Strategic planning application stage 1 referral


The proposal
Demolition of existing buildings and redevelopment to provide 167 residential units with basement car and cycle parking, amenity space, plant and associated works. The proposed height will be part-4, part-6 and part-7 storeys.

The applicant
The applicant is Linden Homes South East Ltd and the architect is Gardner Stewart Architects.

Strategic issues
The principle of the residential redevelopment of the site is in line with the aspirations of the Bermondsey Spa Regeneration Area and will help contribute towards meeting London’s housing need and is therefore generally supported; subject to the satisfactory confirmation of the reprovision and relocation of the existing social infrastructure facilities on site.

However, issues raised with respect to affordable housing, urban design, inclusive design, climate change mitigation and transport should, nevertheless, be resolved before the application is referred back to the Mayor at his decision making.

Recommendation
That Southwark Council be advised that while the application is broadly supported in strategic planning terms, there are some outstanding issues that need to be resolved and these are set out in paragraph 66 of this report.

Context

1 On 2 July 2014 the Mayor of London received documents from Southwark Council notifying him of a planning application of potential strategic importance to develop the above site for the above uses. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008 the Mayor has until to provide the Council with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. The Mayor may also provide other comments. This report sets out information for the Mayor’s use in deciding what decision to make.
2 The application is referable under Category 1A of the Schedule to the Order 2008: “Development which comprises or includes the provision of more than 150 houses, flats, or houses and flats.”

3 Once Southwark Council has resolved to determine the application, it is required to refer it back to the Mayor for his decision as to whether to direct refusal; take it over for his own determination; or allow the Council to determine it itself.

4 The Mayor of London’s statement on this case will be made available on the GLA website www.london.gov.uk.

**Site description**

5 The approximately 0.5 hectare site is located in the Bermondsey Spa Regeneration Area as originally identified by Southwark Council’s Unitary Development Plan and is the subject of a masterplan which was adopted as a development brief in 2000. The site is located to the north west of Bermondsey Spa Gardens and is bound by Grange Walk to the north, The Grange to the west, Grange Yard to the south and the modern Grange Gardens development to the east. The site forms part of Site C as set out in the masterplan.

6 The site has a moderate public transport accessibility level (PTAL) of three, on a scale of one to six, where six is the highest. This is primarily due to the walking distances to rail services being over the threshold used in the PTAL calculation (960 metres/12 minute walk distance). The walking distance to London Bridge National Rail station is approximately 1.3 km via Bermondsey Street, slightly further to London Bridge Underground station, and just over one kilometre to Bermondsey Underground station.

7 The site was previously owned by Southwark Council and was acquired by the applicant at the end of 2013 when the Council disposed of the site as it was considered surplus to requirements. There are currently three existing buildings onsite. At the east of the site is Mabel Goldwin House; a six storey office (use class B1) building that previously accommodated the Council’s Health and Social Care department, however, this was vacated in October 2012 and is now part occupied by art studios on a short-term basis. At the north west of the site is Evelyn Coyle House; a two storey building occupied by the Southwark Irish Pensioners Project (use class D1), and at the south west of the site is Gibson House; a two storey building that currently functions as a charity-run residential care home (use class C2). It is understood that both Evelyn Coyle House and Gibson House operate on short-term lease arrangements and will be vacated in the summer of 2014.

8 The surrounding area is predominantly residential in nature with buildings mainly ranging between two to seven storeys.

**Details of the proposal**

9 The proposals are for the demolition of the existing buildings on site and redevelopment to provide 167 residential units.
Case history

10 The applicant initially engaged in pre-application discussions with GLA officers regarding the proposals for the application site in May 2014. The discussions concluded that the principle of the residential redevelopment of the site was in line with the aspirations of the Bermondsey Spa Regeneration Area and will help contribute towards meeting London’s housing need and is therefore generally supported; subject to the satisfactory confirmation of the reprovision and relocation of the existing social infrastructure facilities on site. However, as outlined in the report further information and clarification was sought regarding urban design, affordable housing, inclusive design, sustainable development and transport which should be addressed.

Strategic planning issues and relevant policies and guidance

11 The relevant issues and corresponding policies are as follows:

- Principle of development: London Plan
- Housing: London Plan; Housing SPG; Housing Strategy; draft Revised Housing Strategy; Shaping Neighbourhoods: Providing for Children and Young People’s Play and Informal Recreation SPG
- Urban design: London Plan; Shaping Neighbourhoods: Character and Context, draft SPG; Housing SPG; London Housing Design Guide; Shaping Neighbourhoods: Play and Informal Recreation SPG
- Inclusive design: London Plan; Accessible London: achieving an inclusive environment SPG; Draft Accessible London: achieving an inclusive environment SPG
- Sustainable development: London Plan; Sustainable Design and Construction SPG; Mayor’s Climate Change Adaptation Strategy; Mayor’s Climate Change Mitigation and Energy Strategy; Mayor’s Water Strategy
- Transport & Parking: London Plan; the Mayor’s Transport Strategy

12 For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is the 2011 Southwark Core Strategy; 2007 Southwark Plan (saved policies) and the 2011 London Plan (with Alterations 2013).

13 The following are also relevant material considerations:

- The Draft Revised Further Alterations to the London Plan (January 2014)

Principle of development

14 As described above, the site is located within Site C of Bermondsey Spa Regeneration Area, which is the subject of a masterplan adopted by the Council in 2000. The masterplan sets out an overall vision to create a mixed-use district that will deliver 2,000 new homes, two new health centres, an NHS dental practice and pharmacy, improved youth and play facilities, including two and a half hectares of newly landscaped open space, extra car sharing spaces and cycle parks, as well as new offices and shops.

15 The site is currently occupied by a mixture of office, community uses and a charity-run residential care home which would be replaced by residential development as part of the proposals. As set out during pre-application discussions, further information was requested regarding the
relocation of the existing social infrastructure and specialist housing facilities. The applicant has since provided further clarification regarding the relocation of both of the existing facilities within the submitted planning statement and details of their new locations within the borough, however, further information is still required.

16 As set out previously, London Plan Policy 3.16 resists the loss of social infrastructure in areas of defined need where realistic proposals for their reprovision are not present. However, while the applicant has confirmed the relocation of the facilities occupied by the Southwark Irish Pensioners Project in Evelyn Cole House to a nearby location, in accordance with the policy and the requests made at the pre-application stage, further information demonstrating that the premises are not suitable for other forms of social infrastructure for which there is an identified need in the locality and a comparison of the existing floorspace versus that which will be provided is required to enable GLA officers to make an appropriate assessment as to whether the loss of this facility is acceptable.

17 With regards to the existing care home with Gibson House operated by Brandon Trust, London Plan Policy 3.14 and associated paragraph 3.83 seeks to protect existing sites and premises providing an element of care that may be threatened by higher value uses. Where shortfalls of specialist housing have been identified, the reuse of the existing sites and premises by other providers of specialist or supported needs accommodation should be explored. Therefore, while it is understood that the existing care home is being relocated within the borough, further information should be provided demonstrating that there is not a continued identified need for this type of specialist housing at this location and that the reuse of the facility by other providers has been explored.

18 As set out at the pre-application stage, while the relocation and reprovision of these existing uses within the borough to enable the redevelopment of the site may be acceptable in principle, the applicant should provide the further detail requested above before the loss of the existing specialist housing and social infrastructure facilities can be fully assessed.

19 The office floorspace provided within Mabel Goldwin House which previously housed the Council’s Health and Social Care Department was vacated by the Council in October 2012 as it was considered surplus to requirements; the use was relocated to new Council premises in the borough. The loss of office space in this location outside the Central Activities Zone and within a predominantly residential area, does not raise any strategic planning issues.

20 Notwithstanding the above, the scheme will deliver 167 residential units which would contribute towards achieving the residential vision of the Bermondsey Spa Regeneration Area masterplan and would be supported by London Plan Policy 3.3 which provides strategic support for the provision of housing within London. Therefore, subject to the provision of the further information requested above, the principle of the residential redevelopment of this site could be supported.

Housing

21 The scheme will deliver 167 residential units and the current proposed mix is illustrated in the table below:
<table>
<thead>
<tr>
<th>Unit size</th>
<th>Private</th>
<th>Intermediate</th>
<th>Social Rent</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio</td>
<td>1</td>
<td>-</td>
<td>-</td>
<td>1</td>
</tr>
<tr>
<td>One bed</td>
<td>42</td>
<td>10</td>
<td>12</td>
<td>64</td>
</tr>
<tr>
<td>Two bed</td>
<td>40</td>
<td>11</td>
<td>15</td>
<td>66</td>
</tr>
<tr>
<td>Three bed</td>
<td>28</td>
<td>1</td>
<td>7</td>
<td>36</td>
</tr>
<tr>
<td><strong>Total (hab rooms)</strong></td>
<td><strong>111 (376)</strong></td>
<td><strong>22 (63)</strong></td>
<td><strong>34 (118)</strong></td>
<td><strong>167 (557)</strong></td>
</tr>
</tbody>
</table>

**Affordable housing**

22 On assessment of the above housing schedule, the applicant is proposing that approximately 34% of the residential units will be affordable (32.5% on a habitable room basis). At the pre-application stage, the applicant set out that as the scheme was targeting a policy compliant affordable housing offer (35%), the Council had indicated that it would not require the offer to be supported by a viability assessment. The Council should confirm that this position is still correct.

23 Notwithstanding the above and as set out in the GLA pre-application advice, in order to accord with London Plan Policy 3.12 the applicant will be required to demonstrate that any future planning application delivers the maximum reasonable amount of affordable housing. As requested, the applicant has provided a financial viability report directly to GLA officers to allow an appropriate assessment of the proposed affordable housing offer and to verify that the offer represents the maximum reasonable amount in accordance with strategic affordable housing policy. GLA officers are currently reviewing the report and will update the Mayor at the decision making stage.

**Tenure**

24 Within the proposed affordable housing provision, the applicant is proposing a balance of 65% social rent and 35% intermediate (shared ownership) units. London Plan Policy 3.11 states that 60% of the affordable housing should be social/affordable rent and 40% should be for intermediate rent or sale. At the local scale, Southwark Council’s adopted policy seeks a tenure split of 70% social rent and 30% intermediate ownership. The proposed tenure split therefore represents an average of the tenure splits sought by strategic and local planning policy, and subject to the outcome of the review of the submitted viability report, is in broad accordance with the strategic aims of London Plan polices 3.9 and 3.11.

**Housing choice**

25 London Plan Housing policies 3.8 and 3.11 and the strategic guidance set out within the Mayor’s Housing SPG (2012) seek to provide affordable family accommodation in London.

26 Based on the submitted accommodation schedule, the residential mix achieves 20% provision of family housing within the affordable component of the scheme. This meets the local requirements of Southwark’s Core Strategy Policy 7 regarding family housing targets in the identified Urban Density Zone and is therefore acceptable.
Housing standards

27 All of the residential units will meet or exceed with the Mayor’s minimum space standards set out in table 3.3 of London Plan and the Housing SPG and will have access to private amenity space, which is supported. The applicant has provided typical flat layouts for each unit type demonstrating each unit’s compliance with the standards which is welcomed. The design section below will address the residential quality in further detail.

Children’s play space

28 Using the methodology in Appendix Two of the Mayor’s Shaping Neighbourhoods: Play and Informal Recreation SPG (2012), the applicant has calculated a play space requirement for children under the age of five of 252 sq.m. To understand the site-wide play space requirements, GLA Officers have carried out an assessment using the accommodation provided and calculated an expected child of 47 children, of which 25 would be under the age of five which confirms the applicant’s calculation, which results in a total play space requirement of approximately 466 sq.m.

29 The scheme will provide a central communal courtyard comprising 1,204 sq.m. of amenity space for the residents, of which 265 sq.m. is proposed as dedicated play space for children aged under five. A landscape plan showing the generally form and location of the play space and an indication of the types of playable features proposed has been provided. This provision meets and exceeds the door-stop play requirements for young children set out in the SPG and is welcomed.

30 With regards to the play requirements for older children the applicant has identified Bermondsey Spa Gardens within 200 metres of the site which comprises a large open space, children’s playground and sports courts. The applicant has also committed to providing a financial contribution towards open space, play and sports provision to mitigate any increase in demand for these amenities as a result of the development as part of the associated section 106 agreement. This is supported and should be secured.

31 From the material provided, GLA officers are content that the initial stage of the scheme meets the on-site play provisions required by the SPG and is in general accordance with London Plan Policy.

Residential density

32 Given the characteristics of the site, the public transport accessibility level (PTAL) of three, and its urban location, the London Plan density matrix (Table 3.2 in support of London Plan Policy 3.4) would suggest a residential density of between 300 to 650 habitable rooms per hectare (hr/ha) for this development. The Council’s Core Strategy promotes a slightly broader density range of 200 to 700 hr/ha for developments with the Urban Density Zone which is also relevant to this site, in order to meet the identified housing need within the borough as identified in the Council’s Strategic Housing Market Assessment and Housing Requirements Study.

33 According to the submitted planning statement, the development proposes a residential density of 859 hr/ha and has been supported by a detailed justification as requested at the pre-application stage. Whilst this exceeds the recommended density in table 3.2, given the high quality design of the proposed residential accommodation which meets and exceeds the Mayor’s Housing SPG standards regarding minimum unit sizes and private amenity provision where possible and the proposed levels of communal amenity space and play space to be provided on-site, this does not raise an objection in principle. The overall design of the scheme is also broadly in accordance with strategic policy, subject to the comments set out below.
Urban design

Layout

34 As commented on at pre-application stage, the proposed scheme is generally well thought out and it is noted that it has been developed alongside a series of community consultation workshops and design workshops with Southwark Council. The layout responds successfully to an awkward shaped site and introduces strong building lines along Grange Walk to the north and The Grange to the west. Street facing units are positioned 45 degrees to the line of the street, enabling generous recessed private amenity spaces and an orthogonal internal shared courtyard. This approach is welcomed.

35 The main issues raised at the pre-application stage included the need for clarification on access arrangements to the ground floor units and the legibility of the access route to the entrance to the affordable housing block. In response these issues, the applicant has provided more detail on the layout of the ground floor street facing units and how dual access to these units is achieved without impacting negatively on internal layouts of individual flats. The applicant was advised to prioritise access to ground floor units from the street rather than internal corridors in order to optimise pedestrian activity along the edges of the building, however, principal access to the flats remains from the corridors. This is disappointing; however, it is acknowledged that direct access to the street is provided via well-defined openings from the private amenity spaces and this arrangement is therefore ultimately accepted.

36 Following concerns raised with regards to the access arrangement to the affordable housing block, amendments have been made to provide a better defined pedestrian route into the site from Grange Walk. The building line has been pulled back at the north-east corner to form a pedestrian route, providing direct access to Blocks C and D and a through link to the communal courtyard. While this is an improvement on the pre-application scheme, officers remain unconvinced of the quality of this access route to the affordable block (D) as it remains compromised by the vehicular access to the basement car park. Further information is therefore needed to demonstrate how an accessible, continuous and safe route to the entrance of the affordable block can be introduced. In addition, while the relocation of the temporary bin store to the street edge improves the quality of the entrance to the affordable block, the proposed stand-alone structure is now visually prominent and the Council is therefore encouraged to secure details of this element through conditions to ensure a high quality design response to the streetscape.

37 In response to pre-application advice, further clarification has been provided on the treatment of the south and east edges of the building within the landscaping strategy, which indicates how the proposed landscaping merges with the existing courtyard of Grange Gardens. This is welcomed.

38 As commented on at pre-application, shared entrance cores are located at prominent points so as to be clearly legible from the public realm while addressing the surrounding street network which is welcomed. There is also an intention to provide clear views and access through the shared cores to the landscaped courtyard beyond. This is strongly supported and will introduce a degree of visual transparency and permeability to the scheme for residents.

Residential quality

39 The proposed residential quality is generally of a high standard with the majority of north facing units having dual aspect as a result of the stepped facade configuration. As discussed at the pre-application stage, given the high density of the scheme, the applicant is strongly
encouraged to provide a minimum floor to ceiling height of 2.6 metres for habitable rooms in order to help to optimise daylight penetration. The indicative layout plans suggest that residential units have been designed to an efficient depth to assist in optimising daylight levels, and this has been clarified through the submission of internal arrangement plans. All units are shown to meet or exceed the minimum space standards of the Housing SPG, which is welcomed.

**Height, massing and scale**

40 The form and massing strategy is supported, relating successfully to the scale of surrounding buildings and therefore raises no strategic issues. The intention to create a taller seven storey element at the prominent north west corner is welcomed, as this will contribute to local legibility and introduce visual variation as the proposed scale drops down to five storeys to the south and east. The architectural response to the site is also welcomed, with the implementation of a defined brick frame to the principal elevations. This allows each unit to be individually expressed and creates a simple and robust appearance.

**Inclusive design**

41 Further clarification and information was requested at the pre-application stage regarding the public realm, compliance with Lifetime Homes standards and management of the proposed blue badge parking spaces. While some information has been provided, further clarification and information on how the scheme has been designed with inclusive principles in mind is required before this aspect of the scheme can be fully understood.

**Public realm**

42 The design of the landscaping and the public realm is crucial to how inclusive the development is for many people. The application is level in nature and the applicant has confirmed that all access with be level to promote inclusive access to the development. As set out at the pre-application stage the applicant should provide further information on the design features that will be incorporated into the scheme to ensure that the public realm is safe and usable for disabled people and how all the entrances and internal circulation routes will be accessible. In line with the concerns raised in the design section of this report, the applicant is also recommended to review the potential pedestrian and vehicle conflict on the eastern access to the site from Grange Walk, particularly as many of the proposed residential units are located within Blocks C and D.

**Residential units**

43 The applicant has confirmed that 17 wheelchair accessible units will be provided, which equates to 10% of the overall provisions, and these will be distributed across all tenures and units sizes which is welcomed. It is understood that the accessible units have been designed in consultation with the Council’s Occupational Therapist and meet these standards set out in the SE London Wheelchair Homes design guidance and all other units will be designed to meet Lifetime Homes standards. This is welcomed; however, compliance with these standards should be demonstrated on plan, using a sample of flat layouts.

**Car parking**

44 The proposals will provide seventeen disabled parking spaces and therefore each wheelchair unit will have a dedicated wheelchair accessible parking space. This meets the requirements of the Wheelchair Housing Design Guide, and is welcomed. In line with the comments made at the pre-application stage, the applicant has provided a basement plan
showing space for the parking and charging of mobility scooters next to the cores for Blocks C and D, which is strongly supported. Both the disabled parking and mobility scooter parking/charging should be secured by planning condition.

**Sustainable development**

**Climate change mitigation**

45 The applicant has applied the energy saving hierarchy detailing savings from energy efficiency measures of 11%, savings of 16% through the provision of Combined Heat and Power (CHP) and further savings from renewable energy of 17%, in this case the applicant is proposing 52.75 kWp of solar photovoltaic panels (PV) on the roof of the residential blocks. A plan showing the proposed installation of the PV has been provided. The applicant should provide information on how the demand for cooling will be minimised in compliance with London Plan Policy 5.9 and provide DER and TER sheets including energy efficiency measures alone to support the above stated savings.

**District heating and site heat network**

46 The applicant has identified that the SELCHP district heating network is proposed to extend to the vicinity of the development. The applicant has been in contact with the SELCHP network developers who have confirmed that the site is too far from the network to be economically viable for connection at this stage. The applicant has, however, provided a commitment to ensuring that the development is designed to allow future connection to a district heating network should one become available.

47 The applicant is proposing to install a site heat network connecting all dwellings. The applicant should confirm that the site heat network will be supplied from a single energy centre. Further information on the floor area and location of the energy centre should also be provided.

48 The applicant mentions heat recovery in connection with the community heating system and claims 27 tonnes carbon dioxide savings from this. Further information should be provided on what this heat recovery relates to and how the savings have been calculated. If it is mechanical ventilation with heat recovery, we would expect to see this accounted for under the first tier of the energy hierarchy as an efficiency measure.

49 The applicant has investigated the feasibility of CHP. However, due the intermittent nature of the heat load, CHP is not proposed. This is accepted in this instance.

**Summary**

50 A reduction of 71 tonnes of carbon dioxide per year in regulated emissions compared to a 2010 Building Regulations compliant development are claimed, which is equivalent to an overall saving of 38%. The applicant has stated a commitment to meet the shortfall in carbon savings to reach the 40% target via a cash in lieu contribution and the applicant should therefore liaise with the Council to secure this. The comments above should be addressed before the carbon savings and compliance with London Plan energy policy can be verified.

**Climate change adaption**

51 The proposal includes a number of measures in response to strategic policies regarding climate change adaptation, which are welcomed. The residential element will be designed to meet Code for Sustainable Homes Level Four. Other measures proposed than those set out
above, include the provision of rain water attenuation systems, water, energy and light efficient fittings and white goods in both residential and commercial elements, smart energy displays within the units, and the promotion of sustainable urban drainage techniques. The proposed measures are welcome and should be secured by the Council through condition.

**Transport**

**Car and cycle parking**

52 The applicant proposes car parking provision at 0.26 spaces per unit which is well below London Plan maximum standards. The provision of electric vehicle charging points accords with London Plan standards, whilst cycle parking will exceed London Plan minimum standards. This provision should all be secured by planning condition.

53 To support the low level of parking, a detailed car parking management plan should be secured through planning condition. This plan should also identify how the disabled parking spaces will be allocated to residents of the wheelchair accessible units across all tenures and should include a mechanism to ensure that the supply and demand of the blue badge bays are regularly monitored and provision reviewed. This is to ensure that provision equates to the demand from disabled residents and visitors and that the bays are effectively enforced. Given the low-level of residential parking proposed this is particularly important to ensure that the disabled spaces remain vacant for residents who need them.

54 In addition to the above, the section 106 agreement should include provisions to exempt residents from obtaining permits for the surrounding controlled parking zone and provide them with free membership of the local car club for which on street parking already exists.

**Trip generation**

55 Transport for London (TfL) accepts that the number of net trips generated by the development is unlikely to be significant and the impact on the local road network is likely to be negligible. However, the development is likely to increase the numbers of pedestrians and cyclists on routes in the vicinity of the site.

**Pedestrian and cycling infrastructure**

56 In light of the above, in order to support the high residential density and low car parking provision, despite only a moderate public transport accessibility, TfL considers it would be appropriate for a section 106 contribution to fund the improvement of pedestrian and cycle connectivity between the site, Bermondsey and London Bridge stations, the riverside area and the City. This should be negotiated to an appropriate amount with the Council and TfL for inclusion in the section 106 agreement. In this case such measures are more likely to aid the delivery of high levels of sustainable travel rather than bus service enhancement.

57 To further encourage cycling a suitable site for a Cycle Hire docking station should be identified and funding for installation should be agreed between the developer, TfL and the Council and then secured through planning condition or obligation.

**Servicing and travel planning**

58 A detailed delivery and servicing plan and construction logistics plan should be secured by condition. The submitted framework travel plan is considered satisfactory, however, a
detailed travel plan, detailing targets to increase walking as well as cycling, and including funding and monitoring, should be secured through the section 106 agreement.

59 In summary, the principle of the development is considered to be acceptable from a strategic transport perspective, however to ensure that the application complies fully with London Plan transport policies the matters outlined above should be addressed by section 106 agreement and/or condition.

Community Infrastructure Levy

60 The Mayor has introduced a London-wide Community Infrastructure Levy (CIL) to help implement the London Plan, particularly policies 6.5 and 8.3. The Mayoral CIL formally came into effect on 1 April 2012, and it will be paid on commencement of most new development in Greater London that was granted planning permission on or after that date. The Mayor’s CIL will contribute towards the funding of Crossrail

61 The Mayor has arranged boroughs into three charging bands. The rate for is £35/sq.m. The required CIL should be confirmed by the applicant and council once the components of the development or phase thereof have themselves been finalised. See the 2010 regulations: http://www.legislation.gov.uk/ukdsi/2010/9780111492390/contents as amended by the 2011 regulations: http://www.legislation.gov.uk/uksi/2011/987/made

62 London borough councils are also able to introduce CIL charges which are payable in addition to the Mayor’s CIL. Southwark Council is currently progressing its CIL scheme. See the council’s website for more details.

Local planning authority’s position

63 At the time of writing the local planning authority’s position is unknown.

Legal considerations

64 Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008 the Mayor is required to provide the local planning authority with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. Unless notified otherwise by the Mayor, the Council must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a draft decision on the application, in order that the Mayor may decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 of the Order to refuse the application, or issue a direction under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application and any connected application. There is no obligation at this present stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor’s statement and comments.

Financial considerations

65 There are no financial considerations at this stage.

Conclusion

66 London Plan policies on housing, affordable housing, urban design, inclusive design, sustainable development and transport are relevant to this application and overall the scheme is
generally supported. However, there are some outstanding issues that need to be resolved before the decision making stage and these and their potential remedies are set out below:

- **Principle of development:** The principle of the residential redevelopment of the site was in line with the aspirations of the Bermondsey Spa Regeneration Area and will help contribute towards meeting London’s housing need and is therefore generally supported; subject to the satisfactory confirmation of the reprovision and relocation of the existing social infrastructure facilities on site.

- **Housing & affordable housing:** The proposed unit mix and tenure is accepted. The proposed high density does not raise an objection in principle subject to the design issues raised being satisfactorily addressed. A financial viability report has been submitted directly to GLA officers to verify that the offer represents the maximum reasonable amount in accordance with strategic affordable housing policy. GLA officers are currently reviewing the appraisal to assess whether the development accords with London Plan Policy 3.12.

- **Urban design:** The proposed height, massing and scale is generally supported as is the generally high quality of the residential design. The applicant should however reconsider the route to the affordable housing block as to provide a safe, accessible and attractive route. In addition, the Council should secure details of the relocated bin store to the north east of the building.

- **Inclusive design:** The scheme will provide 10% wheelchair accessible units with disabled parking and all other units will be designed to Lifetime Home standards. The applicant should demonstrate this compliance on plan using typical flat layouts. The mobility scooter storage is welcomed and should be secured by planning condition. Further information should be provided on the design features that will be incorporated into the scheme to ensure that the public realm is safe and usable for disabled people, with particular regard to the potential pedestrian and vehicle conflict on the eastern access to the site from Grange Walk, particularly as many of the proposed residential units are located within Blocks C and D.

- **Climate change mitigation:** The proposals fall short of the 40% London Plan carbon reduction targets, however, the applicant has stated a commitment to making a cash in lieu contribution to meet the shortfall. This should be secured in liaison with the Council. The applicant should provide further information regarding the savings from energy efficiency measures, how the demand for cooling will be minimised and on the size and location of the proposed energy centre in line with the above comments.

- **Transport:** The principle of the development is considered to be acceptable from a strategic transport perspective, subject to the cycle parking, electric vehicle charging points, mobility scooter storage, car parking management plan, delivery and servicing plan and construction logistics plan should be secured by planning condition. In addition, an exemption of residents from the nearby CPZ and a detailed travel plan should be secured within the section 106 agreement.

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