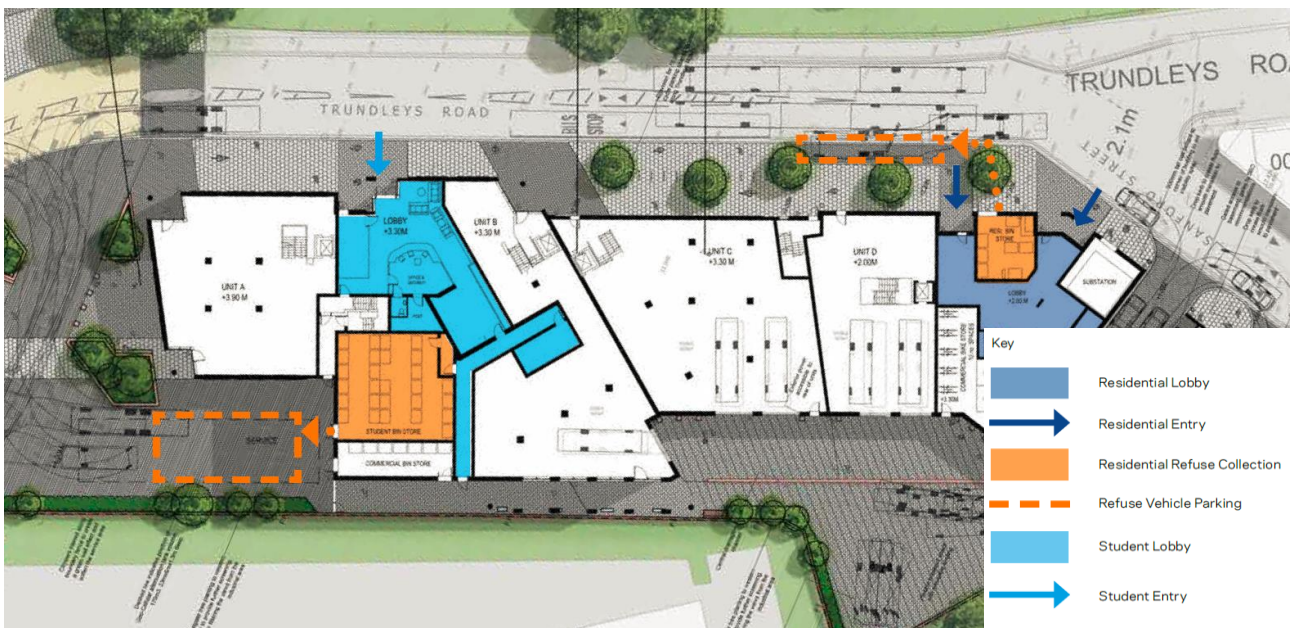
426 A TfL sub-station is currently accessed via Juno Way, which will retain access as existing during both the construction and operation phases of the development.

Image 9: Proposed Vehicular Access



427 Several pedestrian accesses would also be provided across the frontage of the site that will provide access to each respective commercial and residential cores. These are shown by the blue arrows on the image below. A separate access is proposed for the student accommodation core and the residential access.

Image 10: Proposed Pedestrian Access



428 Additionally, all commercial units would have pedestrian access provided at both the front and rear of the building.

429 The proposals for access have been reviewed by officers, including the Council's Highways Officer and Transport for London and are considered to be safe and appropriate for the proposed development.

7.5.2 Local Transport Network

Policy

430 The NPPF states that significant impacts on the transport network (in terms of capacity and congestion) should be mitigated to an acceptable degree

Discussion

431 The site has relatively low access to public transport with a Public Transport Accessibility Level (PTAL) of 1a to 2. However this would increase to 3 with the delivery of the new overground station at Surrey Canal Road.

432 Trundleys Road is a single carriageway road which measures approximately 6.1m wide adjacent to the site. A ghost island is present on the site frontage and there are 2.0m wide footways on both sides of the carriageway. Trundleys Road also benefits from being lit and is subject to a 20mph speed limit.

433 Bus route 225 serves the bus stop located along the eastern boundary of the application site on Trundleys Road, whilst three further bus routes (47, 188 and 199) run along Evelyn Street and serves a stop located around 750m (a 9-minute walk) from the application site. Additionally, the night service route N1 also calls at the bus stop along Evelyn Street and therefore the site benefits from 24/7 bus services.

434 The nearest railway station is New Cross station (1.2km / 15 minutes' walk) and provides both mainline rail services and London Overground services. The proposed new overground station at Surrey Canal Road is set to be constructed along Surrey Canal Road; which is 550m / 7 minutes' walk from the site, and will increase the sites PTAL, as above. Some of the enabling works for this station have already been completed.

435 The development will provide 13 disabled car parking spaces within the proposed basement, split between:

- Residential: 6 spaces
- Student: 3 spaces
- Commercial: 4 spaces

436 The level of parking provision is consistent with policy guidance contained in the adopted the London Plan (March 2021), which advocates a restraint-based approach to car parking provision with maximum standards, and supports car free development in appropriate locations. In addition to this, the accessible car parking provision meets and exceeds the 3% accessible car parking provision as outlined within the London Plan.

437 A car parking capacity survey was undertaken and the results illustrated that within both 200m and 400m of the site and there were an average of 69 and 222 spaces available respectively over two evenings. On this basis it is reasonable to suggest that there should be enough capacity to meet any potential overspill.

438 It has been agreed by the applicant to provide a financial contribution of £30,000 toward the consultation exploring the implementation of a Controlled Parking Zone (CPZ). The applicant has agreed that any resident of the proposed development would be exempt from applying for a parking permit, save for those who qualify for blue disabled parking badges should a CPZ be adopted. This would be secured via legal agreement.

439 A Draft Residential Travel Plan and Framework Workplace Travel Plan have been prepared as standalone documents to accompany the planning submission. At this stage, the occupier(s) of the commercial use of the development are not known. Furthermore,

the development has been designed as flexible commercial space, able to accommodate multiple occupiers or a single occupier.

440 The Travel Plans include further details of existing travel behaviour and sets out a range of measures and initiatives to encourage a reduction in car use. They also include details of the management and implementation of the Travel Plans as well as initial targets, monitoring and review programme.

441 A range of measures are proposed in the Travel Plan to seek to encourage the use of sustainable and active modes of travel for trips associated with the employment element of this development, including:

- Measures to promote the Travel Plan and actively engage staff in the process.
- Measures and events to promote the benefits of active travel.
- Measures to encourage cycling, including ensuring secure cycle parking, and promotion of the Cycle to Work scheme.

442 In order to adequately manage parking on-site and on the surrounding transport network, a Parking Management Plan outlining the following would be secured by legal agreement

- How the off-street parking will be allocated / managed
- How informal parking (i.e. in the public realm, and service yard) will be enforced.
- A periodic review mechanism that ensures any increase in demand for electric vehicles charging is addressed.
- Details of how parking would be managed on Juno Way

443 A full Residential Travel Plan and Workplace Travel Plan be secured to help promote sustainable and active travel and discourage car-use. This will help further mitigate against increased on-street demand for parking.

444 Additionally, a Construction Traffic Management Plan would be conditioned requiring approval of the Local Planning Authority in consultation with Transport for London.

445 Subject to the above, the proposed development is acceptable with regard to impacts on the Local Transport Network.

7.5.3 Servicing and Refuse

Policy

446 The NPPF states development should allow for the efficient delivery of goods and access by service and emergency vehicles.

447 LPP Policy T6(G) and T7(B)(3) state that rapid electric vehicle charging points should be provided for servicing vehicles.

448 Storage facilities for waste and recycling containers should meet at least BS5906:2005 Code of Practice for waste management in Buildings in accordance with London Plan Housing Supplementary Planning Guidance (2016) standard 23.

Discussion

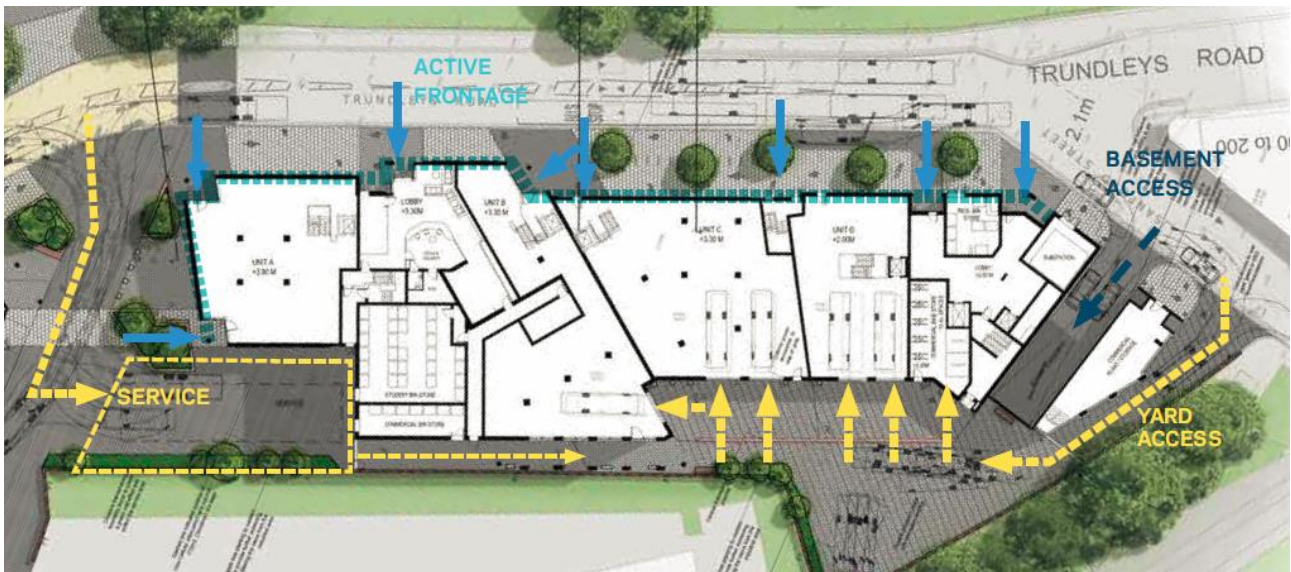
449 Servicing of the proposed development would be provided from three locations:

- Trundleys Road at kerbside via a proposed inset layby (suitable to cater for 1 large HGV or 2 smaller delivery vehicles).
- Loading area to the north of the site, which is accessed via Juno Way (suitable to cater for 2 large HGVs or 2+ smaller delivery vehicles).

- Service Yard area at podium level accessed from Sandford Street (suitable to cater for 2+ large HGVs or 2+ smaller delivery vehicles).

450 The proposed servicing arrangement is shown in the image below:

Image 11: Proposed Servicing Arrangement



451 The proposed commercial units would be serviced from the service yard and the loading area to the north of the site.

452 All servicing areas are within suitable drag distances from the respective residential refuse stores. The inset layby has been designed in line with TfL's standards and would not result in any detrimental impact to the operation of the bus stop (which has been subject to a Stage 1 Road Safety Audit as set out below).

453 Transport for London and the Council's Highways Officer have reviewed the application and requested that a Delivery and Servicing Plan be secured by condition.

454 A detailed refuse management plan would also be secured by condition.

455 Subject to securing a Delivery and Servicing Plan and a refuse management condition, the proposed development is acceptable in this regard,

7.5.4 Transport modes

Walking and cycling

Policy

456 LPP T5 cycling states that Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards.186 Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

457 CSP 14, amongst other things, states that the access and safety of pedestrians and cyclists will be promoted and prioritised.

Discussion

458 Footways run along both sides of Trundleys Road and measure at circa 2.0m wide with regular street lighting present in the vicinity of the site. Towards the north of the site at the junction between Surrey Canal Road and Trundleys Road, there is an uncontrolled pedestrian crossing that incorporates dropped kerbs, pedestrian islands and tactile paving.

459 Folkestone Gardens park to the east contains several shared use paths that lead to a signed route that travels eastwards underneath the adjacent railway track.

460 The proposed development would have a positive impact on the walking environment around the application site through significantly widening the pavement along Trundleys Road, as well as a range of other wider public realm and highway improvements which would be secured by S106 agreement, as follows:

- Improvement works (adjacent to the site) along the frontages of the site, including Trundleys Road, Sanford Street, Juno Way and Surrey Canal Road including the provision of dropped kerbs/tactile information at the vehicular entrances to the site
- Improvement works to the crossing facilities on Trundleys Road between the application site and the Park - at the Trundleys Road / Surrey Canal Road junction, and the Trundleys Road / Sanford Street junction.
- Lighting under the railway bridge adjacent to the site

461 With regard to cycling infrastructure, Quietway 1 runs long the north of the site.. Quietway 1 leads from Greenwich in the east to Waterloo bridge to the west and runs along Surrey Canal Road and through Folkestone Gardens in the vicinity of the site. National Cycle Route (NCR) 425 runs along Surrey Canal Road between Camberwell and Rotherhithe and intersects the NCR 4 near Greenland Dock. The NCR in turn runs between central London and Greenwich. London Cycle Network (LCN) Route 20 starts in Folkestone Gardens and leads to Sidcup.

462 Cycle Superhighway 4 will run from between Tower Bridge and Greenwich, via Evelyn Street which is approximately 700m east from the site or a 3 minute cycle and could be accessed via LCN Route 20.

463 With regard to proposed cycle parking, the applicant has had detailed discussions with Transport for London and the Council's Highways Officer regarding cycle parking provision. The proposed quantum of cycle parking provision is as follows:

Table 11: Proposed Cycle Parking

	Long Stay Provision	Short Stay Provision
Residential	104	5
Student	296	10
Commercial	10	3

464 Cycle parking would be provided in line with the London Plan and guidance set out within Chapter 8 of LCDS, with the scheme providing:

- Suitable aisle widths between tiered stands, depending on whether these are back-to-back or a single row;
- 10% provision of Sheffield Stands for the student/commercial element, and 20% for the residential element;
- 5% stands provided as larger accessible bays, comprising Sheffield stands; and

- 1.8m spacing between the wider spaced Sheffield Stands; 1.0/1.2m between the standard Sheffield Stands.

465 Long stay cycle parking is located within cycle stores at basement level for the residential/student element, and on the ground floor for the commercial element. Short stay cycle parking would be situated at street level in an easily accessible location in proximity to the respective entrances.

466 End user facilities are also provided in close proximity to these stores, including shower facilities within the commercial cycle store at ground floor; and a cycle workstation including pump, tools etc. within the basement store.

467 The application is policy compliant with regard to cycle provision in terms of both quantity and meeting the requirements of the London Cycle Design Standards.

468 In addition to the above, the applicant would make a £220,000 contribution towards cycle infrastructure improvement works in relation to cycle hire provision. This would be secured via planning obligation.

469 Subject to the above, the proposed development is acceptable with regard to walking and cycling.

Public transport

Discussion

470 To assist with the additional impact on the local and London bus network, a contribution of £90,000 would be secured towards the provision of an additional 225 bus service.

Car clubs

Discussion

471 To further discourage car ownership and promote more sustainable modes of transport, the Council's Highways Officer has requested that the applicant provide further details of the Car Club Strategy for the site. The strategy should include details of car club membership for all residents for 3 years and include a review of the existing car club infrastructure in the vicinity of the site to determine that there is sufficient car club vehicle provision / capacity to accommodate the demand generated by the development.

472 The applicant has agreed to the Car Club Strategy which would be secured by planning obligation.

Private Cars (including disabled and electric charging points)

Policy

473 LPP T6 states that 20% of parking spaces should be provided with Electric Vehicle Charging points with the remaining spaces providing passive provision

474 CSP 14 states that the Council will take a restrained approach to parking provision. DMP 29 requires wheelchair parking to be provided in accordance with best practice standards and London Plan Standard 18 requires designated wheelchair accessible dwellings to have a designated disabled car parking space.

Discussion

475 As outlined above, the development would provide 13 disabled car parking spaces within the proposed basement, split between:

- Residential: 6 spaces
- Student: 3 spaces
- Commercial: 4 spaces

476 The level of parking provision is consistent with policy guidance contained in the adopted London Plan (2021), which advocates a restraint-based approach to car parking provision with maximum standards, and supports car free development in appropriate locations. In addition to this, the accessible car parking provision meets and exceeds the 3% accessible car parking provision as outlined within the London Plan.

477 As already stated, the application was accompanied by a car parking capacity survey which has demonstrated that the proposed development would not have an unreasonable impact on on-street parking. Additionally, the applicant would make a £30k contribution towards CPZ and an undertaking that residents could not access parking permits should the CPZ be implemented.

478 With regard to Electric Vehicle Charging Points (EVCP) the applicant has confirmed that 20% of the off-street parking spaces would be provided with EVCPs and the remaining spaces would be provided with passive provision. Full details of EVCPs would be secured by condition.

7.5.5 Transport Impact Conclusion

479 The proposal would not result in unreasonable harm to the local highway network or pedestrian or highway safety subject to the imposition of conditions and financial contributions. The planning obligations sought are summarised as follows:

- CPZ implementation contribution - £30,000 and undertaking for no permits for future residents
- Car Club Strategy including details for membership for all residents for 3 years including review of existing car club infrastructure
- Additional 225 service contribution - £90,000
- Legible London wayfinding contribution - £8,000
- Cycling infrastructure contribution - £220,000
- Stage 2 Road Safety Audit
- Travel plan for all uses
- Contribution towards improved lighting under the existing railway bridge on Sanford Street - £25,000
- Enter into a Section 278 agreement to secure the following:
 - Improvement works (adjacent to the site) along the frontages of the site, including Trundleys Road, Sanford Street, Juno Way and Surrey Canal Road including the provision of dropped kerbs/tactile information at the vehicular entrances to the site
 - Improvement works to the crossing facilities on Trundleys Road between the application site and the Park - at the Trundleys Road / Surrey Canal Road junction, and the Trundleys Road / Sanford Street junction.
 - The creation of the proposed loading bay (lay-by), and the associated Traffic Regulation Orders

- Parking Management Plan outlining:
 - How the off-street parking will be allocated / managed
 - How informal parking (i.e. in the public realm, and service yard) will be enforced.
 - A periodic review mechanism that ensures any increase in demand for electric vehicles charging is addressed.
 - Details of how parking would be managed on Juno Way

480 Officers consider that this should be afforded considerable weight in light of the proposed public benefits of the development.

7.6 LIVING CONDITIONS OF NEIGHBOURS

General Policy

481 NPPF para 127 sets an expectation that new development will be designed to create places that amongst other things have a 'high standard' of amenity for existing and future users. At para 180 it states decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health and living conditions.

482 This is reflected in relevant policies of the London Plan (LPP D3, D4, D5, D6), the Core Strategy (CP15), the Local Plan (DMP32) and associated guidance (Housing SPD 2017, GLA; Alterations and Extensions SPD 2019, LBL).

483 DMP 32(1)(b) expects new developments to provide a 'satisfactory level' of privacy, outlook and natural lighting for its neighbours.

484 Further guidance is given in Housing SPD 2017, GLA; Residential Standards SPD 2012, LBL. The Council has published the Alterations and Extensions SPD (2019) which establishes generally acceptable standards relating to these matters (see below), although site context will mean these standards could be tightened or relaxed accordingly.

485 *Overview*

486 The relationship of the proposed development with surrounding buildings and residential uses is outlined in image 9 below.

487 The nearest residential properties to the proposed development lie to the south of the application site. The properties are within three residential blocks as follows:

- Delta Court, 200-202 Trundleys Road
- 14 Sandford Walk
- 15-20 Sandford Walk

Image 12: Relationship of the proposed development with surrounding built context



7.6.1 Enclosure and Outlook

Policy

488 Overbearing impact arising from the scale and position of blocks is subject to local context. Outlook is quoted as a distance between habitable rooms and boundaries.

Discussion

489 The proposed development would be located some 42 to 45m approximately, away from the residential buildings at 15-20 and 14 Sanford Walk. The proposed building at the closest point to these buildings would be 7 storeys in height stepping up to 10 storeys in height further north. The proposed development would be separated from these buildings by the existing railway which runs between the two sites.

490 Given the generous separation distance and the existing railway between the application site and the buildings at 15-20 and 14 Sanford Walk, there would be no unreasonable impact on the occupants of these buildings by way of enclosure or loss of outlook.

491 The relationship between the proposed development and Delta Court would be more proximate, with the development being located 14m from the gable elevation of Delta Court on the opposite site of Sanford Street. This elevation of Delta Court is a secondary elevation with a small number of windows serving the flats within. On each floor, there are 3 windows serving a living area, a bathroom and a kitchen. There is also a door and window which serves a bedroom at ground floor level, these are partially obscure glazed for privacy.

492 The living areas are located on the corner and benefit from outlook towards Folkestone Gardens which would be unaffected by the proposed development. The kitchens and the bathrooms would be impacted more so by the proposed development, experiencing a degree of loss of outlook as a result of the proposals. However, the proposed building would be located on the opposite side of Trundleys Road and this arrangement and relationship is typical of an urban environment and would not warrant refusal of the

application, particularly given the planning merits of the scheme outlined elsewhere in this report.

7.6.2 Privacy

Policy

493 Privacy standards are distances between directly facing existing and new habitable windows and from shared boundaries where overlooking of amenity space might arise.

494 DMPP 32 states that adequate privacy is an essential element in ensuring a high level of residential amenity. Unless it can be demonstrated that privacy can be maintained through design, there should be a minimum separation of 21 metres between directly facing habitable room windows on main rear elevations. This separation will be maintained as a general rule but will be applied flexibly dependent on the context of the development.

Discussion

495 As above, the proposed development would be located some 42 to 45m approximately, away from the residential buildings at 15-20 and 14 Sanford Walk and would be separated from the proposed development by the existing railway. This relationship is considered sufficient to mitigate any unreasonable loss of privacy to the occupants of these properties.

496 The proposed development would be located on the opposite side of Trundleys Road, some 14m away from the gable elevation of the residential block at Delta Court. This elevation of Delta Court is a secondary elevation with a small number of windows serving the flats within. On each floor, there are 3 windows serving a living area, a bathroom and a kitchen. There is also a door and window believed to serve a bedroom at ground floor level, these are partially obscure glazed for privacy.

497 Given this relatively proximate relationship, there would be a degree of loss of privacy between the new proposed units and the existing units at Delta Court. However, the affected elevation at Delta Court is a secondary elevation on the gable end of the building, and would be separated from the proposed development by Sanford Road. As above, this arrangement is typical of an urban environment and would not warrant refusal of the application, particularly given the planning merits of the scheme outlined elsewhere in this report.

7.6.3 Daylight and Sunlight

Policy

498 Daylight and sunlight is generally measured against the Building Research Establishment (BRE) standards however this is not formal planning guidance and should be applied flexibly according to context.

499 The NPPF does not express particular standards for daylight and sunlight. Para 123 (c) states that, where there is an existing or anticipated shortage of land for meeting identified housing need, LPAs should take a flexible approach to policies or guidance relating to daylight and sunlight when considering applications for housing, where they would otherwise inhibit making efficient use of a site.

500 The GLA states that 'An appropriate degree of flexibility needs to be applied when using BRE guidelines to assess the daylight and sunlight impacts of new development on surrounding properties, as well as within new developments themselves. Guidelines should be applied sensitively to higher density development, especially in opportunity areas, town centres, large sites and accessible locations, where BRE advice suggests considering the use of alternative targets. This should take into account local

circumstances; the need to optimise housing capacity; and scope for the character and form of an area to change over time.’ (Housing SPG, para 1.3.45).

501 Alternatives may include ‘drawing on broadly comparable residential typologies within the area and of a similar nature across London.’ (ibid, para 1.3.46).

502 It is therefore clear that the BRE standards set out below are not a mandatory planning threshold.

503 In the first instance, if a proposed development falls beneath a 25 degree angle taken from a point two metres above ground level, then the BRE say that no further analysis is required as there will be adequate skylight (i.e. sky visibility) availability.

504 Daylight is defined as being the volume of natural light that enters a building to provide satisfactory illumination of internal accommodation between sun rise and sunset. This can be known as ambient light. Sunlight refers to direct sunshine.

Daylight Guidance

505 The three methods for calculating daylight are as follows: (i) Vertical Sky Component (VSC); (ii) Average Daylight Factor (ADF); and (iii) No Sky Line (NSL).

506 The VSC is the amount of skylight received at the centre of a window from an overcast sky. The ADF assesses the distribution of daylight within a room. Whereas VSC assessments are influenced by the size of obstruction, the ADF is more influenced factors including the size of the window relative to the room area and the transmittance of the glazing, with the size of the proposed obstruction being a smaller influence. NSL is a further measure of daylight distribution within a room. This divides those areas that can see direct daylight from those which cannot and helps to indicate how good the distribution of daylight is in a room.

507 In terms of material impacts, the maximum VSC for a completely unobstructed vertical window is 39.6%. If the VSC falls below 27% and would be less than 0.8 times the former value, occupants of the existing building would notice the reduction in the amount of skylight. The acceptable minimum ADF target value depends on the room use: 1% for a bedroom, 1.5% for a living room and 2% for a family kitchen. If the NSL would be less than 0.8 times its former value, this would also be noticeable.

508 While any reduction of more than 20% would be noticeable, the significance and therefore the potential harm of the loss of daylight is incremental. The following is a generally accepted measure of significance:

- 0-20% reduction – Negligible
- 21-30% reduction – Minor Significance
- 31-40% reduction – Moderate Significance
- Above 40% reduction – Substantial Significance

509 It is important to consider also the context and character of a site when relating the degree of significance to the degree of harm.

510 It is also noted that recent planning decisions (including appeal decisions made by the Planning Inspectorate) in London and Inner London have found retained VSC values in the mid-teens to be acceptable. It is also noted that given the cleared brownfield nature of the application site, proposals are likely to result in some change to daylight and sunlight amenity.

Sunlight Guidance

- 511 Sunlight is measured as follows: (i) Annual Probable Sunlight Hours (APSH); and (ii) Area of Permanent Shadow (APS)
- 512 The APSH relates to sunlight to windows. BRE guidance states that a window facing within 90 degrees due south (windows with other orientations do not need assessment) receives adequate sunlight if it receives 25% of APSH including at least 5% of annual probable hours during the winter months. If the reduction in APSH is greater than 4% and is less than 0.8 times its former value then the impact is likely to be noticeable for the occupants. The APS relates to sunlight to open space: the guidance states that gardens or amenity areas will appear adequately sunlit throughout the year provided at least half of the garden or amenity area receives at least two hours of sunlight on 21st March.
- Discussion*
- 513 The application has been submitted with a Daylight and Sunlight Assessment (dated May 2020) prepared by Point 2 Surveyors. This Daylight and Sunlight Assessment has been prepared in relation to the three residential blocks at Sanford Walk and Delta Court as outlined above.
- Delta Court*
- 514 As above, the proposed development is located 14m from the gable elevation of Delta Court on the opposite site of Sanford Street. This elevation of Delta Court is a secondary elevation with a small number of windows serving the flats within. On each floor, there are 3 windows serving a living area, a bathroom and a kitchen. There is also a door and window which serves a bedroom at ground floor level, these are partially obscure glazed for privacy.
- 515 The windows which bathrooms on this elevation are not material in terms of a BRE daylight assessment. Reductions to five site facing residential windows are all fully compliant with default BRE VSC guidance. The windows which experience loss of daylight in excess of the recommendations are discussed below.
- 516 The secondary windows (3no.) serving living/dining rooms would experience transgressions with regard to the BRE guidelines with proposed VSCs all within the mid-teens. Each of these rooms is also served by three other windows that do not directly face the site and will not be materially impacted by the development. The overall impact to these rooms is therefore not material. This is supported by the NSL analysis that shows that the reductions to these rooms are small and fully compliant with BRE guidance.
- 517 The three windows which serve small galley style kitchens (approximately 5m² in area), would also experience transgressions with regard to the BRE guidelines. The retained VSC value to these windows range between 16.26% to 19.25%. This still a reasonable level of daylight for an urban location. Additionally, BRE guidance places less weight on kitchens of this size.
- 518 The ground floor bedroom window and glazed door would experience proportional VSC reductions that are slightly in excess of BRE guidance. However, the retained values of 23.49% and 25.48% are very good for an urban location. Considering a good proposed NSL is envisaged, the reductions to this room are small and generally compliant with guidance.
- 519 Finally, two fourth floor windows would experience proportional VSC reductions in excess of guidance, both of these windows would retain good levels of daylight after development with VSC levels in the high teens.

520 With regard to loss of sunlight, the site facing windows for this block are not orientated within 90 degrees of south so loss of sunlight testing is not required in accordance with the BRE guidelines.

14 and 15-20 Sanford Walk

All of the windows in these properties remain fully compliant with the BRE recommendations with regard to daylight.

The site facing windows for this block are not orientated within 90 degrees of south so loss of sunlight testing is not required in accordance with the BRE guidelines.

Daylight and Sunlight Conclusion

521 The submission has been accompanied by a comprehensive Daylight and Sunlight assessment in relation to the Proposed Development. The technical analysis has been undertaken in accordance with the BRE Guidelines.

522 Throughout the design process at a pre-application stage, the scheme has been subjected to testing to minimise the Daylight and Sunlight impacts to the surrounding residential properties. However, it is acknowledged that when constructing buildings in an urban environment particularly on low density sites, alterations in Daylight and Sunlight to adjoining properties are often unavoidable. As outlined above, the numerical guidance given in the BRE document should be treated flexibly, especially in urban environments.

523 The submitted technical analysis shows that following the implementation of the proposals, some windows to Delta Court would experience changes outside of the BRE recommendations.

524 Overall, whilst some windows would experience a degree of loss of sunlight and daylight, based upon the existing context of the application site and the existing surrounding built environment, the proposed development would have impacts within a range that would be expected for a major development. Importantly, the majority of windows would retain BRE compliant levels of daylight and those most impacted tend to be secondary windows or non-habitable rooms.

525 It is not considered that the proposed development would give rise to an unreasonable degree of loss of light or such that would warrant refusal of the proposed development, particularly when considered against the proposed planning merits of the scheme outlined in detail elsewhere in this report.

7.6.4 Overshadowing

Policy

526 Daylight and sunlight is generally measured against the Building Research Establishment (BRE) standards however this is not formal planning guidance and should be applied flexibly according to context.

527 The BRE Guidelines suggest that Sun Hours on Ground assessments should be undertaken on the equinox (21st March or 21st September). It is recommended that at least half of a garden or amenity area should receive at least two hours of sunlight on 21st March, or that the area which receives two hours of direct sunlight should not be reduced to less than 0.8 times its former value (i.e. there should be no more than a 20% reduction).

528 Again, it must be acknowledged that in urban areas the availability of sunlight on the ground is a factor which is significantly controlled by the existing urban fabric around the site in question and so may have very little to do with the form of the development itself.

Likewise there may be many other urban design, planning and site constraints which determine and run contrary to the best form, siting and location of a proposed development in terms of availability of sun on the ground.

Discussion

529 The submitted overshadowing assessment has identified and tested Folkestone Gardens in accordance with the BRE Sunlight Hours on Ground assessment.

530 The results show that almost all of Folkstone Gardens would receive at 2 hours of direct sunlight on 21st March after the proposed development, well in excess of the 50% recommended by the BRE guidelines. As such, there would be no discernible difference to this area with regard to overshadowing as a result of the proposed development. Full assessment of the ecological impact including any overshadowing as a result the proposed development is included in the Ecology and Biodiversity section of this report below.

7.6.5 Noise and disturbance

Policy

531 PPG states LPAs should consider noise when new developments may create additional noise and when new developments would be sensitive to the prevailing acoustic environment.

532 Construction and demolition activity can result in disturbance from among things noise, vibration, dust and odour. This can harm living conditions for the duration of construction. Since some disturbance is inevitable, such impacts are usually not considered to be material planning considerations. In certain circumstances, particularly large or complex works may require specific control by planning.

533 A range of other legislation provides environmental protection, principally the Control of Pollution Act. It is established planning practice to avoid duplicating the control given by other legislation.

Discussion

534 Given the nature of the proposed development itself, being largely residential with reprovision of a higher quality employment floorspace, it is unlikely that the proposals would result in unreasonable levels of noise pollution over and above the existing arrangement where neighbouring residential properties are located adjacent to Strategic Industrial Land.

535 However, noise and the agent of change principle are assessed in detail within the noise pollution and housing sections of this report.

7.6.6 Impact on neighbours conclusion

536 As above, it is acknowledged that when constructing buildings in an urban environment particularly on low density sites, alterations in Daylight and Sunlight to adjoining properties are often unavoidable. As outlined above, the numerical guidance given in the BRE document should be treated flexibly, especially in urban environments.

537 Overall, whilst some windows would experience a degree of loss of amenity, based upon the existing context of the application site and the existing surrounding built environment, the proposed development would have impacts within a range that would be expected for a major development.

7.7 SUSTAINABLE DEVELOPMENT

General Policy

538 NPPF para 148 sets an expectation that planning will support transition to a low carbon future.

539 This is reflected in relevant policies of the London Plan and the Local Plan.

540 CS Objective 5 sets out Lewisham's approach to climate change and adapting to its effects. CSP 7, CSP 8 and DMP 22 support this.

7.7.1 Energy and Carbon Emissions Reduction

Policy

541 LPP SI 2 Minimising Greenhouse Gas Emissions states that major development should be net zero-carbon. This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the following energy hierarchy:

- 1) be lean: use less energy and manage demand during operation
- 2) be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly
- 3) be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site
- 4) be seen: monitor, verify and report on energy performance

542 LPP SI 2 also states that a minimum on-site reduction of at least 35 per cent beyond Building Regulations is required for major development. Residential development should achieve 10 per cent, and non-residential development should achieve 15 per cent through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either:

- 1) through a cash in lieu contribution to the borough's carbon offset fund, or
- 2) off-site provided that an alternative proposal is identified and delivery is certain.

543 CSP8 seeks to minimise the carbon dioxide (CO₂) emissions of all new development and encourages sustainable design and construction to meet the highest feasible environmental standards.

544 DMP22 require all developments to maximise the incorporation of design measures to maximise energy efficiency, manage heat gain and deliver cooling using the published hierarchy.

Discussion

545 The application is accompanied by a (revised) Energy Assessment prepared by JAW, which sets out the measures to be taken to reduce carbon emissions. These are outlined and assessed below.

Be Lean

546 The residential element of the scheme achieves a 22% improvement over Part L, which is in excess of the 10% requirements. The student accommodation falls short of the target achieving 8%, as does the commercial floorspace.

547 The applicant has outlined that all reasonable endeavours have been used to reduce the energy demand through passive measures. The fabric proposed is optimal, while ensuring non-flammable insulation. The passive measures are balanced to reduce overheating as well as heat demand. For the student accommodation, hot water demand is the highest use by far, which is not possible to reduce with passive measures.

Be Clean

548 The applicant is prioritising a connection to the SELCHP network is operated by Veolia. Preliminary discussions have taken place with the operators about the potential to connect to this network. A copy of the minutes has been provided with the applicant’s submission. The extension of the network is currently still under development, although currently it is expected that it will be under construction imminently. The strategy for the development is therefore to connect to this heat network. There may be a short period between completion of the development and heat on for the extended network. An interim strategy is therefore proposed utilising a gas boiler, which will provide all the necessary infrastructure to facilitate connection as soon as the network is available.

549 Following a connection with SELCHP,” the proposed residential units would achieve an improvement in carbon emissions of 48.8% over the baseline with the student accommodation achieving an improvement of 57.1%.

Be Green

550 The applicant has identified solar PV as the most appropriate technology for the residential (including student) parts of the development, and air source heat pumps for the commercial.

551 With this technology employed, the residential units would achieve a 16% improvement, the student accommodation would achieve a 3% improvement and the commercial floorspace would achieve a 54% improvement.

552 The total percentage improvement over the notional baseline levels for the development is demonstrated in the tables below.

Table 12: CO₂ savings – Residential Units

Energy Hierarchy Stage	CO ₂ emissions (T/yr)	CO ₂ savings (T/yr)	Percentage Saving
Building regulations baseline	62.65		
Be lean	48.73	13.92	22%
Be clean	18.18	30.55	48.8%
Be green	8.18	10.00	16%
Total savings		54.47	87%

Table 13: CO₂ savings – Student Accommodation

Energy Hierarchy Stage	CO ₂ emissions (T/yr)	CO ₂ savings (T/yr)	Percentage Saving
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Building regulations baseline	360.94		
Be lean	331.48	29.47	8%
Be clean	125.41	206.07	57.1%
Be green	115.48	9.93	3%
Total savings		245.46	68%

Table 14: CO₂ savings – Commercial

Energy Hierarchy Stage	CO ₂ emissions (T/yr)	CO ₂ savings (T/yr)	Percentage Saving
Building regulations baseline	53.76		
Be lean	49.32	4.44	8%
Be clean	49.32	0.00	0%
Be green	20.10	29.22	54%
Total savings		33.66	63%

553 With regards to operational costs, the applicant has considered the cost to residents to run their homes as part of the energy strategy. All practical measures have been taken to reduce the energy demand through energy efficiency measures, assisting to keep long term operational costs down. Within the building, the communal system would be designed to CIBSE standards to maximise efficiency and reduce waste heat.

554 Running costs for heat and hot water have been estimated to be an average of £160-170 per annum per unit. This is based on a predicted price per unit of heat, which incorporates maintenance and plant replacement, as well as overheads for running the system, billing etc. This price would be negotiated with the network operator as discussions continue regarding the details of the connection. Veolia, who operate the heat network, have Heat Trust accreditation, ensuring that their prices will be kept fair and transparent, with tariff options provided. The applicant has outlined that there would also be options for pre-payment meters.

Be Seen

555 All major plant will be fitted with meters to allow remote monitoring of energy used by the communal heating systems and electrical distribution boards and commercial heat pumps. Additionally, a contract would be put in place to monitor the readings so that they could be compared with the predicted energy performance, and this information will be reported, in accordance with the details in the GLA 'Be Seen' guidance.

Carbon Offset

556 In accordance with the Council's Planning Obligations SPD, the applicant is required to make a payment of £448,534 towards carbon offsetting. This has been calculated at £104 per tonne x 4312.83 tonnes (over 30 years).

557 In the event a connection to SELCHP does not occur, an alternative carbon offset payment of £543,851 would be required.

Summary

558 The development follows the energy hierarchy, heating hierarchy and cooling hierarchy. The development would connect to the SELCHP heat network as soon as it is available, which results in significant carbon reductions. Additionally, the PV system is the largest that the roof can accommodate. The development will further achieve 'zero carbon' through an offset payment in line with the London Plan guidance

559 Following initial comments, the Council's Sustainability has advised that the revised Energy Strategy is acceptable.

560 The proposal would meet the carbon reduction targets and would contribute towards sustainable development, subject to a condition securing the Photovoltaic Panels as well as and an obligation securing the carbon offset payment and as such is acceptable in this regard.

7.7.2 Urban Greening

Policy

561 DLPP G5 expects major development to incorporate measures such as high-quality landscaping (including trees), green roofs and green walls.

562 CSP 7 expects urban greening and living roofs as part of tackling and adapting to climate change. DMP 24 requires all new development to take full account of biodiversity and sets standards for living roofs.

Urban Greening Factor

563 The applicant has submitted details indicating that the proposed development would achieve an Urban Greening Factor of 0.403 where London Plan Policy G5 recommends an UGF of at least 0.4 for residential development. As such, the proposed development is acceptable in this regard.

Living Roofs

564 LPP G5 Urban greening states that major development proposals should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage.

565 The proposed development proposes intensive green roofs as follows across the

566 The applicant has maximised the provision of living roof across the proposed development. Full details of the proposed intensive green roofs would be captured by condition.

7.7.3 Flood Risk

Policy

567 NPPF para 155 expects inappropriate development in areas at risk of flooding to be avoided by directing development away from areas at highest risk. Para 163 states development should only be allowed in areas at risk of flooding where mitigation measure can be included.

568 LPP SI12 expects development proposals to ensure that flood risk is minimised and mitigated.

569 DLPP SI12 expects development proposals to ensure that flood risk is minimised and mitigated.

570 CSP 10 requires developments to result in a positive reduction in flooding to the Borough.

571 Further guidance is given in the NPPG and the GLA Sustainable Design and Construction SPG.

Discussion

572 The proposed development has been submitted with a Flood Risk Assessment which has been reviewed by both the Lead Local Flood Risk Authority and the Environment Agency (EA).

573 The EA have advised that the site lies in Flood Zone 3 and is located within an area benefitting from flood defences. Whilst the site is protected by the River Thames tidal flood defences up to a 1 in 1000 (0.1%) chance in any year, our most recent flood modelling (December 2017) shows that the site is at risk if there was to be a breach in the defences.

574 The EA have stated that the scheme is acceptable with regard to flood risk subject to conditions as follows:

1. The finished floor levels of the mezzanine level residential accommodation must be set no lower than 7.37 metres above Ordnance Datum (mAOD).
2. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved, verified and reported to the satisfaction of the Local Planning Authority.
3. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.
4. Whilst the principles and installation of sustainable drainage systems (SuDS) are to be encouraged, no drainage systems for the infiltration of surface water drainage in to the ground are permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

575 The Lead Local Flood Risk Authority (LLFRA) initially raised objections with regard to flood risk, requesting further information as follows:

576 Source control calculations have been provided but not for the whole site area and only for the 1 in 100 year plus 40% climate change event. The applicant must provide full drainage calculations for the 1 in 1, 1 in 30, 1 in 100 and 1 in 100-year plus 40% climate change events, demonstrating that the drainage strategy is fully operational in all storm events. Calculations should demonstrate there will be no flooding as a result of the proposed development. Methods for managing exceedance flooding must also be demonstrated.

- 577 The applicant subsequently provided the requested material and the LLFRA advised that the scheme was acceptable in this regard.
- 578 The GLA commented that the Flood Risk Assessment provided for the proposed development does not comply with London Plan policy SI12, as it does not give appropriate regard to residual flood risks from surface water flows or a breach of the River Thames defences. The developer should review the location of critical infrastructure below the flood level and provide evidence of how the surface water flood risk will be mitigated.
- 579 In response to this, the applicant subsequently issued an addendum to the Flood Risk Assessment outlining what measures would be put in place in the unlikely event of flooding, temporary safe refuge would be available onsite at all times, either within the building or in external areas of the northern portion of the Site. Provision of safe refuge is intended as a temporary, emergency measure whilst site users await evacuation and instructions from the emergency services, rather than as a long-term measure.
- 580 In relation to critical infrastructure below flood level, the applicant has advised that It is envisaged that the ground floor substation will be placed on stilts and any ventilation openings will be located above the maximum likely water level (MLWL). However, if this is not achievable, a flood door would be installed at the entrance to the plant room. A flood door would be installed at basement level protecting the generator/plant rooms at basement level.
- 581 Given the above, the proposed development is considered acceptable with regard to flood risk.

7.7.4 Sustainable Urban Drainage

Policy

- 582 The NPPF at para 165 expects major development to incorporate sustainable urban drainage systems (SUDS) unless there is clear evidence it is inappropriate.
- 583 LPP SI13 expects development to achieve greenfield run-off rates in accordance with the sustainable drainage hierarchy.
- 584 CSP 10 requires applicants demonstrate that the most sustainable urban drainage system that is reasonably practical is incorporated to reduce flood risk, improve water quality and achieve amenity and habitat benefits.
- 585 Further guidance is given in the London Plan's Sustainable Design and Construction SPG, the London Sustainable Drainage Action Plan, the Non-Statutory Technical Standards for Sustainable Drainage Systems and CIRIA C753 The SuDS Manual.

Discussion

- 586 The application is accompanied by a Flood Risk Assessment which includes details of the proposed drainage strategy. This sets out the measures to be taken to reduce flood risk and to promote Sustainable Urban Drainage.
- 587 The submission has been reviewed by the Lead Local Flood Risk Authority who have not objected to the proposed development but required further information with regard to SuDS, as follows:
- Justification for the non-inclusion of rainwater harvesting or above-ground SuDS features.
 - Completion of a geotechnical investigation using more recent borehole analysis to justify whether infiltration is feasible.

- Justification as to why a restriction to (or closer to) the greenfield runoff rate is not proposed.
- Existing and proposed runoff volume calculations.
- Confirmation of methods to manage any exceedance routing.
- Evidence of consultation with Thames Water regarding the proposed connection to the combined system, to ensure there is sufficient capacity within the existing network to accept the discharge.

588

The applicant responded providing the additional detail as requested and the LLFRA subsequently advised that the development would be acceptable subject to a detailed microdrainage condition securing the following:

1. A detailed drainage design plan and the attenuation volume that will be provided by each drainage feature. This should be based on the 100 year critical storm duration with climate change for the site and the allowable discharge rate. Flood Studies Report (FSR) rainfall data should be used for storm durations less than 1 hour and Flood Estimation Handbook (FEH) rainfall data should be used for storm durations greater than 1 hour when identifying the critical storm duration.
2. Demonstrate the infiltration rate on site if infiltration is part of the final drainage design.
3. Show a drainage map that includes a clear exceedance route for flood waters.
4. Provide the existing surface water run-off rates from the site (whole area of contributing runoff). Provide detailed calculations of the post development discharge rates and an explanation of methodology of the calculation. It is expected this should be at greenfield rate for existing greenfield sites and it is strongly encouraged that brownfield sites discharge at the original pre-development (greenfield) rate where possible.
5. Modelling of all the proposed SuDS system for the site (e.g. Microdrainage), showing the behaviour of the site for the main rainfall events (Qbar, 30 year, 100 year, 100 year + climate change).
6. Typical operation of the system for low rainfall and first-flush events, with indication of how treatment of surface water will be achieved
7. Demonstrate how runoff will be treated of pollutants and explore the risk to groundwater flooding if infiltration is to be utilised.
8. A site-specific Maintenance Plan is required from the applicant, which includes:
 - i. Description of maintenance schedule
 - ii. Please provide details of who will maintain the proposed drainage system together with the full list of Sustainable Urban Drainage System elements over the lifetime of the development, confirming any adoption arrangements.
 - iii. Confirm who will maintain the proposed drainage system with individual SuDS elements over the lifetime of the development, confirming any adoption arrangements.
 - iv. Provide evidence that access (e.g. easement or rights of way for access) will be physically possible for maintenance to be carried out as SuDS features should be located within public space.
 - v. Provide a plan for the safe and sustainable removal and disposal of waste periodically arising from the drainage system. A maintenance manual should also be produced to pass to the future maintainer. If other parties are responsible for different parts of a scheme, this should be clearly shown on the plan.
 - vi. Outline clearly the frequency of maintenance activities/timetables associated with each drainage system and SuDS elements, linking these into the site plan. Some of these information can be obtained through each proprietary product's manufacturer's instructions and specifications.

589 The GLA Stage 1 response outlined that the surface water drainage strategy for the proposed development does not comply with London Plan policy SI.13, as it does not give appropriate regard to the SuDS hierarchy and greenfield runoff rates. Further details on how SuDS measures at the top of the drainage hierarchy will be included in the development, and further clarification on the green roof should be provided.

590 The applicant has responded outlining the following:

- The benefits of rainwater harvesting on a specific design storm event cannot be quantified, due to the seasonal availability of storage within the structure. Therefore, the incorporation of these features, whilst impacting upon the water consumption of the proposals (outside the scope of this note), would have no discernible effect on the attenuation requirements for the storage of rainwater.
- There is limited scope and space for the inclusion of an underground rainwater harvesting tank. Additionally, the use of blue roofs is not recommended on buildings which house residential units due to the risk impact of any failure. As such, the use of rainwater harvesting has been discounted as a feasible SuDS measure within the development site.
- The site is also located within a heavily urbanised area and therefore there is no practicable space for incorporation of large above ground SuDS features such as ponds, basins or swales. However, green roofs have been included to provide water quality treatment and improve ecological and biodiversity aspects of the site.

591 The Environment Agency have advised that a standalone condition should be added which would require consent from the Local Planning Authority before any SuDS is installed. It is considered that the detailed microdrainage condition as discussed above would achieve the aims of the EA's suggested condition. The EA would be consulted prior to the discharge of any such condition.

592 Subject to the above detail being captured by condition, the proposed application is considered acceptable with regard to Sustainable Urban Drainage.

7.7.5 Sustainable Infrastructure Conclusion

593 Overall, the proposed development would achieve a reduction in carbon emissions in excess of those required over the 2013 Building Regulations; and subject to conditions is acceptable with regard to Energy and Carbon Emission reduction.

594 Furthermore, subject to conditions as outlined above, the proposed development is acceptable with regard to Flood Risk and Sustainable Urban Drainage.

7.8 NATURAL ENVIRONMENT

General Policy

- 595 Contributing to conserving and enhancing the natural environment and reducing pollution is a core principle for planning.
- 596 The NPPF and NPPG promote the conservation and enhancement of the natural environment (chapter 15) and set out several principles to support those objectives.
- 597 The NPPF at para 180 states decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the sensitivity of the site or wider area to impacts that could arise from the development.
- 598 LPP G1 Green Infrastructure sets out the Mayor of London's vision for Green Infrastructure as a multifunctional network that brings a wide range of benefits including among other things biodiversity, adapting to climate change, water management and individual and community health and well-being.

7.8.1 Ecology and biodiversity

Policy

- 599 Section 40 of the Natural Environment and Rural Communities Act 2006 places a duty on all public authorities in England and Wales to have regard to the purpose of conserving biodiversity.
- 600 NPPF para 170 states decisions should minimise impacts on and provide net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. NPPF para 175 sets out principles which LPAs should apply when determining applications in respect of biodiversity.
- 601 CSP 12 seeks to preserve or enhance local biodiversity.
- 602 DMP 24 require all new development to take full account of biodiversity in development design, ensuring the delivery of benefits and minimising of potential impacts on biodiversity.

Discussion

- 603 The application has been submitted with a Preliminary Ecological Appraisal prepared by the Ecology Partnership. The key objectives of a PEA are to
- Identify the likely ecological constraints associated with a project;
 - Identify any mitigation measures likely to be required, following the 'Mitigation Hierarchy' (CIEEM 2016; BSI 2013, Clause 5.2);
 - Identify any additional surveys that may be required to inform an Ecological Impact Assessment (EclA); and
 - Identify the opportunities offered by a project to deliver ecological enhancement.
- 604 A survey was undertaken at the application site on 17th July 2017 and an update survey was undertaken on 6th July 2020.
- 605 The site does not fall within or adjacent to any statutory designated areas. The nearest designation is the Sue Godfrey Local Nature Reserve (LNR) approximately 1.4km southeast. There are no other statutory designations within 2km of the site.

606 In terms of non-statutory designations, there are nine Sites of Nature Conservation Importance (SINCs) within 2km of the site. Those closest to site are listed in the table below. It should be noted that one SINC lies immediately adjacent to site and another within 30m.

Table 15: SINCs in proximity to the application site

SINC	Distance from site (approx.)	Designation level	Reason for designation
New Cross and New Cross Gate railsides	Adjacent to site (south west)	Site of Borough Importance (Grade II)	A wooded railway cutting linking several wildlife sites.
Folkestone Gardens	20m east	Site of Local Importance	Landscape park with large pond, which supports a range of insects. Supports chaffinch which is rare in Lewisham
Senegal Railway Banks	300m north west	Site of Borough Importance (Grade II)	Railway banks containing significant areas of woodland and a vital green corridor.
Bridgehouse Meadows	400m south west	Site of Local Importance	A park with flowery meadows and areas of dense of scrub.
Rainsborough Avenue Embankments	550m north west	Site of Local Importance	Former railway embankments with birch woodland, scrub and flower-rich acid grassland
Sayes Court Park	750m east	Site of Local Importance	Park with fine trees including an ancient black mulberry and flower-rich acid grassland

607 The report outlines that the application site has negligible ecological value dominated by buildings and hardstanding. The site only supports small areas of ruderal vegetation on the edges of the plots. The vegetation covering is not considered to be significant in terms of ecological value. The existing buildings are considered to have negligible potential for roosting bats and the site's location and habitats provide negligible bat foraging or commuting potential. Given the lack of suitable habitat and its location, the site is not considered to be constrained by other protected species that could feasibly occur, namely common reptiles and great crested newt.

608 The site lies adjacent to the New Cross and New Cross Gate railsides SINC on the southern aspect. There are opportunities for the redevelopment of the site to enhance this feature as outlined in the ecological initiatives below. Folkestone Gardens, located to the east of the site, but separated from the site by a busy road, is not considered to be directly impacted. However indirect impacts resulting on potential increase of footfall are possible – a financial obligation towards improvements to recreational facilities would be secured by S106.

609 A range of ecological initiatives are proposed across the landscape scheme. These draw on the aims and intent of the Ecological Report and the Lewisham Biodiversity Action Plan (LBAP).

610 The key ecological initiatives proposed by the scheme include;

- Trees and shrubs be planted along the southern aspect of the site adjacent to the SINC to add to the green infrastructure of the local area

- Trees be planted around the buildings and on the road frontage to add to the green infrastructure of the local area and provide new street tree planting
- Planters and raised beds should also be incorporated into areas at ground level within amenity space areas. These should include species which provide nectar opportunities for invertebrates but also provide good amenity value
- Provision of green and brown roofs
- Additional habitat may be provided for species including birds and insects in the form of green walls.
- Nest boxes should be installed in order to provide new nesting opportunities for birds, particularly urban birds such as swifts and house sparrows
- Bat boxes

611 Full details of all ecological mitigation measures are proposed to be secured by condition.

612 Full details of landscaping and species selection is also recommended to be captured by condition to ensure native species are promoted and that species selection promotes biodiversity across the application site and wider area. Also relevant to promotion of biodiversity on site, it is recommended that a lighting strategy be captured by condition.

613 The Council's Ecological Regeneration Manager commented that impact assessment did not assess the impacts of increased shadowing on the pond at Folkestone Gardens.

614 Subsequently, the applicant provided an assessment with regard to the impact on the pond which outlined that any loss of light (identified as being very minor) would not affect the whole of the pond ecosystem, and the changes are not considered to be significant. The levels of sunlight reaching the pond would still be considered to be at an acceptable level throughout the year. Notably during the summer growing months, much of the pond still received over 11 hours of sunlight, however, some of the edge habitats have reduced levels, which may provide some respite for pond residence in significant periods of hot weather.

615 Following this response, the Ecological Regeneration Manager has indicated support for the proposed development subject to the mitigation outlined above being secured.

616 Subject to the above, the application is acceptable with regard to ecology and biodiversity.

7.8.2 Green Spaces and Trees

Policy

617 S.197 of the Town and Country Planning Act gives LPAs specific duties in respect of trees.

618 NPPF para 170 expects development to contribute to and enhance the natural and local environment.

619 LPP G7 expects development proposals to ensure that, wherever possible, existing trees of value are retained. Where it is necessary to remove trees, adequate replacement is expected based on the existing value of the benefits of the trees removed, determined by, for example, i-tree or CAVAT or other appropriate valuation system.

620 CSP 12 seeks to protect trees and prevent the loss of trees of amenity value, with replacements where loss does occur.

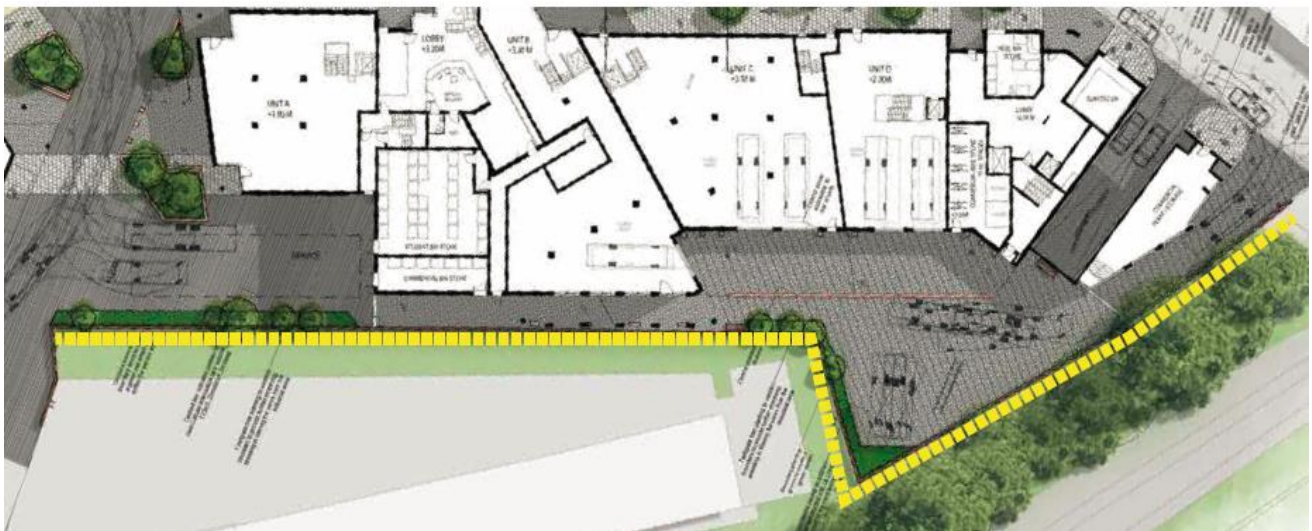
621 DMP 25 states that development schemes should not result in an unacceptable loss of trees, especially those that make a significant contribution to the character or appearance of an area, unless they are considered dangerous to the public by an approved

Arboricultural Survey. Where trees are removed as part of new development, replacement planting will normally be required. New or replacement species should be selected to avoid the risk of decline or death arising from increases in non-native pests and diseases.

Discussion

- 622 The application was submitted with an Arboricultural Survey prepared by PJC consultancy.
- 623 The report identified that two groups of trees run down the western and southern edge of the application site (within the railway boundary). Three individual trees were also identified in the vicinity of the site with two located to the south of the site adjacent to the bridge which passes over Sanford Road, and one located to the north of the site on the corner of Juno Way.
- 624 Given the off-site location of the trees, and their location in relation to the proposed development, as well as the existing buildings and uses on the application site, it is unlikely that these individual or groups of trees would be unreasonably impact by the proposed development. However, to ensure these trees are not unreasonably impacted upon by the proposed development, it is recommended that a Tree Protection Plan and Arboricultural Method Statement are secured by condition.
- 625 The scheme proposes a green wall along the western boundary of the development which would accommodate various planting and shrubbery. This would make a significant contribution to improving the character and appearance of the service yard to west of the site, as well as improving outlook for future occupants. The location of the green wall is as follows (yellow dash):

Image 13: Proposed Green Wall



- 626 With regard to tree planting, a total of five street trees (net gain of 5) are proposed to the public realm to the front of the site, providing a significant improvement over the existing poor quality public realm when considered with the general public realm improvements and widening as a result of the proposed development. Additionally further planning is proposed to the service yard to the west of the site and to the north of the site. Full details of all hard and soft landscaping would be secured by condition.

627 Subject to the above, the application is acceptable with regard to impact on trees.

7.8.3 Ground pollution

Policy

628 Failing to deal adequately with contamination could cause harm to human health, property and the wider environment (NPPG, 2014). The NPPF at para 170 states decisions should among other things prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil pollution. Development should help to improve local environmental conditions.

629 The NPPF states decisions should contribute to and enhance the natural and local environment by remediating and mitigating contaminated land, where appropriate (para 170). Further, the NPPF at para 178 and NPPG states decisions should ensure a site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination.

630 Contaminated land is statutorily defined under Part 2A of the Environmental Protection Act 1990 (EPA). The regime under Part 2A does not take into account future uses which need a specific grant of planning permission. To ensure a site is suitable for its new use and to prevent unacceptable risk from pollution, the implications of contamination for a new development is considered by the LPA.

631 The test is that after remediation, land should not be capable of being determined as “contaminated land” under Part 2A of the EPA.

632 If there is a reason to believe contamination could be an issue, developers should provide proportionate but sufficient site investigation information (a risk assessment) to determine the existence or otherwise of contamination, its nature and extent, the risks it may pose and to whom/what (the ‘receptors’) so that these risks can be assessed and satisfactorily reduced to an acceptable level. Defra has published a policy companion document considering the use of ‘Category 4 Screening Levels’ in providing a simple test for deciding when land is suitable for use and definitely not contaminated land. A risk assessment of land affected by contamination should inform an Environmental Impact Assessment if one is required.

633 The risk assessment should also identify the potential sources, pathways and receptors (‘pollutant linkages’) and evaluate the risks. This information will enable the local planning authority to determine whether further more detailed investigation is required, or whether any proposed remediation is satisfactory.

634 At this stage, an applicant may be required to provide at least the report of a desk study and site walk-over. This may be sufficient to develop a conceptual model of the source of contamination, the pathways by which it might reach vulnerable receptors and options to show how the identified pollutant linkages can be broken.

635 Unless this initial assessment clearly demonstrates that the risk from contamination can be satisfactorily reduced to an acceptable level, further site investigations and risk assessment will be needed before the application can be determined. Further guidance can be found on the Environment Agency website.

Discussion

636 The application has been submitted with a Geo-Environmental & Geotechnical Assessment (Ground Investigation) by Jomas Associates Limited.

637 The Environment Agency and the Council's Environmental Protection Officer have reviewed the report as submitted by the applicant and have no objections to the proposed development subject to a planning condition securing a full desktop study and site assessment, site investigation report and closure report including verification details have been submitted to and approved by the local planning authority.

638 The Environment Agency have advised that a standalone condition in relation to any new contamination being encountered. It is considered that the detailed ground contamination condition as discussed above would achieve the aims of the EA's suggested condition. The EA would be consulted in relation to the discharge of any such condition.

639 Subject to the above, the proposed development is acceptable with regard to ground pollution.

7.8.4 Air pollution

Policy

640 NPPF para 170 states decisions should among other things prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of air pollution. Development should, wherever possible, help to improve local environmental conditions such as air quality. Proposals should be designed and built to improve local air quality and reduce the extent to which the public are exposed to poor air quality. Poor air quality affects people's living conditions in terms of health and well-being. People such as children or older people are particularly vulnerable.

641 LPP SI 1 Improving air quality states that 1 Development proposals should not:

- a) lead to further deterioration of existing poor air quality
- b) create any new areas that exceed air quality limits, or delay the date at which compliance will be achieved in areas that are currently in exceedance of legal limits
- c) create unacceptable risk of high levels of exposure to poor air quality.

642 CSP 7 reflects the London Plan. CSP 9 seeks to improve local air quality. DMP 23 sets out the required information to support application that might be affected by, or affect, air quality.

643 Further guidance is given in the Mayor of London's Air Quality Strategy.

Discussion

644 This development falls within an Air Quality Management Area (AQMA). An AQMA is declared where it appears that any air quality standards or objectives are not being achieved, or are unlikely to be achieved within the relevant period, the local authority has to identify any parts of its area in which it appears that those standards or objectives are not likely to be achieved within the relevant period.

645 The application has been submitted with an Air Quality Assessment indicating that the proposed development would achieve the London Plan target of being 'Air Quality Neutral'.

646 There needs to therefore be a proportionate cost towards the management of air quality and where development increases the number of people being exposed to poor air quality

and/or increases transport trips to and from the area then costs towards management is important.

- 647 The Council has an existing air quality monitoring network, which allows for verification and validation of air quality prediction models. This is important for assessing the affects and changes to transport schemes and other actions being introduced that are aimed to improve the air quality in the Borough and within the development area. It also is introducing air quality actions within the area, which need to be funded.
- 648 There are also construction management responsibilities that the Environmental Protection Team have, these consist of monitoring and on-site meetings with the Contractors in order to check compliance with the Council's 'Good Practice Guide – Control of pollution and noise from demolition and construction sites'.
- 649 The Council's Environmental Protection Officer has reviewed the proposed application and has stated to ensure the above can be carried out there would need to be £23,600 costs towards these expenses.
- 650 The Air Quality Assessment has also assessed the potential impact on local air quality from demolition and construction activities at the site and appropriate mitigation set out. The site is considered a "Medium Risk Site" overall, therefore, a Construction Management Plan and Dust Management Plan in relation to the proposed development should be submitted and all the measures recommended for Medium Risk Site contained in Appendix 7 of the Mayor's SPG.
- 651 Any plan should pay particular attention to measures to prevent deposition of mud on the highway; dust mitigation and suppression measures to control the spread of dust from demolition, disposal and construction, and measures to minimise the impact of construction activities.
- 652 Subject to the above being secured by condition and legal agreement, the proposed development would be acceptable with regard to air quality.

7.8.5 Water quality

Policy

- 653 The NPPF at para 170 states decisions should among other things prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of water pollution or. Development should, wherever possible, help to improve local environmental conditions such as water quality, taking into account relevant information such as river basin management plans

Discussion

- 654 Given the nature of the proposed development, a residential led mixed-use scheme, the proposals are not considered to give rise to potential unacceptable impacts on water quality.
- 655 Thames Water have been consulted on the proposed application and have raised no objections with regard to water quality. Additionally, the applicant has submitted a pre-development capacity check to Thames Water.

7.8.6 Wind and Microclimate

Policy

656 LPP D3 Optimising site capacity through the design-led approach emphasises the importance of creating a comfortable pedestrian environment with regard to levels of sunlight, shade, wind, and shelter from precipitation.

657 LPP D8 Public Realm states that consideration should also be given to the local microclimate created by buildings, and the impact of service entrances and facades on the public realm

Discussion

658 The application has been submitted with a Wind and Microclimate Analysis Report prepared by XCO2.

659 This report assesses the likely effects of the Trundleys Road development on the local wind conditions. The analysis used Computational Fluid Dynamic (CFD) modelling to predict what effect the proposed development will have on wind conditions and relates the findings to industry standards on pedestrian comfort. The results are based on the local weather data details.

660 The microclimate analysis for the proposed development incorporates the assessment of 50 receptor locations identified to be in areas of interest and in close proximity to the proposed development. This includes a mix of doorway entrances, amenity spaces, main pedestrian routes as well as roads and car parks.

661 A cumulative assessment has also been provided which includes massing of the neighbouring Neptune Wharf development (and the constructed Anthology development), located to the north-east of the site.

662 The results of the microclimate assessment demonstrate that no significant adverse effects are anticipated in the proposed and cumulative development scenarios. The vast majority of receptors demonstrate a negligible or beneficial impact upon the existing wind conditions. A limited number of areas reported an adverse impact but aren't considered to be of concern, as the adversity is generally low and limited to moderate in only several instances. Additionally, In order to provide conservative analysis at early stage, worst-case scenarios have been modelled which excludes parapets and vegetation which would likely have a sheltering effect.

663 Overall, with regard to wind and microclimate, the proposed development provides some beneficial impacts as well as some adverse impacts which are generally at the minor end of the scale and have been modelled to a worst case scenario. As such, the proposed development is considered acceptable with regard to wind and microclimate.

7.8.7 Waste and Circular Economy

Policy

664 DLPP SI7 states resource conservation, waste reduction, increases in material re-use and recycling, and reductions in waste going for disposal will be achieved by the Mayor, waste planning authorities and industry working in collaboration to:

- 1) promote a more circular economy that improves resource efficiency and innovation to keep products and materials at their highest use for as long as possible
- 2) encourage waste minimisation and waste prevention through the reuse of materials and using fewer resources in the production and distribution of products
- 3) ensure that there is zero biodegradable or recyclable waste to landfill by 2026

- 4) meet or exceed the municipal waste recycling target of 65 per cent by 2030
- 5) meet or exceed the targets for each of the following waste and material streams:
 - a) construction and demolition – 95 per cent reuse/recycling/recovery
 - b) excavation – 95 per cent beneficial use
- 6) design developments with adequate, flexible, and easily accessible storage space and collection systems that support, as a minimum,

Discussion

665 The application was submitted with a Circular Economy Statement which considers resource conservation, waste reduction, increases in material re-use and recycling, and reductions in waste going for disposal.

666 The statement sets the following strategic targets for the proposed development:

Table 16: Strategic Targets for Circular Economy

Aspect	Phase / Building / Area	Steering Approach	Target
Circular economy approach for existing site	Existing buildings on site	Demolish and recycle	95% diversion from landfill at end of life
Circular economy approach for the new development	Residential development	Longevity	95% diversion from landfill at end of life
	Commercial development	Adaptability	95% diversion from landfill at end of life
Circular economy approach for municipal waste during operation	Residential municipal waste	Recycle	65% diversion from landfill

667 The strategic targets and key commitments as outlined within the Circular Economy Statement accord with the requirements of the London Plan. A condition would be imposed requiring details of performance and monitoring against these strategic targets and key commitments to be agreed with the Local Planning Authority prior to commencement.

668 Given the above, the proposed development is in accordance with the aims and objectives of the London and Local Plan, and acceptable with regard to waste and circular economy.

7.9 PUBLIC HEALTH, WELL-BEING AND SAFETY

General Policy

- 669 The NPPF and NPPG promote healthy communities. Decisions should take into account and support the health and well-being of all sections of the community. The NPPG recognises the built and natural environments are major determinants of health and wellbeing. Further links to planning and health are found throughout the whole of the NPPF. Key areas include the core planning principles (para 15) and the policies on transport (chapter 9), high quality homes (chapter 5), good design (chapter 12), climate change (chapter 14) and the natural environment (chapter 15).
- 670 The NPPG sets out a range of issues that could in respect of health and healthcare infrastructure, include how development proposals can support strong, vibrant and healthy communities. Development, where appropriate, should encourage active healthy lifestyles that are made easy through the pattern of development, good urban design, good access to local services and facilities; green open space and safe places for active play and food growing, and is accessible by walking and cycling and public transport. The creation of healthy living environments for people of all ages can support social interaction.
- 671 Para 127 Good design create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 672 LPP D1 Safety, Security and Resilience states that boroughs should work to maintain a safe and secure environment and reduce the fear of crime.

7.9.1 Public Health and Well-being

Discussion

- 673 The application has been designed with two areas of communal outdoor amenity space which would provide a multifunctional public realm facilitating opportunities for a range of activities from fitness, relaxation, to spaces for socialising which would be available for people of all age ranges.
- 674 The proposed development is considered to deliver a high quality of design, which is inclusive, promotes health and wellbeing as well as community cohesion with all communal amenity areas (both student and residential) being equally accessible to all tenures.
- 675 When considered in the emerging context of the area, the development presents good access to local services and facilities; green open space and safe places for active play and food growing, and is accessible by walking and cycling, with further improvements to walking and cycling connections planned. The public transport connections for the site are at the lower end of the accessibility scale but it is acknowledged that this would improve with the delivery of the nearby new overground station at Surrey Canal Road and improvements to local bus services.
- 676 Given the above, the proposed scheme is considered acceptable with regard to public health and wellbeing.

7.9.2 Public safety

Policy

- 677 Para 127 Good design create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 678 Section 17 of the Crime and Disorder Act 1998 requires all local authorities to exercise their functions with due regard to their likely effect on crime and disorder, and to do all they reasonably can to prevent crime and disorder
- 679 LLP D10 states measures to design out crime should be integral to the proposals, taking into account the principles of the Secured by Design scheme. Development should maintain a safe and secure environment and reduce the fear of crime.
- 680 CSP 15 requires development to minimise crime and the fear of crime.

Discussion

- 681 The applicant team have met with the Metropolitan Police's Designing Out Crime Officer who has had input on the design of the proposals from an early stage in the process.
- 682 The current proposal has been assessed by the Metropolitan Police Designing Out Crime Officer who has stated made the following comments with regard to the proposed development:
- There are clear boundaries between the commercial and the residential throughout the proposal, there are no grey areas of responsibility, which often leads to areas becoming neglected and run down. This clear demarcation incorporates the refuse strategy, bike stores and storage areas.
 - There is a split stair core leading from the most vulnerable part of the building, the basement, which prevents unwanted people gaining access to the entire building from the basement.
 - There are several 'air lock' lobbies at the entry points to the buildings which help prevent lawful residents being 'tailgated' into the block by those with a criminal intent.
 - The reception/security point has a room to retreat to if confronted by an angry person.
 - There are clear defined boundaries between the residential blocks.
- 683 The Officer noted no several areas where the scheme could be improved with regard to safety summarised as follows:
- The main entry point to the student foyer does not have 'air lock' lobbies. Whilst there is a reception point inside the foyer, this puts the onus on the security staff to remove people one they have entered the single door and are now inside the building
 - The bike storage areas need to be compartmentalised to comply with Secured By Design, each bike store is currently too large and need to be broken down to a maximum of seventy (70) bikes.
 - There is no mention of the use of third party tested and accredited security products throughout the development.

- 684 The Officer concluded that the development would be suitable to achieve secured by design accreditation and would sought to have a planning condition attached where this development should incorporate security measures to minimise the risk of crime and to meet the specific security needs of the development in accordance with the principles and objectives of Secured by Design.

685 As such, it is recommended that a Secured by Design condition be secured.

8 LOCAL FINANCE CONSIDERATIONS

686 Under Section 70(2) of the Town and Country Planning Act 1990 (as amended), a local finance consideration means:

- a grant or other financial assistance that has been, or will or could be, provided to a relevant authority by a Minister of the Crown; or
- sums that a relevant authority has received, or will or could receive, in payment of Community Infrastructure Levy (CIL).

687 The weight to be attached to a local finance consideration remains a matter for the decision maker.

688 The CIL is therefore a material consideration.

689 £1,777,778 Lewisham CIL and £622,222 MCIL (including affordable relief) is estimated to be payable on this application, subject to any valid applications for relief or exemption, and the applicant has completed the relevant form. This would be confirmed at a later date in a Liability Notice.

9 EQUALITIES CONSIDERATIONS

- 690 The Equality Act 2010 (the Act) introduced a new public sector equality duty (the equality duty or the duty). It covers the following nine protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 691 In summary, the Council must, in the exercise of its function, have due regard to the need to:
- eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act;
 - advance equality of opportunity between people who share a protected characteristic and those who do not;
 - foster good relations between people who share a protected characteristic and persons who do not share it.
- 692 The duty continues to be a “have regard duty”, and the weight to be attached to it is a matter for the decision maker, bearing in mind the issues of relevance and proportionality. It is not an absolute requirement to eliminate unlawful discrimination, advance equality of opportunity or foster good relations.
- 693 The Equality and Human Rights Commission has recently issued Technical Guidance on the Public Sector Equality Duty and statutory guidance entitled “Equality Act 2010 Services, Public Functions & Associations Statutory Code of Practice”. The Council must have regard to the statutory code in so far as it relates to the duty and attention is drawn to Chapter 11 which deals particularly with the equality duty. The Technical Guidance also covers what public authorities should do to meet the duty. This includes steps that are legally required, as well as recommended actions. The guidance does not have statutory force but nonetheless regard should be had to it, as failure to do so without compelling reason would be of evidential value. The statutory code and the technical guidance can be found at: <https://www.equalityhumanrights.com/en/publication-download/technical-guidance-public-sector-equality-duty-england>
- 694 The Equality and Human Rights Commission (EHRC) has previously issued five guides for public authorities in England giving advice on the equality duty:
- The essential guide to the public sector equality duty
 - Meeting the equality duty in policy and decision-making
 - Engagement and the equality duty
 - Equality objectives and the equality duty
 - Equality information and the equality duty
- 695 The essential guide provides an overview of the equality duty requirements including the general equality duty, the specific duties and who they apply to. It covers what public authorities should do to meet the duty including steps that are legally required, as well as recommended actions. The other four documents provide more detailed guidance on key areas and advice on good practice. Further information and resources are available at: <https://www.equalityhumanrights.com/en/advice-and-guidance/public-sector-equality-duty-guidance>
- 696 The planning issues set out above do not include any factors that relate specifically to any of the equalities categories set out in the Act, and therefore it has been concluded that there is no impact on equality.

10 HUMAN RIGHTS IMPLICATIONS

697 In determining this application the Council is required to have regard to the provisions of the Human Rights Act 1998. Section 6 of the Human Rights Act 1998 prohibits authorities (including the Council as local planning authority) from acting in a way which is incompatible with the European Convention on Human Rights. "Convention" here means the European Convention on Human Rights, certain parts of which were incorporated into English law under the Human Rights Act 1998. Various Convention rights are likely to be relevant including:

- Article 8: Respect for your private and family life, home and correspondence
- Article 9: Freedom of thought, belief and religion
- Protocol 1, Article 1: Right to peaceful enjoyment of your property
- Protocol 1, Article 2: Right to education

698 This report has outlined the consultation that has been undertaken on the planning application and the opportunities for people to make representations to the Council as Local Planning Authority.

699 Members need to satisfy themselves that the potential adverse amenity impacts are acceptable and that any potential interference with the above Convention Rights will be legitimate and justified. Both public and private interests are to be taken into account in the exercise of the Local Planning Authority's powers and duties. Any interference with a Convention right must be necessary and proportionate. Members must therefore, carefully consider the balance to be struck between individual rights and the wider public interest.

700 This application has the legitimate aim of providing a new building with employment and residential uses. The rights potentially engaged by this application are not considered to be unlawfully interfered with by this proposal.

11 LEGAL AGREEMENT

701 The National Planning Policy Framework (NPPF) states that in dealing with planning applications, local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. It further states that where obligations are being sought or revised, local planning authorities should take account of changes in market conditions over time and, wherever appropriate, be sufficiently flexible to prevent planned development being stalled. The NPPF also sets out that planning obligations should only be secured when they meet the following three tests:

- (a) Necessary to make the development acceptable
- (b) Directly related to the development; and
- (c) Fairly and reasonably related in scale and kind to the development

702 Paragraph 122 of the Community Infrastructure Levy Regulations (April 2010) puts the above three tests on a statutory basis, making it illegal to secure a planning obligation unless it meets the three tests.

703 It is recommended that the following items are secured by legal agreement, with financial payments index linked using the relevant index::

Affordable and Wheelchair Housing

- Minimum 53% affordable housing by unit and 54% by habitable room
- Dwelling mix: London Affordable Rent 37 units and Shared Ownership 21 units. The mix of such units are as follows:

Unit Type	London Affordable Rent	Shared Ownership	Total
1 bed	10	14	24
2 bed	12	7	19
3 bed	15	0	15
Total	37	21	58

- 138 affordable student units
- Wheelchair accessible homes to meet M4(3): 29 Block A, 9 Block B (unit no.s TBC and included) and remaining units to meet M4(2)
- Location – plot plans for the affordable units to be secured.
- Timing of delivery – 100% of affordable units (student and residential) shall be practicably completed and ready for occupation before occupation of more than 75% of the market student accommodation.
- Review mechanism – Early stage review (Upon substantial implementation - completion of basement works - if the planning permission has not been implemented within two years)

- Access of occupiers of Affordable Housing to the communal roof terraces on Levels 01 and 06 in Block B shall be on equal terms
- Require all reasonable endeavours to promote pepper potting of the London Affordable Rent units, amongst the Shared Ownership units, following liaison with Registered Providers and submission to be made to the Council for approval.

Student Housing

- Nomination agreement with local higher education institution
- Access of occupiers of affordable and market student accommodation to the study area, lounge / games area and communal roof terrace at level 01 shall be on equal terms.
- Student Management Plan
- Require all reasonable endeavours to promote pepper potting of the affordable student rent units amongst the student rent units, following liaison with Educational Institutions/ Student Housing Providers and submission made to the Council for approval.

Transport and Public Realm

- No access of future residents to permits and CPZ implementation contribution - £30,000
- Car Club Strategy including details for membership for all residents for 3 years including review of existing car club infrastructure
- Additional 225 bus service contribution - £90,000
- Legible London wayfinding contribution - £8,000
- Cycling infrastructure contribution - £220,000
- Contribution towards improved lighting under the existing railway bridge on Sanford Street - £25,000
- Stage 2 Road Safety Audit
- Travel plan for all uses
- Enter into a Section 278 agreement to secure the following:
 - Improvement works (adjacent to the site) along the frontages of the site, including Trundleys Road, Sanford Street, Juno Way and Surrey Canal Road including the provision of dropped kerbs/tactile information at the vehicular entrances to the site
 - Improvement works to the crossing facilities on Trundleys Road between the application site and the Park - at the Trundleys Road / Surrey Canal Road junction, and the Trundleys Road / Sanford Street junction.
 - The creation of the proposed loading bay (lay-by), and the associated Traffic Regulation Orders
- Parking Management Plan outlining:
 - How the off-street parking will be allocated / managed

- How informal parking (i.e. in the public realm, and service yard) will be enforced.
- A periodic review mechanism that ensures any increase in demand for electric vehicles charging is addressed.
- Details of how parking would be managed on Juno Way

Employment & Training

- Local labour and business contribution of £138,330 prior to commencement.
- A Local Labour and Business Strategy to be submitted to and agreed with the Council's Economic Development Officer prior to the commencement (including demolition) of development.

Energy Strategy

- Carbon offset contribution of £448,534
- Connection to SELCHP
- Alternative carbon offset contribution of £543,851 where connection to SELCHP is not established

Industrial Use

- Ensure that the industrial units are retained within E(g)(iii)/B2/B8 use classes in perpetuity
- Affordable workspace – 10% of commercial floorspace
- Developer to undertake initial fit-out of the industrial unit prior to occupation of more than 50% of the student and residential units to include:
 - Service connections for gas, electricity, water and foul drainage;
 - Provision for telecommunication services and broadband services;
 - Wall and ceiling finishes;
 - Wheelchair accessible entrances;
 - Screed floors;
 - Glazing solution.

Playspace

- Financial contribution towards off-site play facilities - £75,600

Air Quality

- Air Quality neutral contribution - £23,600

Monitoring and Costs

- Meeting the Council's reasonable costs in preparing and monitoring the legal obligations

704

Officers consider that the obligations outlined above are appropriate and necessary in order to mitigate the impacts of the development and make the development acceptable in planning terms. Officers are satisfied the proposed obligations meet the three legal tests as set out in the Community Infrastructure Levy Regulations (April 2010).

12 CONCLUSION

- 705 The application has been assessed against the adopted Development Plan, as required by Section 38(6) of the Planning and Compulsory Purchase Act.
- 706 The proposals have been developed in the context of pre-application consultation with Council Officers, and the Greater London Authority. The applicant has also undertaken pre-application consultation in relation to the proposed development.
- 707 The proposals represent an opportunity to regenerate this underutilised part of New Cross, to provide a high quality development on a sustainably located site, which benefits from a favourable location on the fringe of the SIL designation adjacent existing residential development and a large open space, as well a site allocation within the draft Local Plan for redevelopment.
- 708 The proposed development represents an increase in industrial uses on the site of 168% compared to existing and therefore results in a significant uplift in industrial capacity on the site. The proposed scheme has also been sensitively designed in order to maintain the functionality of the surrounding uses and work compatibly with the residential and student accommodation uses also proposed on-site. It is also envisaged that the proposals would sustain. The proposed commercial floorspace will generate between 31 and 61 full time jobs presenting a notable uplift in the 15 full time jobs currently provided on-site, as well as an additional 20 FTE jobs estimated as a result of the PBSA use. Whilst the land is currently designated as SIL, the proposed development has demonstrated that the industrial use would be retained and intensified, as well as being compatible with the proposed residential use required by the agent of change principles, with compensatory SIL land having been identified by the draft new Local Plan.
- 709 The proposal would provide a substantial quantum of residential units to help meet the Borough's housing needs. Notably, 100% of the residential units proposed would be within an affordable tenure with 37 London Affordable Rent (including 15no. 3 bedroom family units) and 21 Shared Ownership being proposed. This is a significant benefit to be weighed in the planning balance as the proposal would assist in addressing its housing need which is has substantially increased under the new London Plan housing targets.
- 710 The proposed development would assist in the delivery of 3,500 new PBSA bedspaces as required by the London Plan annually. The proposal comprises 393 bedspaces and therefore would contribute to achieving the London-wide target for PBSA. The student bedspaces would be provided at 35% affordable presenting a significant planning benefit in this regard.
- 711 Overall, the proposed development would provide 53% affordable housing by unit and 54% by habitable room, which is in excess of the strategic target of 50% for such sites, and therefore qualifying the scheme for the GLA fast track viability route.
- 712 The proposals reflect the principles of the highest quality design, ensuring an exemplary built environment for visitors and residents. The favourable location and emerging built context surrounding the application site supports a high density scheme. The officer assessment has identified some impacts upon occupants of neighbouring residential properties in relation to loss of light. However, on balance the benefits and planning merits of the scheme are considered to substantially outweigh any harm identified.
- 713 The proposed development would also result in the delivery of significant public realm enhancements, specifically through widening and improving the quality of the existing constrained footway in this location. Various improvements to the existing highways network and lighting to the bridge on Sanford Street would also be secured by legal agreement. Additionally a financial contribution would be secured to improve existing play facilities in the area.

714

In conclusion, the proposed development is considered to be in accordance with the relevant national planning policy guidance and development plan policies. The proposals are wholly sustainable development in accordance with the NPPF and will make an important contribution to the borough, in respect of housing supply and importantly retaining and increasing the industrial capacity at the site. The proposals are therefore considered to be both appropriate and beneficial. Therefore, on balance, any harm arising from the proposed development is considered to be significantly outweighed by the benefits listed above.

13 RECOMMENDATIONS

RECOMMENDATION A

- 1 Agree the proposals and refer the application and this Report and any other required documents to the Mayor for London (Greater London Authority) under Article 5 of the Town and Country Planning (Mayor of London) Order 2008 (Categories 1A, 3E and 3F of the Schedule of the Order).

RECOMMENDATION B

- 2 Subject to no direction being received from the Mayor of London, to authorise officers to negotiate and complete a legal agreement under Section 106 of the 1990 Act (and other appropriate powers) to cover the principal matters outlined in Section 11 above including such other amendments as considered appropriate to ensure the acceptable implementation of the development.

RECOMMENDATION C

- 3 Subject to completion of a satisfactory legal agreement, authorise the Head of Planning to **GRANT PERMISSION** subject to conditions, including those set out below and with such amendments as are considered appropriate to ensure the acceptable implementation of the development.

13.1 CONDITIONS

1. Full Planning Permission Time Limit

The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which the permission is granted.

Reason: As required by Section 91 of the Town and Country Planning Act 1990.

2. Drawing Numbers

The development shall be carried out strictly in accordance with the application plans, drawings and documents hereby approved and as detailed below:

6809-D1000 Rev 00; 6809-D1100 Rev 00; 6809-D1101 Rev 00; 6809-D1700 Rev 00; 6809-D2100 Rev 03; 6809-D2100-M Rev 03; 6809-D2101 Rev 03; 6809-D2012 Rev 03; 6809-D2016 Rev 03; 6809-D2019 Rev 03; 6809-D2111 Rev 03; 6809-D113 Rev 03; 6808-D2120 Rev 03; 6809-D2199 Rev 03; 6809-D2201-A Rev 01; 6809-D2202-A Rev 01; 6809-D2213-A Rev 00; 6809-D2200M-B Rev 01; 6809-D2201-B Rev 01; 6809-D2202-B Rev 01; 6809-D2206-B Rev 01; 6809-D2501 Rev 02; 6809-D2502 Rev 01; 6809-D2503 Rev 01; 6809-D2504 Rev 01; 6809-D2701 Rev 02; 6809-D2702 Rev 02; 6809-D2703 Rev 02; 6809-D2900 Rev 06 dated 26th May 2020; 6809-D9602 Rev 00; 6809-SK-023 Rev 00; 6561-SK-024 Rev 00; 6561-SK-025 Rev 00; 6809-SK-027 Rev 00; 17.334-P-200 Rev M; 17.334-P-201 Rev F; 17.334-P-202 Rev D; 17.334-P-203 Rev D; 17.334-P-204 Rev A; 20.040-BOSK-00 DR-L-101; 20.040-BOSK-00-DR-L-1003 rev P01

Reason: To ensure that the development is carried out in accordance with the approved documents, plans and drawings submitted with the application and is acceptable to the local planning authority.

3. Approved Quantum

The development shall be implemented in accordance with the following approved details:

- a) 2,220sqm flexible commercial floorspace (Use Class B1c/B2/B8);
- b) 58 residential units (Use Class C3);
- c) 393 purpose-built student accommodation bedspaces (Use Class Sui Generis);
- d) 2no. buildings: Block A part 11, part 15 storeys and Block B part 6, part 9 storeys.

Reason: To ensure that the development is implemented as approved and is acceptable to the local planning authority.

4. Materials

No development of the relevant part of the development above ground shall take place until a detailed schedule and samples have been submitted to and approved in writing by the local planning authority. The following samples should be provided for viewing on site:

- a) 2m x 2m sample panel of all cladding materials
- b) Samples of materials to be used for wintergardens and balconies
- c) Samples of all windows, including joinery and fixing.

The details should generally accord with the Design and Access Statement. The development shall be carried out in complete accordance with the approved details.

Reason: To ensure that the local planning authority may be satisfied as to the external appearance of the building(s) and to comply with Policy 15 High quality design for Lewisham of the Lewisham Core Strategy (June 2011) and Development Management Local Plan (November 2014) DM Policy 30 Urban design and local character.

5. Soft Landscaping

- a) A scheme of soft landscaping (including details of any trees or hedges to be retained and proposed plant numbers, species, location and size of trees and tree pits, and full details of the green wall proposed to the servicing yard) and details of the management and maintenance of the landscaping for a period of five years shall be submitted to and approved in writing by the local planning authority prior to development above the commercial plinth.
- b) All planting, seeding or turfing shall be carried out in the first planting and seeding seasons following the completion of the development, in accordance with the approved scheme under part (a). Any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species.

Reason: In order that the local planning authority may be satisfied as to the details of the proposal and to comply with Core Strategy Policy 12 Open space and environmental assets, Policy 15 High quality design for Lewisham of the Core Strategy (June 2011), and DM Policy 25 Landscaping and trees and DM Policy 30 Urban design and local character of the Development Management Local Plan (November 2014).

6. Hard Landscaping (excluding Section 278 works)

- a) No development above the commercial plinth shall take place until detailed design proposals for hard landscaping have been submitted to the local planning authority for their approval.
- b) The development shall be implemented in accordance with the details approved by the local planning authority.

Reason: In order that the local planning authority may be satisfied as to the details of the proposal and to comply with Policy 15 High quality design for Lewisham of the Lewisham Core Strategy (June 2011) and Development Management Local Plan (November 2014) Policy 25 Landscaping and trees, and DM Policy 30 Urban design and local character; and Policies SI 12 Flood risk management and SI 13 Sustainable drainage of the London Plan (March 2021).

7. Construction Logistics Plan

No development shall commence on site until a Construction Logistics Management Plan has been submitted to and approved in writing by the local planning authority in consultation with London Overground Infrastructure Protection. The plan shall demonstrate the following:-

- a) Rationalise travel and traffic routes to and from the site.
- b) Provide full details of the number and time of construction vehicle trips to the site with the intention and aim of reducing the impact of construction vehicle activity.
- c) Measures to deal with safe pedestrian movement.

The measures specified in the approved details shall be implemented prior to commencement of development and shall be adhered to during the period of construction.

Reason: In order to ensure satisfactory vehicle management and to comply with Policy 14 Sustainable movement and transport of the Core Strategy (June 2011), and Policy T7 Deliveries, servicing and construction and Policy SI 1 Improving air quality of the London Plan (March 2021).

8. Commercial Frontage Design

- a) The development shall not be occupied until plans, elevations and sectional details at a scale of 1:10 or 1:20 showing the proposed frontages to the commercial units have been submitted to and approved in writing by the local planning authority.
- b) The development shall be constructed in full accordance with the approved details, and completed prior to first occupation of the building.

Reason: In order that the local planning authority may be satisfied with the details of the proposal and to accord with Policy 15 High quality design for Lewisham of the Lewisham Core Strategy (June 2011).

9. Details of Screening (Student and Residential Amenity Interface)

- a) Prior to completion of superstructure works, full details of screening (including proposed planting) to the interface of the student and residential amenity space located at Level 01 (as indicated on approved drawing 17.334-P-204) shall be submitted to approved in writing by the Local Planning Authority.

- b) The development shall be constructed in full accordance with the approved details, and completed prior to first occupation of the building.

Reason: In order that the local planning authority may be satisfied as to the quality of amenity space provision in the scheme and to comply with Policy 15 High quality design for Lewisham of the Lewisham Core Strategy (June 2011) and DM Policy 32 Housing Design, layout and space standards of the Development Management Local Plan (November 2014).

10. Construction Environmental Management Plan

No development shall commence on site until such time as a Construction Environmental Management Plan has been submitted to and approved in writing by the local planning authority in consultation with London Overground Infrastructure Protection. The plan shall cover:-

- a) risk assessment and appropriate mitigation measures to minimise dust and emissions based on the Mayor's Best Practice Guidance (The Control of Dust and Emissions from Construction and Demolition) of the London Plan 'Control of emissions from construction and demolition' SPG
- b) An inventory and timetable of dust generating activities
- c) Emission control measures
- d) Air Quality Monitoring
- e) The location and operation of plant and wheel washing facilities
- f) Details of best practical measures to be employed to mitigate noise, vibration and air quality arising out of the construction process
- g) Details of the training of site operatives to follow the Construction and Environmental Management Plan requirements
- h) Details of construction traffic movements including cumulative impacts which shall demonstrate the following:-
 - (i) Rationalise travel and traffic routes to and from the site.
 - (ii) Provide full details of the number and time of construction vehicle trips to the site with the intention and aim of reducing the impact of construction related activity.
 - (iii) Measures to deal with safe pedestrian movement.

The works shall only be carried out in accordance with the approved plan agreed under Parts (a – i) of this condition.

Reason: In order that the local planning authority may be satisfied that the demolition and construction process is carried out in a manner which will minimise possible noise, disturbance and pollution to neighbouring properties and to comply with Policy 14 Sustainable movement and transport of the Core Strategy (June 2011), and Policy T7 Deliveries, servicing and construction and Policy SI 1 Improving air quality of the London Plan (March 2021).

11. Construction – Deliveries & Hours of Working

During the construction period, no work, other than vehicle movements to and from the site in accordance with an approved Construction Logistics Plan, shall take place on the site other than between the hours of 08.00 and 18.00 on Mondays to Fridays and 08.00 and 13.00 on Saturdays and not at all on Sundays or Public Holidays.

Reason: In order to ensure satisfactory vehicle management and to comply with Policy 14 Sustainable movement and transport of the Lewisham Core Strategy (June 2011).

12. Details of Demolition, Excavation and Construction Works

No demolition, excavation or construction works are to be carried out until the details including design and methodology of such works have been submitted to and approved in writing by the Local Planning Authority in consultation with London Overground Infrastructure Protection. Thereafter the works shall only be carried out in accordance with the approved details in a manner that does not endanger the safe operation of the railway, or the stability of the adjoining railway structures either in the short or long term.

Reason: To protect the safe operation of the railway.

13. Use of Vibro-compaction Machinery

No vibro-compaction machinery shall be used in the development until details of the use of such machinery and a method statement have been submitted to and approved in writing by the Local Planning Authority in consultation with London Overground Infrastructure Protection. The use of such vibro-compaction machinery shall only be carried out in accordance with the approved method statement.

Reason: To protect the safe operation of the railway.

14. Erection of Scaffolding

Prior to the erection of any scaffolding, plans for any proposed scaffolding in proximity of the railway shall be submitted to and approved by the Local Planning Authority in consultation with London Overground Infrastructure Protection. This should include risk assessment and method statement in addition to design details including certification.

Reason: To protect the safe and efficient operation of the railway.

15. Use of Cranes or Other Lifting Equipment

Prior to the erection of cranes or any other lifting equipment on the development site, a crane / lifting management plan for shall be submitted to the Local Planning Authority for approval in consultation with London Overground Infrastructure Protection.

The details submitted should include crane base design (including certification), risk assessment and method statement for siting, erection, lifting arrangements, operational procedure (including any radio communications), jacking up, derigging in addition to plans for loads, radius, slew restrictions and collapse radius.

Reason: To protect the safe and efficient operation of the railway.

16. Debris and Equipment Management

The applicant shall implement adequate safety measures into the construction of the development, to ensure that debris/equipment cannot fall or be blown onto the railway.

Reason: To protect the safe and efficient operation of the railway.

17. Radio Frequencies

The applicant must ensure site operatives have technically or geographically assigned frequencies by Ofcom and that the applicant ensures these do not conflict with the frequency adopted by London Overground for the running of the railway.

Reason: To ensure the construction of development does not interfere with the safe operation of the railway.

18. Radio Survey

a) Prior to the commencement of development, a radio survey shall be submitted to the Local Planning Authority for approval in consultation with London Overground Infrastructure Protection to assess the level of impact the development has on LO's radio signal.

b) The applicant shall agree a programme for submission of further surveys to London Overground Infrastructure Protection at interim stages of the development with the Local Planning Authority, and submit these surveys to London Overground Infrastructure Protection in accordance with the approved programme.

Reason: To ensure the development does not interfere with the safe operation of the railway.

19. Lighting (London Overground)

Permanent external lights and those installed during the construction period shall not shine directly onto London Overground's property.

Reason: To protect the safe operation of the railway.

20. Building Elevation Maintenance

No maintenance regime for the facades of the building elevations facing the railway shall be implemented which compromises the safe, efficient and economic operation of the railway.

Reason: To protect the safe operation of the railway

21. Non-Road Mobile Machinery

An inventory of all Non-Road Mobile Machinery (NRMM) shall be kept on-site and registered on <http://nrmm.London/> showing the emission limits for all equipment and shall be made available at the local planning authority's offices if required by the local planning authority.

Reason: In order that the local planning authority may be satisfied that the demolition and construction process is carried out in a manner which will minimise possible noise, disturbance and pollution to neighbouring properties and to comply with Policy T4 Assessing and mitigating transport impacts, Policy T7 Deliveries, servicing and construction and Policy SI 1 Improving air quality of the London Plan (2021).

22. Dust Management Plan

Prior to the commencement of development, a Dust Management Plan (DMP) shall be submitted to and approved, in writing, by the local planning authority. The DMP will need to detail the measures to reduce the impacts during the construction phase. The development shall be undertaken in accordance with the approved plan.

Reason: To manage and prevent further deterioration of existing low quality air across London in accordance Policy T7 Deliveries, servicing and construction and Policy SI 1 Improving air quality of the London Plan (2021).

23. Site Contamination

- a) No development or phase of development (including demolition of existing buildings and structures, except where prior agreement with the Council for site investigation enabling works has been received) shall commence until :-
 - i) A desk top study and site assessment to survey and characterise the nature and extent of contamination and its effect (whether on or off-site) and a conceptual site model have been submitted to and approved in writing by the local planning authority.
 - ii) A site investigation report to characterise and risk assess the site which shall include the gas, hydrological and contamination status, specifying rationale; and recommendations for treatment for contamination encountered (whether by remedial works or not) has been submitted, (including subsequent correspondences as being necessary or desirable for the remediation of the site) to and approved in writing by the Council.
- b) If during any works on the site, contamination is encountered which has not previously been identified (“the new contamination”) the Council shall be notified immediately and the terms of paragraph (a), shall apply to the new contamination. No further works shall take place on that part of the site or adjacent areas affected, until the requirements of paragraph (a) have been complied with in relation to the new contamination.
- c) The development or phase of development shall not be occupied until a closure report for the development or phase has been submitted to and approved in writing by the Council.

This shall include verification of all measures, or treatments as required in (Section (a) i & ii) and relevant correspondence (including other regulating authorities and stakeholders involved with the remediation works) to verify compliance requirements, necessary for the remediation of the site have been implemented in full.

The closure report shall include verification details of both the remediation and post-remediation sampling/works, carried out (including waste materials removed from the site); and before placement of any soil/materials is undertaken on site, all imported or reused soil material must conform to current soil quality requirements as agreed by the authority. Inherent to the above, is the provision of any required documentation, certification and monitoring, to facilitate condition requirements.

Reason: To ensure that the local planning authority may be satisfied that potential site contamination is identified and remedied in view of the historical use(s) of the site, which may have included industrial processes and to comply with DM Policy 28 Contaminated Land of the Development Management Local Plan (November 2014).

24. Thames Water (Waste Water)

The development shall not be occupied until confirmation has been provided that either:-

- a) Capacity exists off site to serve the development, or

- b) A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan, and
- c) All wastewater network upgrades required to accommodate the additional flows from the development have been completed.

Reason: Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents.

25. Thames Water (Water)

The development shall not be occupied until confirmation has been provided that either:-

- a) All water network upgrades required to accommodate the additional flows to serve the development have been completed; or –
- b) A development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

Reason: The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development.

26. Secured by Design

Prior to the commencement of above ground development, details of the measures to be incorporated into the development demonstrating how the principles and practices of the 'Secured by Design' scheme have been included shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Metropolitan Police Designing Out Crime Officers. Once approved, the development shall be carried out in accordance with the agreed details.

Reason: In order to ensure that the development is safe, secure and appropriately accessible in accordance with London Plan Policy D11 Safety, security and resilience to emergency (March 2021).

27. Opening Hours

The 'commercial units' hereby approved shall not be used for customer use other than between the hours of 07.00 and 22.00 on any day of the week.

Reason: To safeguard the amenities of the adjoining premises and the area generally and to comply with Paragraph 120 of the National Planning Policy Framework, DM Policy 26 Noise and Vibration and DM Policy 32 Housing design, layout and space standards of the Development Management Local Plan (November 2014).

28. Fire Statement

No above ground development shall commence (except demolition) until a Fire Statement for the relevant uses has been submitted to and approved in writing by the Local Planning Authority. The Fire Statement shall be produced by an independent third party suitably qualified assessor which shall detail the building's construction, methods, products and materials used; the means of escape for all building users including those who are disabled

or require level access together with the associated management plan; access for fire service personnel and equipment; ongoing maintenance and monitoring and how provision will be made within the site to enable fire appliances to gain access to the building. The relevant uses of the development shall be carried out in accordance with the approved details.

Reason: To ensure that the risk of fire is appropriately addressed in the proposed development, in accordance with the London Plan Policy D12.

29. Photo Voltaic Panels

The PV panel array shall be installed as per the approved details outlined in drawing number 17.334-P-204 revision a, hereby approved. The PV panel array shall be retained and maintained as installed thereafter.

Reason: To promote sustainable forms of energy and to minimise carbon emissions in accordance with Core Strategy Policy 8 and Policy SI 2 Minimising greenhouse gas emissions and Policy SI 3 Energy infrastructure of the London Plan (March 2021).

30. Energy Strategy

The proposed development shall be carried out in accordance with the recommendations of the Energy Strategy Report prepared by JAW Sustainability dated 15th January 2021

Reason: To promote sustainable forms of energy and to minimise carbon emissions in accordance with Core Strategy Policy 8 and Policy SI 2 Minimising greenhouse gas emissions and Policy SI 3 Energy infrastructure of the London Plan (March 2021).

31. Living Roof Details

- a) The development shall be constructed with a biodiversity living roof laid out in accordance with drawing number 17.334-P-204 revision a, hereby approved, and maintained thereafter.
- b) The living roofs 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.
- c) Evidence that the roof has been installed in accordance with (a) shall be submitted to and approved in writing by the local planning authority prior to the first occupation of the development hereby approved.

Reason: To comply with Policy 12 Open space and environmental assets of the Core Strategy (June 2011), and DM Policy 24 Biodiversity, living roofs and artificial playing pitches of the Development Management Local Plan (November 2014), and policies G5 Urban greening, G6 Biodiversity and access to nature, SI 12 Flood risk management and SI 13 Sustainable drainage of the London Plan (March 2021).

32. Piling Design

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants, in line with the National Planning Policy Framework (NPPF) (Paragraph 170).

33. Lighting Strategy

- a) Prior to occupation of the development a scheme for any external lighting that is to be installed at the site, including measures to prevent light spillage shall be submitted to and approved in writing by the local planning authority.
- b) Any such external lighting as approved under part (a) shall be installed in accordance with the approved drawings and such directional hoods shall be retained permanently.
- c) The applicant should demonstrate that the proposed lighting is the minimum needed for security and working purposes and that the proposals minimise pollution from glare and spillage.

Reason: In order that the local planning authority may be satisfied that the lighting is installed and maintained in a manner which will minimise possible light pollution to the night sky and neighbouring properties and to comply with DM Policy 27 Lighting of the Development Management Local Plan (November 2014).

34. Lighting Strategy - Biodiversity

Prior to occupation, a lighting design strategy for biodiversity in relation to the proposed development shall be submitted to and approved in writing by the local planning authority.

The strategy shall:

- a) Identify those areas/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and
- b) Show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places. All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

Reason: To comply with Policy 12 Open space and environmental assets of the Core Strategy (June 2011), DM Policy 24 Biodiversity, living roofs and artificial playing pitches and local character of the Development Management Local Plan (November 2014), and policies G5 Urban greening and G6 Biodiversity and access to nature of the London Plan (2021).

35. Ecological Enhancements

Full details of the ecological enhancements to be provided as part of the development hereby approved shall be submitted to and approved in writing by the local planning authority prior to commencement of above works above commercial plinth level, and shall be installed before occupation of the building and maintained in perpetuity.

Reason: To comply with Policy 12 Open space and environmental assets of the Core Strategy (June 2011), DM Policy 24 Biodiversity, living roofs and artificial playing pitches and local character of the Development Management Local Plan (November 2014), and policies G5 Urban greening and G6 Biodiversity and access to nature of the London Plan (2021).

36. Ecology Survey – Prior to Demolition

A final survey for the presence of bats shall be carried out prior to the demolition of the existing buildings on the application site, in accordance with the recommendations of the Preliminary Ecological Appraisal Building Inspection for Bats prepared by The Ecology Partnership dated July 2020.

Reason: To comply with Policy 12 Open space and environmental assets of the Core Strategy (June 2011), DM Policy 24 Biodiversity, living roofs and artificial playing pitches and local character of the Development Management Local Plan (November 2014), and policies G5 Urban greening and G6 Biodiversity and access to nature of the London Plan (2021).

37. Tree Protection

No development shall commence on site until a Tree Protection Plan (TPP) and Arboricultural Method Statement (AMS) have been submitted to and approved by the Council. The TPP should follow the recommendations set out in BS 5837:2012 (Trees in relation to design, demolition and construction – Recommendations). The TPP and AMS should clearly indicate on a dimensioned plan superimposed on the building layout plan and in a written schedule details of the location and form of protective barriers to form a construction exclusion zone, the extent and type of ground protection measures, and any additional measures needed to protect vulnerable sections of trees and their root protection areas where construction activity cannot be fully or permanently excluded.

Reason: To safeguard the health and safety of trees during building operations and the visual amenities of the area generally and to comply with Policy 12 Open space and environmental assets of the Core Strategy (June 2011), DM Policy 25 Landscaping and trees and DM Policy 30 Urban design and local character of the Development Management Local Plan (November 2014), and Policy G7 Trees and woodlands of the London Plan (March 2021).

38. Refuse Management Plan

- a) Details for the on-site storage, disposal and collection of refuse and recycling facilities shall be submitted to and approved in writing by the local planning authority prior the completion of above ground works of development hereby approved.
- b) The approved details shall be carried out in full prior to occupation of each phase of development and retained thereafter.

Reason: In order that the local planning authority may be satisfied with the provisions for recycling facilities and refuse disposal, storage and collection, in the interest of safeguarding the amenities of neighbouring occupiers and the area in general, in compliance with Development Management Local Plan (November 2014) DM Policy 30 Urban design and local character and Core Strategy Policy 13 Addressing Lewisham waste management requirements (2011).

39. Site Waste Management and Circular Economy

Prior to commencement of development, the applicant will submit a strategy outlining how performance against the Strategic Approach and the Key Commitments of the Circular Economy Statement prepared by JAW Sustainability dated 10th June 2020 would be monitored and reported to the Local Planning Authority. Monitoring and reporting shall be carried out in accordance with the approved document.

Reason: To comply with London Plan Policy SI7 to promote resource conservation, waste reduction, increases in material re-use and recycling, and reductions in waste going for disposal.

40. Delivery and Servicing Management Plan

- a) Prior to the first occupation of the development, a Delivery and Servicing Management Plan, including the proposed location of delivery and service areas, shall be submitted to and approved in writing by the local planning authority, to include details of how deliveries and servicing will be effectively managed at the development bays and any required changes to parking restrictions surrounding the development.
- b) The development will be operated in accordance with the Delivery and Servicing Management Plan approved under clause (a) of this condition.

Reason: To accord with Policy 14 Sustainable movement and transport in the Lewisham Core Strategy (June 2011) and Policies T4 Assessing and mitigating transport impacts and T7 Deliveries, servicing and construction of the London Plan (March 2021).

41. Electric Vehicle Charging Points

- a) Details of the number and/or location of electric vehicle charging points to be provided, and a programme for their installation and maintenance shall be submitted to and approved in writing by the local planning authority prior to construction of the above ground works.
- b) The electric vehicle charging points as approved shall be installed prior to occupation of the Development and shall thereafter be retained and maintained in accordance with the details approved under (a).

Reason: To reduce pollution emissions in an Area Quality Management Area in accordance with DM Policy 29 Car parking of the Development Management Local Plan (November 2014), and Policies SI 1 Improving air quality T6 Car parking and T6.1 Residential parking and Policy T7 Deliveries, servicing and construction of the London Plan (March 2021).

42. Cycle Parking

- a) The long-stay cycle parking spaces hereby approved or the student accommodation (296 no.) and for the residential units (104 no.) (including 5% accessible spaces for both) as shown on the Proposed Basement Plan (drawing ref. 6809 D1299 revision 03) shall be implemented and made ready for use prior to the first occupation of the development.
- b) The long stay parking spaces hereby approved for the commercial units (10no.), as shown on the Proposed Ground Floor Plan (drawing ref. 6809 D2100 revision 03), shall be implemented and made ready for use prior to occupation of the commercial units.
- c) Prior to commencement of development above ground-level, plans shall be submitted to and approved in writing by the local planning authority identifying the

location and details of the 18no. short-stay cycle parking spaces within the public realm. Thereafter, the spaces shall be installed prior to occupation of the development

- d) The long-stay and short-stay cycle parking arrangements shall be maintained as installed and retained in perpetuity.

Reason: To accord with Policy 14 Sustainable movement and transport in the Lewisham Core Strategy (June 2011) and Policy T5 Cycling of the London Plan (March 2021).

43. Heat Interface Unit Specification

- a) Prior to development above commercial plinth level the applicant shall provide details of a selected make and model of Heat Interface Unit (HIU) that has passed all the elements of the BESA UK HIU test have been submitted to and approved in writing by the local planning authority.
- b) The details shall include the commissioning of the HIU in accordance with CIBSE guidance CP1 and the published BESA UK HIU test results for the HIU make and model selected.
- c) The HIU shall be provided and installed in accordance with the approved details and maintained thereafter.

Reason: To comply with Core Strategy Policy 7 Climate change and adapting to the effects, Core Strategy Policy 8 Sustainable design and construction and energy efficiency and Policy SI 2 Minimising greenhouse gas emissions and Policy SI 3 Energy infrastructure of the London Plan (March 2021).

44. Mechanical Ventilation System

Prior to completion of the building superstructure, full details of the proposed mechanical ventilation strategy shall be submitted to the local planning authority for their approval, to include detailed drawings of venting locations on the elevations. The system shall be installed and retained as per the approved details thereafter.

Reason: To ensure that the development is adequately vented to ensure a clean air supply in order to comply with DM Policy 23 Air Quality and London Plan Policy SI 1 Improving air quality and also to ensure that the visual impact of the venting system complies with Policy DM 30: Urban design and Local character of the Development Management Local Plan 2014.

45. Details of Shutters

Prior to completion of the building superstructure full details of the proposed blinds and/or shutters required in compliance with the TM59 overheating assessment shall be submitted to the local planning authority for their approval, to include detailed drawings of venting locations on the elevations. The development shall be implemented in accordance with the approved details and retained thereafter.

Reason: To ensure that the development is adequately protected from overheating and to ensure a clean air supply in order to comply with DM Policy 23 Air Quality and London Plan Policies SI 1 Improving air quality and SI 4 Managing heat risk.

46. Noise Assessment

The proposed development shall be carried out in accordance with the Noise Assessment (report reference number 170353-04A) prepared by Ardent (dated June 2020), and the building construction, glazing and mechanical ventilation shall be installed in accordance with the recommendations of the assessment.

Reason: To safeguard the amenities of the future occupants, adjoining premises and the area generally and to comply with DM Policy 26 Noise and vibration of the Development Management Local Plan (November 2014), and to meet the principles of London Plan Policy D12 Agent of Change.

47. Fixed Plant Noise Control

- a) The rating level of the noise emitted from fixed plant on the site shall be 5dB below the existing background level at any time. The noise levels shall be determined at the façade of any noise sensitive property. The measurements and assessments shall be made according to BS4142:2014.
- b) Development shall not commence until details of a scheme complying with paragraph (a) of this condition have been submitted to and approved in writing by the local planning authority.
- c) The development shall not be occupied until the scheme approved pursuant to paragraph (b) of this condition has been implemented in its entirety. Thereafter the scheme shall be maintained in perpetuity.

Reason: To safeguard the amenities of the future occupants, adjoining premises and the area generally and to comply with DM Policy 26 Noise and vibration of the Development Management Local Plan (November 2014).

48. Protection Against External Noise

- a) The residential units hereby approved shall be designed so as to provide sound insulation against external noise and vibration, to achieve levels not exceeding 30dB LAeq (night) and 45dB LAmax for bedrooms (measured with F time weighting), 35dB LAeq (day) for other habitable rooms, with windows shut and other means of ventilation provided;
- b) The evaluation of human exposure to vibration within the buildings shall not exceed the vibration dose values criteria 'Low probability of adverse comment' as defined BS6472.

Reason: To safeguard the amenities of the occupiers of the proposed dwellings and to comply with DM Policy 26 Noise and vibration, DM Policy 32 Housing design, layout and space standards of the Development Management Local Plan (November 2014), and to meet the principles of London Plan Policy D12 Agent of Change.

49. Winter Garden Screens

- a) Prior to occupation of residential dwellings, full details of sliding screens to the balconies of these dwellings at a suitable scale (e.g. 1:20) shall be submitted to and approved in writing by the local planning authority.
- b) The design and specification of the screens required by clause (a) of this condition shall ensure that when the screens are shut, noise levels on the balconies shall not exceed 55dB LAEQT.
- c) The approved screens shall be implemented before any of the residential dwellings are first occupied.
- d) The approved screens shall be maintained thereafter.

Reason: To safeguard the amenities of the occupiers of the proposed dwellings and to comply with DM Policy 26 Noise and vibration, DM Policy 32 Housing design, layout and space standards of the Development Management Local Plan (November 2014), and to meet the principles of London Plan Policy D12 Agent of Change.

50. BREEAM (Commercial Units)

- a) The non-residential units hereby approved shall achieve a minimum BREEAM Rating of 'Excellent'
- b) Prior to the completion of the super structure a Design Stage Certificate for each building (prepared by a Building Research Establishment qualified Assessor) has been submitted to and approved in writing by the local planning authority to demonstrate compliance with part (a).
- c) Within 6 months of occupation of any of the buildings, evidence shall be submitted in the form of a Post Construction Certificate (prepared by a Building Research Establishment qualified Assessor) to demonstrate full compliance with part (a) for that specific building.

Reason: To comply with Lewisham Core Strategy Policy 7 Climate change and adapting to the effects, Core Strategy Policy 8 Sustainable design and construction and energy efficiency (2011) and Policy SI 2 Minimising greenhouse gas emissions and Policy SI 3 Energy infrastructure of the London Plan (March 2021).

51. No External Plumbing or Pipes

Notwithstanding the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking, re-enacting or modifying that Order), no plumbing or pipes, including rainwater pipes, shall be fixed on the external faces/front elevation of the building hereby approved, without the prior written consent from the Local Planning Authority(s).

Reason: In order that the local planning authority may be satisfied with the details of the proposal and to accord with Policy 15 High quality design for Lewisham of the Core Strategy (June 2011) and DM Policy 30 Urban design and local character of the Development Management Local Plan (November 2014).

52. Satellite Dishes and Antenna

Notwithstanding the Provisions of Article 4 (1) and part 25 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015, no satellite antenna shall be erected or installed on the building hereby approved. The proposed development shall have a central dish or aerial system (for each relevant block) for receiving all broadcasts for the residential units created: details of such a scheme shall be submitted to and approved by the local planning authority prior to first occupation of any block, and the approved scheme shall be implemented and permanently retained thereafter.

Reason: In order that the local planning authority may be satisfied with the details of the proposal and to accord with Policy 15 High quality design for Lewisham of the Lewisham Core Strategy (June 2011) and DM Policy 30 Urban design and local character of the Development Management Local Plan (November 2014).

53. Retention of Amenity Spaces

The whole of the residential amenity space (including communal amenity spaces and balconies but excluding the amenity space to be provided in relation to the PBSA) shall be retained permanently for the benefit of the occupiers of the residential units hereby permitted.

Reason: In order that the local planning authority may be satisfied as to the amenity space provision in the scheme and to comply with Policy 15 High quality design for Lewisham of the Lewisham Core Strategy (June 2011) and DM Policy 32 Housing Design, layout and space standards of the Development Management Local Plan (November 2014).

54. Open Space Management and Maintenance Plan

- a) An Open Space Management and Maintenance Plan shall be submitted to and approved in writing by the local planning authority prior to occupation of the development hereby approved. This shall include details of management and maintenance responsibilities for all communal play spaces/communal terraces and other publicly accessible areas.
- b) Once approved, these spaces shall be managed and maintained in accordance with the approved Plan.

Reason: To ensure that the podium amenity space and public realm landscaping areas are adequately managed in accordance with Policy 15 High quality design for Lewisham of the Lewisham Core Strategy (June 2011) and DM Policy 25 Landscaping and trees in the Development Management Local Plan (November 2014).

55. Details of Drainage

Above ground development shall not commence until full details of a detailed drainage and microdrainage plan (including site-specific maintenance plan) have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details and retained in perpetuity.

Reason: In order to ensure that the development incorporates sustainable urban drainage systems in accordance with paragraph 165 of the NPPF, Core Strategy Policy 10 (June 2011) and Policies SI 12 Flood risk management and SI 13 Sustainable drainage of the London Plan (March 2021).

56. Residential Accommodation Finished Floor Level

The finished floor levels of residential accommodation must be set no lower than 7.37 metres above Ordnance Datum (mAOD).

Reason: To reduce the risk of flooding to the development and occupants, in line with the Core Strategy Policy 10 and Policies SI 12 Flood risk management and SI 13 Sustainable drainage of the London Plan (March 2021).

13.2 INFORMATIVES

A. Positive and Proactive Statement

The Council engages with all applicants in a positive and proactive way through specific pre-application enquiries and the detailed advice available on the Council's website. On this particular application, positive discussions took place which resulted in further information being submitted.

B. Community Infrastructure Levy

As you are aware the approved development is liable to pay the Community Infrastructure Levy (CIL) which will be payable on commencement of the development. An 'assumption of liability form' must be completed and before development commences you must submit a 'CIL Commencement Notice form' to the council. You should note that any claims for relief, where they apply, must be submitted and determined prior to commencement of the development. Failure to follow the CIL payment process may result in penalties. More information on CIL is available at: - <http://www.lewisham.gov.uk/myservices/planning/apply-for-planning-permission/application-process/Pages/Community-Infrastructure-Levy.aspx>

C. Construction – Pollution and Noise

You are advised that all construction work should be undertaken in accordance with the "London Borough of Lewisham Code of Practice for Control of Pollution and Noise from Demolition and Construction Sites" available on the Lewisham web page.

D. Piling

Piling can result in risks to groundwater quality by mobilising contamination when boring through different bedrock layers and creating preferential pathways. Accordingly, it should be demonstrated that any proposed piling will not result in contamination of groundwater. If piling is proposed, a piling risk assessment must be submitted, written in accordance with the Environment Agency's guidance 'Piling and penetrative ground improvement methods on land affected by contamination: guidance on pollution prevention' (National Groundwater & Contaminated Land Centre report NC/99/73).

E. S106 Agreement

You are advised that the approved development is subject to a Section 106 agreement. Please ensure that the obligations under the Section 106 agreement are addressed in accordance with the details and timeframes set out in the agreement. If you have any questions regarding the agreement or how to make a payment or submission required under the agreement, please contact the S106/CIL team on CIL@lewisham.gov.uk.

F. Dust Management Plan:

- Must mitigate against negative impact on air quality and receptors in the vicinity of the development;
- Must detail the measures that will be taken to reduce the impacts on air quality during all construction phases
- Include a maintenance schedule of the dust mitigation measures;
- Undertake to carry out air quality monitoring before and during demolition and construction works (usually three months prior to commencement of any works on site). Parameters to be monitored, duration, locations and monitoring techniques must be approved in writing by Lewisham Council prior to commencement of monitoring.

And shall be in accordance with “The Control of Dust and Emissions during Construction and Demolition”, Mayor of London SPG 2014

G. Prior to Commencement Conditions

The applicant is advised that conditions 7 (construction logistics plan), 10 (construction environment management plan), 18 (radio survey), 22 (dust management plan), 23 (site contamination), 36 (ecology survey), 37 (tree protection), 39 (site waste management plan) require details to be submitted prior to commencement to minimise disruption on the local highway and transport network, ensure minimum impact upon surrounding occupiers amenity and ensure safe de-contamination of the site.

H. London Overground Radio Communications

The applicant is advise that London Overground would seek contributions from the developer towards any equipment upgrade required to mitigate the adverse effects of this development on London Overground's radio communications, as shown by the Radio Survey.

I. Reflected Glare Assessment

The applicant is advised that London Overground may request the applicant conducts a reflected glare assessment to confirm there shall be no impact to railway operations during or after the completion of the Development.

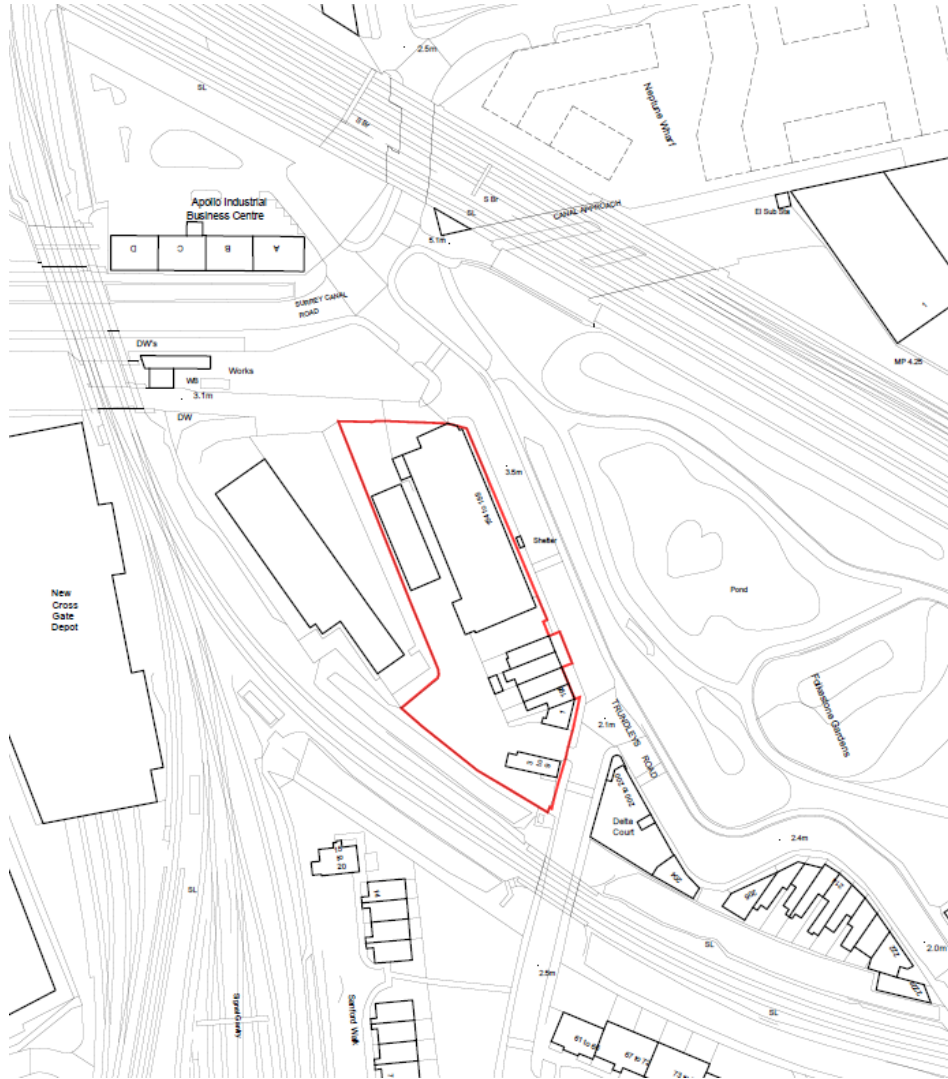
J. London Overground Asset Protection Agreement

LO requires that the applicant enters into an Asset protection Agreement with LO to ensure that the development is carried out safely.

K. Internet

The applicant is advised that Approved Document R of the Building Regulations has a requirement for in-building physical infrastructure which enables copper or fibre-optic cables or wireless devices capable of delivering broadband speeds greater than 30Mbps to be installed

Site Plan – Trundleys Road DC/20/117966



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Committee	STRATEGIC PLANNING COMMITTEE (ADDENDUM)
Report Title	164-196 Trundleys Road and 1-9 Sandford Street, SE8 5JE
Ward	Evelyn
Contributors	David Robinson
Date	23 March 2021

Reg. Nos.

DC/20/117966

1.0 INTRODUCTION

- 1.1 This report has been prepared as an updated response has been provided from Transport for London (TfL) and additional / amended conditions and S106 obligations are proposed.

2.0 ADDITIONAL RESPONSE (TfL)

- 2.1 The updated response from TfL is summarised as follows:

Healthy Streets

- 2.2 It is noted that the applicant has updated their Healthy Streets assessment. It is noted that the applicant has identified a number of improvements that they will implement. These are:

- Improvement works along the frontages of the site and provision of dropped kerbs/tactile paving at vehicular accesses;
- Improvements to crossing facilities on Trundley's Road;
- Lighting for the railway bridge; and
- £30,000 contribution towards resurfacing works to the east of the site to better connect with Cycleway 4

- 2.3 It is noted that the applicant has identified a contribution of £50,000 towards cycle hire. This is welcomed subject to outstanding cycle parking matters being sufficiently addressed and an appropriate level of contribution towards other walking and cycling improvements being secured.

Public Transport

- 2.4 In regard to the bus contribution, as you are likely aware the PTAL for this site is poor and the 225 is one of the two services that is within PTAL distance of the majority of the site and is currently well-matched for demand. Therefore, any additional demand would need to be mitigated. It is also useful to highlight that the 225 may not necessarily go where students or residents may wish to travel to. A contribution of £270,000 to cover a 3-year period can be considered. We would like to ensure that there is some flexibility incorporated into the S106 so there is an option to review what would be the best approach to addressing bus demand from this development upon its receipt.

Trip Generation Assessment

- 2.5 It is noted that the applicant has stated that they do not agree with TfL's comments on the trip generation assessment for the Higher Education establishments. It is

noted that the proposed development is not to be affiliated with any higher education establishments, therefore students at this site could choose to any establishments, although it is assumed that those in central and inner east London are most likely. It is also useful to note that there are no educational establishments within reasonable walking distance – the closest, Goldsmiths University, is 1.3km away and thus outside of reasonable walking distance and furthermore the route along Sanford Street, in particular the lack of natural surveillance due to limited active frontage in locations (please see below screenshots), could act as a deterrent especially when it is dark or quiet. The 225 would then be an attractive option – and similarly when it is cold and wet. The next nearest is the Trinity Laban some 2.9km away in Deptford again via areas/routes which are likely to be perceived as risky and the Camberwell College of Art even further away 3.5km away. It is noted that the applicant has made reference to Ravensbourne, which is 6.3km away from the site.

- 2.6 It is therefore reasonable to assume that residents from this development will utilise the public transport network, in particular buses given the distance from existing rail stations, to access educational establishments. Therefore, TfL's previous concerns that the trip generation assessment underestimated the impact on the surrounding public transport network still remain.
- 2.7 The cost savings of cycling is acknowledged, and it is agreed that some students may choose to cycle to their educational establishment. However, it is still considered likely that students and/or residents from this development will use buses, particularly when they have a bus stop directly adjoining the site and on cold or wet days. The issues of natural surveillance and personal safety apply to cyclists as well as those walking. Furthermore, in the absence of a nominations agreement there is even more chance that students at this site would attend an establishment outside reasonable cycling distance and/or that was easier to travel by public transport. It is noted that the application proposes only the minimum standard cycle parking and there is a commitment towards some improvements to the local walking and cycling network. For other student halls of residence proposals a much lower cycle mode share has been agreed by all parties despite their better location for cycling and it has been pointed out by the universities that foreign students in particular are unlikely to want to buy a bike and they make up a higher than usual proportion of students in halls as they will not be living at home and are less likely to get a flat or house share.
- 2.8 In light of the above, TfL's comments on the submitted trip generation assessment remain outstanding.

Vehicle Access

- 2.9 It is noted that additional detail on the vehicle accesses can be secured through condition, and that these accesses are to be delivered as part of a S278 agreement. It is also note that the proposed plans show level footways at vehicle crossovers on the site frontage. It is understood that a Stage 2 RSA will be carried out.

Delivery and Servicing

- 2.10 As part of the delivery and servicing activity at this site a loading bay on Sanford Street is proposed. After further review, it is considered that the loading bay will not impact on bus operations. It is however requested that there are measures in place which ensure that delivery and servicing does not occur along other areas of Sanford Street, in particular the bend on this street, as this will have a detrimental impact on bus operations.

Cycle Parking

- 2.11 The applicant has stated that the lobby adjacent to the commercial cycle parking is to access the student accommodation. They have also stated that cycle parking for the student accommodation and commercial aspects of the development are to be kept separate for security reasons. It is TfL's preference that cycle parking all long-stay cycle parking provision is accessed via a lobby to ensure that all who choose to cycle are afforded the same level of protection as those who do not.
- 2.12 Sufficient space between cycle parking stands and the wall - which will vary dependent on the type of cycle proposed to use the stand - is required. Is there a condition about cycle parking provision?

Car Parking

- 2.13 As highlighted in TfL's detailed comments and the Stage 1 comments, there is a concern that the overprovision of disabled person parking provision at this site could result in the misuse of these spaces for general parking. It was therefore recommended that the area was designed to provide 3 per cent for the residential element and appropriate quantum for the commercial and student uses from the outset, with the additional areas uses for other purposes (ie additional storage) until the demand for disabled person parking spaces arise.
- 2.14 It is noted that three disabled persons' parking spaces are proposed for the student accommodation. As highlighted in Paragraph 29 of the Stage 1 report, it is a requirement that the majority of student bedrooms are secured via nominations agreement to a specific higher educational institution. It is understood that a nominations agreement has not yet been secured. The identification of a higher educational provider will offer the opportunity to develop a strategy to address parking provision for students who have mobility impairments, in line with the provider's specific needs and policy. The appropriate quantum of on-site disabled person parking provision can be considered as part of this strategy.
- 2.15 It is noted that all spaces on the site will have active charging facilities, which is welcomed.

Construction

- 2.16 It is understood that a Construction Logistics Plan (CLP) is to be secured through condition.
- 2.17 Should permission be granted, the applicant is encouraged to engage early with TfL on the proposed construction methodology at this site to ensure that throughout the construction period there is no impact on bus operations or on the adjoining railway lines.

London Overground

- 2.18 It is noted that a number of conditions were sent across from colleagues in London Overground infrastructure Protection (LOIP). These conditions must be attached to any permission attached to this site.
- 2.19 The applicant states that a Noise Assessment has been submitted as part of this application, and that mitigatory measures identified will be secured through condition

and/or have been incorporated into the design. This document has been shared with LOIP, and further comments on this matter may follow.

Student Management

- 2.20 It is requested that during student move-in and move-out a marshal is in place to ensure that vehicles do not park and/or obstruct the bus stop.
- 2.21 The Student Management Plan should be secured through condition, and detail measures (including the aforementioned) which will be implemented to ensure that there is no impact on the surrounding transport network, in particular bus operations along Surrey Canal Road and Trundleys Road.

Travel Plan

- 2.22 It is noted that a Travel Plan is to be secured through condition, which is welcomed. It is recommended that a Travel Plan is submitted for each land use, with measures appropriate to that use identified to support sustainable and active travel in line with the Mayor's strategic mode shift for inner London boroughs which is for 90 per cent of all journeys to be made by walking, cycling and public transport by 2041.

3.0 CONSIDERATIONS

- 3.1 The majority of points raised by TfL have already been secured by condition or S106 obligation as follows:
- Vehicular access and various public realm improvement works (secured by S106 obligation)
 - Delivery and servicing plan (secured by condition)
 - Construction logistics plan (secured by condition)
 - London Overground requirements (secured by conditions)
 - Student Management Plan (secured by S106 obligation)
 - Travel Plan (secured by S106 obligation)
 - Stage 2 Road Safety Audit (secured by S106 obligation)
- 3.2 With relation to the Bus Improvement and Cycle Infrastructure Contribution and in light of the points that TfL have raised in relation to trip generation, the S106 obligations have been amended as follows:
- Bus Improvement contribution - £270,000 to be secured (previously £90,000)
 - Cycle Infrastructure contribution - £50,000 to be secured (previously £220,000)
- 3.3 In light of TfL's comments in relation to the proposed cycle parking, the existing condition (number 42) which secured compliance with the cycle parking details submitted by the applicant, has been amended to a condition requiring all details of cycle parking to be submitted to and approved by the Local Planning Authority (in consultation with TfL), as follows:
- a) *Prior to commencement of development above ground-level, full details of the cycle parking facilities for all uses (long stay and short stay) shall be submitted to and approved in writing by the local planning authority.*
 - b) *All cycle parking spaces shall be provided and made available for use prior to first occupation of the development and maintained thereafter.*

Reason: In order to ensure adequate provision for cycle parking and to comply with Policy T5 cycling and Table 10.2 of the London Plan (March 2021) and Policy 14: Sustainable movement and transport of the Core Strategy (2011).

3.4 TfL's comments in relation to car parking are noted, however following discussions with the Council's Highways Officer, it was confirmed that further reducing the quantum of accessible parking spaces provided in favour of was not desirable. It is agreed however that the scope of the Parking Management Plan be amended to include a periodic review if the quantum of parking provided at basement level as follows:

- Parking Management Plan outlining:
 - How the off-street parking will be allocated / managed
 - How informal parking (i.e. in the public realm, and service yard) will be enforced
 - **An annual review of the overall quantum of parking provided at basement level**
 - A periodic review mechanism that ensures any increase in demand for electric vehicles charging is addressed.
 - Details of how parking would be managed on Juno Way

3.5 Additionally, TfL raised comments in relation to the allocation of parking provision for students who have mobility impairments. It is recommended that this is included as part of the required detail of the nomination agreement when secured.

3.6 Given the above, all of TfL's comments within their updated response have been addressed.

4.0 OTHER AMENDED CONDITIONS AND S106 OBLIGATIONS

4.1 Following further review of the proposed development, the following additional conditions are recommended to further ensure the Agent of Change principles are met and that the residential development and commercial units can comfortably co-exist:

1. Resident's Information Pack

Details of a resident's information pack outlining the terms the relationship with the industrial uses at ground floor level, shall be submitted to and approved by the local planning authority prior to first occupation of any residential unit. The approved information pack shall be supplied to all prospective and new occupants of the residential and student use.

Reason: To safeguard the amenity of future occupants and to meet the principles of Policy D12 Agent of Change of the London Plan (March 2021).

2. Dust, Noise and Vibration Management Plan

Prior to the occupation of the commercial units, a Dust, Noise and Vibration Management Plan shall be submitted to and approved, in writing, by the local planning authority. The Management Plan will need to detail the measures taken to reduce the impacts on residential occupants by way of dust, noise and vibration in

relation to the operational use of the commercial units. The development shall be undertaken in accordance with the approved plan.

Reason: To manage and prevent further deterioration of air quality in accordance Policy T7 Deliveries, servicing and construction and Policy SI 1 Improving air quality and to meet the principles of Policy D12 Agent of Change of the London Plan (2021).

3. Service Yard Use

The Servicing Yard hereby approved, shall be used for the purposes of servicing the commercial units at ground floor level only. The Servicing Yard shall not be used for other general operational use of the commercial units which must be kept within the envelope of the commercial units.

Reason: To safeguard the amenity of future occupants and to meet the principles of London Plan Policy D12 Agent of Change.

- 4.2 In addition to the above, it is recommended that as part of the nomination agreement secured by S106, that details are provided regarding the protocol for marketing and letting of the affordable student units, and that these are prioritised for students most in need.

5.0 CONCLUSION

- 5.1 To conclude, following the updated TfL response, and further consideration in relation to the co-location of residential and industrial uses, the following S106 heads of terms have been amended:

- Parking Management Plan outlining:
 - How the off-street parking will be allocated / managed
 - How informal parking (i.e. in the public realm, and service yard) will be enforced
 - An annual review of the overall quantum of parking provided at basement level
 - A periodic review mechanism that ensures any increase in demand for electric vehicles charging is addressed.
 - Details of how parking would be managed on Juno Way
- Nomination agreement with local higher education institution, to also include:
 - Details in relation to the allocation of parking provision for students who have mobility impairments
 - Details of protocol for marketing and letting of the affordable student units
- Bus Improvement contribution - £270,000 to be secured
- Cycle Infrastructure contribution - £50,000 to be secured

The following conditions have been amended or added:

1. Resident's Information Pack (added)

Details of a resident's information pack outlining the terms the relationship with the industrial uses at ground floor level, shall be submitted to and approved by the local

planning authority prior to first occupation of any residential unit. The approved information pack shall be supplied to all prospective and new occupants of the residential and student use.

Reason: To safeguard the amenity of future occupants and to meet the principles of Policy D12 Agent of Change of the London Plan (March 2021).

2. Dust, Noise and Vibration Management Plan (added)

Prior to the occupation of the commercial units, a Dust, Noise and Vibration Management Plan shall be submitted to and approved, in writing, by the local planning authority. The Management Plan will need to detail the measures taken to reduce the impacts on residential occupants by way of dust, noise and vibration in relation to the operational use of the commercial units. The development shall be undertaken in accordance with the approved plan.

Reason: To manage and prevent further deterioration of air quality in accordance Policy T7 Deliveries, servicing and construction and Policy SI 1 Improving air quality and to meet the principles of Policy D12 Agent of Change of the London Plan (2021).

3. Service Yard Use (added)

The Servicing Yard hereby approved, shall be used for the purposes of servicing the commercial units at ground floor level only. The Servicing Yard shall not be used for other general operational use of the commercial units which must be kept within the envelope of the commercial units.

Reason: To safeguard the amenity of future occupants and to meet the principles of London Plan Policy D12 Agent of Change.

4. Cycle Parking (amended condition 42)

- a) *Prior to first occupation, full details of the cycle parking facilities for all uses (long stay and short stay) shall be submitted to and approved in writing by the local planning authority.*
- b) *All cycle parking spaces shall be provided and made available for use prior to first occupation of the development and maintained thereafter.*

Reason: In order to ensure adequate provision for cycle parking and to comply with Policy T5 cycling and Table 10.2 of the London Plan (March 2021) and Policy 14: Sustainable movement and transport of the Core Strategy (2011).

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